

**AUGUST 2005**



# **JOURNEY-TO-WORK**

**TRENDS IN THE  
DELAWARE VALLEY  
REGION**

**1980-2000**



Delaware Valley Regional  
Planning Commission





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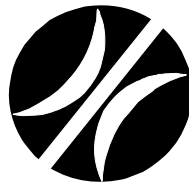


**DELAWARE VALLEY REGIONAL  
PLANNING COMMISSION**

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Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty, and intercity agency that provides continuing, comprehensive, and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia in Pennsylvania. It also includes Burlington, Camden, Gloucester, and Mercer counties in New Jersey. DVRPC provides technical assistance and services, conducts high-priority studies that respond to the request and demands of member state and local governments, fosters cooperation among various constituents to forge a consensus on diverse regional issues, determines and meets the needs of the private sector, and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the commission.



Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of sources including federal grants from the US Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. This report was primarily funded by the Pennsylvania Department of Transportation and the Federal Highway Administration. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.



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## **EXECUTIVE SUMMARY**

As part of the Year 2000 decennial census, the US Census Bureau collected information on respondents' journey-to-work characteristics. These data are essential for ongoing transportation planning activities; they provide information for monitoring the transportation system, statistics used in project analysis, selection and implementation, and data inputs for the various tools used in the planning process. This report examines the changes in distribution of resident workers, employment, commutation patterns, means of transportation, and travel times that have occurred at the county level. In addition, data are presented for the cities of Chester, Camden, Trenton, as well as Center City Philadelphia.

The journey-to-work is dependent upon many demographic components. The location of population and employment, as well as the characteristics of employment, all affect commutation. The 2000 Census tallied just under 5,400,000 persons residing in the Delaware Valley Region. This number is an increase of 205,000 over the 1990 number and represents a growth of over a quarter million since 1970. Growth in the region, however, has not been evenly distributed. A decline in Philadelphia population offset the suburban Pennsylvania counties' growth, resulting in an almost stagnate situation. Since 1970, the New Jersey counties have added 281,500 residents, representing a 22 percent increase. Employment totaled almost 2,720,000 jobs in 2000, an increase of 435,000 over the comparable number in 1980. As with population, however, employment growth was uneven. Philadelphia saw a decline in employment in the 1990s following stagnation in the 1980s. Suburban counties in both Pennsylvania and New Jersey posted large gains in the 1980s, while growth moderated somewhat in the 1990s. Resident workers, which is a measure of workers where they live, totaled almost 2,450,000 in 2000, an increase of 461,000 since 1970. Pennsylvania accounted for 70.5 percent of the region's resident workers, a slight decline from the 75.2 percent share in 1970. When the decline in Philadelphia resident worker totals is removed from the analysis, the growth in suburban Pennsylvania counties (53.6%) and New Jersey counties (46.6%) is similar.

Taken together, data on resident workers and employment location provide information on worker flows. The largest movement is for workers who both live and work in the four Pennsylvania suburban counties, which increased 8.7 percent in the 1990s to almost 900,000 persons. During the same period, workers who live and work in New Jersey remained stable at 540,500 workers. Those who both lived and worked in Philadelphia declined 16.3 percent during the 1990s. Commutation into the city from both the Pennsylvania and New Jersey counties declined, while reverse commuting increased to the Pennsylvania counties but declined to those in New Jersey. Finally, commutation into and out of the region increased.

In general, the decade of the 1990s saw an increase in auto use for commutation in line with the growth in automobiles in the region. While regional population grew just under four percent during the decade, the growth in automobiles was over eight percent. This increase in auto commutation was true for both the region as a whole (72.2% in 2000 versus 68% in 1990) and in Philadelphia (62% and 57.9% for 2000 and 1990, respectively), where the prevalence of other modes of travel is greater. On the regional level, all other modes of commutation declined in percentage terms, while in Philadelphia the only other growth was registered by the category of "other means".

The decade of the 1990s witnessed a large increase in travel time for the journey-to-work. For the region as a whole, travel time increased by slightly under 19 percent (18.9%), with travel times for New Jersey resident workers increasing slightly more (20.7%) than for Pennsylvania resident workers (18.2%). All counties experienced increases in the range of 18 to 22 percent except for Delaware County, PA (12.9%) and Mercer County, NJ (25.7%).

Resident workers in all but one county in the region identified the 7:30 to 8:29 A.M. as their predominant departure time for work. Regionally, this hour accounted for 29.5 percent of departures, with little difference between Pennsylvania resident workers (29.3%) and those from New Jersey (30.1%). In Gloucester County, the 6:30 to 7:29 A.M. hour exceeded the 7:30 to 8:29 period by only 0.2 percentage points (26.3% vs. 26.1%, respectively). Regionally, the 6:30 to 7:29 A.M. period was the second most popular departure time, identified by 25.6 percent of resident workers.



## **I. INTRODUCTION**

Since its inception in 1965, the Delaware Valley Regional Planning Commission (DVRPC) has maintained a transportation data base for the nine counties comprising the region (*See Map 1*). These data are derived mainly from the decennial census, which includes a component on work commutation based on returns from a detailed questionnaire sent to approximately 17 percent of households. This report provides a look at the changes in the distribution of resident workers, commutation patterns, means of transportation, travel times, and employment that have occurred at the county level since 1980. In addition, data is presented for the cities of Chester, Camden, Trenton, as well as Center City Philadelphia.

The Delaware Valley region as a whole is a mature region that is growing only slowly. However, substantial differences in growth rates appear when the region is broken into smaller analytical units. Decline, rejuvenation, the appearance and continued growth of regional sub-centers, and ex-urban growth all play a role in the commuting choices that people face.

Chapter II of this report examines some of the major indices affecting the journey-to-work. These include changes to population, employment, resident workers, commuting patterns and mode of travel. Trends are summarized and presented at the county, state and regional level. In addition, worker flows into and out of the region are detailed.

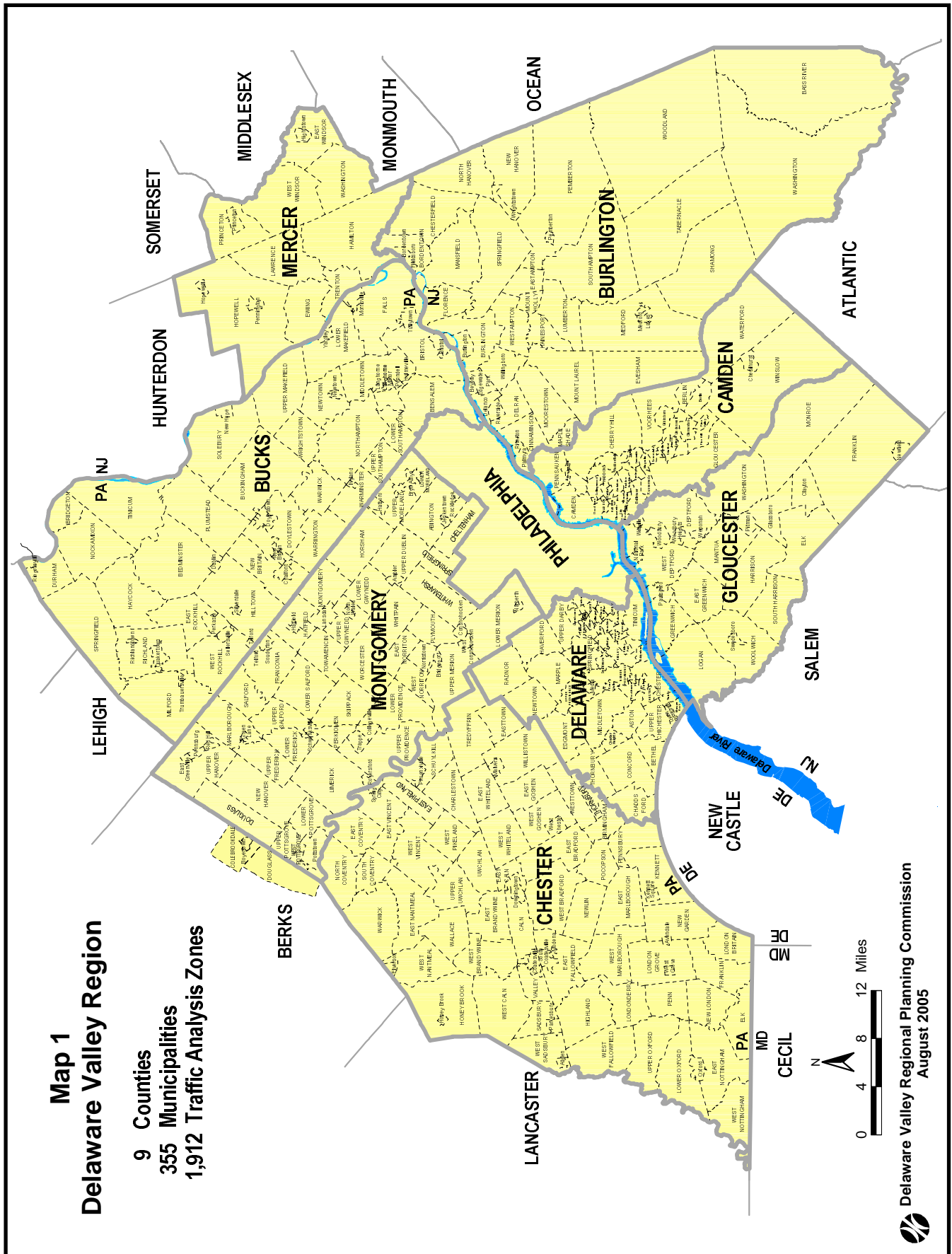
Chapter III presents a detailed examination of each of the nine counties that comprise the DVRPC region. Demographic characteristics applicable to the journey-to-work are presented from the 1970 through 2000 US Censuses. A brief presentation of employment data is followed by a description of both where resident workers in a county work as well as where employees in the county live. Data are reproduced on commuters' means of transportation and travel time to work as well as time leaving for work. All of these characteristics are needed to gain an understanding of the journey-to-work.

A closer look at the journey-to-work data for the cities of Chester, Camden and Trenton, as well as detailed information for Center City Philadelphia is presented in Chapter IV. Much of the information produced at the county level is repeated here for each of these entities. The scale, however, concentrates on data which is appropriate at the municipal level.

The data presented in Chapters III and IV are presented in greater detail in the Appendices. These include historical county-to-county worker flows, origin and destination data, detailed information on means of transportation and travel time, and a further disaggregation of departure time for work. This allows the reader to engage in further analysis of the data.

# Map 1 Delaware Valley Region

9 Counties  
355 Municipalities  
1,912 Traffic Analysis Zones



## II. JOURNEY-TO-WORK IN THE DELAWARE VALLEY REGION

The journey-to-work is dependent upon many demographic components. The location of population and employment, as well as the characteristics of employment, all affect commutation. In addition to demographics, characteristics of transportation options play a role. Availability, type of facilities and access to those facilities, as well as congestion determine many aspects of the work trip. Mode of travel (whether by drive alone auto, shared ride, public transportation), residential location choice, and time of departure are all affected by these components. An examination of these characteristics and how they have changed over time is presented to provide a basis for examining the journey-to-work.

### A. Regional Population

The Delaware Valley Region's population reported in the 1970 through 2000 US Census data is displayed in *Table II-1*. The 2000 Census tallied 5,387,400 persons, which is 205,000 higher than the 1990 count and an increase of slightly over a quarter million residents since 1970. Regional decline of two percent between 1970 and 1980 reversed in the 1980s and the growth rate increased in the 1990s to almost four percent.

Growth between 1970 and 2000 has not been evenly distributed in the region, however, with Philadelphia population decline countering suburban growth, resulting in Pennsylvania counties' population remaining almost stagnant. The Pennsylvania counties endured population decline in the 1970's, with declines in Philadelphia (-13.4%) and Delaware (-8.0%) counties producing a reduction of 4.9 percent during that decade. The moderation of losses in these two counties in the 1980's led to a slight increase in population (1.3%). During the 1990's, Delaware County reversed its decline and posted an increase of 0.8 percent, while the rate of population loss in Philadelphia continued to moderate (-4.3%). Counter to these losses were large increases in population in Bucks, Chester and Montgomery counties. Chester County grew the fastest in percentage terms, adding between 14 and 19 percent in each of the three decades for a total growth since 1970 of 56.1 percent, equating to 155,766 new residents. Although the percentage growth in Bucks County was not as large (43.4% over the 30 years), the larger population in 1970 translated to a gain of 180,908 more residents, the largest in the Pennsylvania portion of the region. In 1970 Montgomery County had the largest population base of the suburban Pennsylvania counties; the addition of 124,898 persons yielded a 20 percent population increase in the 30 year period.

The New Jersey portion of the region has experienced growth of over 22 percent in the period between 1970 and 2000, adding 281,500 residents for a total of 1,537,750 persons in 2000. Growth has been steady during the last 30 years, with increases of 6.8, 8.3 and 5.8 percent for each successive decade. Unlike the counties in the Pennsylvania portion of the region, all four New Jersey counties added population in each decade covered by the data. The largest growth in percentage terms (48.1%) is Gloucester County, where the population increased from 172,681 in 1970 to 255,719 in 2000, a growth of 83,038 people. Although not as large in percentage terms (31%), Burlington County experienced the greatest growth in absolute terms, adding over 100,000 residents during this period. Both Mercer and Camden counties added approximately 50,000 people in the 30 years, translating to growth of 15.3 and 11.3 percent, respectively.

Table II-1. 1970, 80, 90, and 2000 Population Trends in the Delaware Valley Region

County	Census Year				Percent Change		
	1970	1980	1990	2000	'70-'80	'80-'90	'90-'00
<b>Bucks</b>	416,728	479,180	541,174	597,636	15.0%	12.9%	10.4%
<b>Chester</b>	277,746	316,660	376,396	433,512	14.0%	18.9%	15.2%
<b>Delaware</b>	603,456	555,023	547,651	551,989	-8.0%	-1.3%	0.8%
<b>Montgomery</b>	624,080	643,377	678,111	748,978	3.1%	5.4%	10.5%
<b>Philadelphia</b>	1,949,996	1,688,210	1,585,577	1,517,549	-13.4%	-6.1%	-4.3%
<b>PA Total</b>	<b>3,872,006</b>	<b>3,682,450</b>	<b>3,728,909</b>	<b>3,849,664</b>	<b>-4.9%</b>	<b>1.3%</b>	<b>3.2%</b>
<b>Burlington</b>	323,132	362,542	395,066	423,397	12.2%	9.0%	7.2%
<b>Camden</b>	456,291	471,650	502,824	507,889	3.4%	6.6%	1.0%
<b>Gloucester</b>	172,681	199,917	230,082	255,719	15.8%	15.1%	11.1%
<b>Mercer</b>	304,116	307,863	325,824	350,752	1.2%	5.8%	7.7%
<b>NJ Total</b>	<b>1,256,220</b>	<b>1,341,972</b>	<b>1,453,796</b>	<b>1,537,757</b>	<b>6.8%</b>	<b>8.3%</b>	<b>5.8%</b>
<b>TOTAL</b>	<b>5,128,226</b>	<b>5,024,422</b>	<b>5,182,705</b>	<b>5,387,421</b>	<b>-2.0%</b>	<b>3.2%</b>	<b>3.9%</b>
							<b>5.1%</b>

Source: U.S. Bureau of the Census


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## **B. Regional Employment**

Employment in the Delaware Valley Region for 1980 through 2000 is presented in **Table II-2**. The totals reported by the US Census cover only those persons who worked during the census week. People who were out on sick leave, vacation, etc. are not included in the census totals. The census figures also only account for single jobs; persons with 2 jobs are only counted once. Therefore, it is necessary to adjust the census figures with information obtained from other sources. This includes, for instance, data from the Bureau of Economic Analysis (BEA), state employment data banks, etc. The adjusted totals are presented here. Total employment in the region increased to 2,717,850 positions in 2000, only slightly higher (by 24,000) than the total from 1990, but 435,700 larger than the number of positions in 1980.

Over the 20 years between 1980 and 2000, the employment growth rate in New Jersey (31%) has been approximately twice that in Pennsylvania (15.2%); although the much larger employment base in Pennsylvania yielded an absolute job growth of 85,380 higher than New Jersey (260,540 vs. 175,170). The growth in employment between 1990 and 2000 was slow in both Pennsylvania and New Jersey, with approximately 10,000 and 14,000 additional jobs, respectively. This translates to increases of 0.5 and 1.9 percent in each of the states. These figures contrast with growth of 250,500 (14.6%) and 161,300 (28.6%) for Pennsylvania and New Jersey in the 1980s. Although the decade between 1980 and 1990 saw increases in employment in each of the DVRPC counties, the 1990s recorded declines in Philadelphia in Pennsylvania and Camden County in New Jersey. The absolute growth in employment, as well as the rates of increase in each of the remaining counties slowed compared with the previous decade.

Employment in the City of Philadelphia posted a slight increase in the 1980s, from 835,812 in 1980 to 836,874. This translates to a growth of 1,062 jobs during the decade, or 0.1 percent. In the 1990s job loss resumed, with 741,397 jobs tallied in 2000. This is a reduction of 95,477 positions, or 11.4 percent. Taken together, the 20 years between 1980 and 2000 saw a reduction of 11.3 percent in Philadelphia employment.

Removing Philadelphia from the totals to allow for a comparison of the suburban Pennsylvania and New Jersey counties, a different picture emerges. The employment growth rates in the 1980s in both the Pennsylvania and New Jersey counties are similar at 28.3 percent and 28.6 percent, respectively. During the 1990s, the rates in both states suburban counties declined; however, the Pennsylvania rate posted a 9.3 percent growth while New Jersey's growth rate fell to only 1.9 percent. For the twenty year period from 1980 to 2000, this yields an increase of 40.3% in employment for the suburban Pennsylvania counties, and 31.0 percent for counties in New Jersey.

## **C. Resident Workers**

The term "resident workers" is a tally of workers where they live, in contrast to "employment", which counts them where they work. Hence, the distribution of resident workers represents the distribution of work trip origins, and that of employment represents work trip destinations.

The DVRPC region was home to 2,448,650 resident workers in 2000. This represented a growth of 461,000, or 23.2 percent, over the 1970 total of 1,987,650. The 30 year growth has been

Table II-2. 1980, 90, and 2000 Employment Trends in the Delaware Valley Region

County	1980	1990	2000	'80-'90	'90-'00	'80-'00
Bucks	189,069	245,345	267,124	29.8%	8.9%	41.3%
Chester	134,362	197,752	238,641	47.2%	20.7%	77.6%
Delaware	197,818	230,459	238,164	16.5%	3.3%	20.4%
Montgomery	360,399	457,501	492,677	26.9%	7.7%	36.7%
Philadelphia	835,812	836,874	741,397	0.1%	-11.4%	-11.3%
<b>PA Total</b>	<b>1,717,460</b>	<b>1,967,931</b>	<b>1,978,003</b>	<b>14.6%</b>	<b>0.5%</b>	<b>15.2%</b>
Burlington	136,086	191,345	202,535	40.6%	5.8%	48.8%
Camden	186,746	227,933	216,931	22.1%	-4.8%	16.2%
Gloucester	61,732	86,079	99,467	39.4%	15.6%	61.1%
Mercer	180,116	220,592	220,915	22.5%	0.1%	22.7%
<b>NJ Total</b>	<b>564,680</b>	<b>725,949</b>	<b>739,848</b>	<b>28.6%</b>	<b>1.9%</b>	<b>31.0%</b>
<b>TOTAL</b>	<b>2,282,140</b>	<b>2,693,880</b>	<b>2,717,851</b>	<b>18.0%</b>	<b>0.9%</b>	<b>19.1%</b>

Source: U.S. Bureau of the Census


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uneven, however, with increases of 5.6 percent, 16.5 percent and a relatively flat 0.2 percent for the decades of the 1970s, 1980s and 1990's, respectively.

The regional share of resident workers in Pennsylvania versus New Jersey has declined only slightly since 1970. In that census, Pennsylvania accounted for 75.2 percent of resident workers. By the 2000 tally, this contingent had declined to 70.5 percent. This change was effected predominantly in the 1970s and 1980s, when growth in New Jersey outpaced that in Pennsylvania. In the 1970s, resident worker growth in Pennsylvania increased by only 1.7 percent while the growth in New Jersey was 17.4 percent. During the 1980s, while Pennsylvania rebounded and posted an increase of 13.9 percent, New Jersey gained an even larger 23.1 percent. Both states' growth stagnated in the 1990s; the Pennsylvania counties resident worker count declined by 0.3 percent, while in the New Jersey counties the increase was only 1.4 percent.

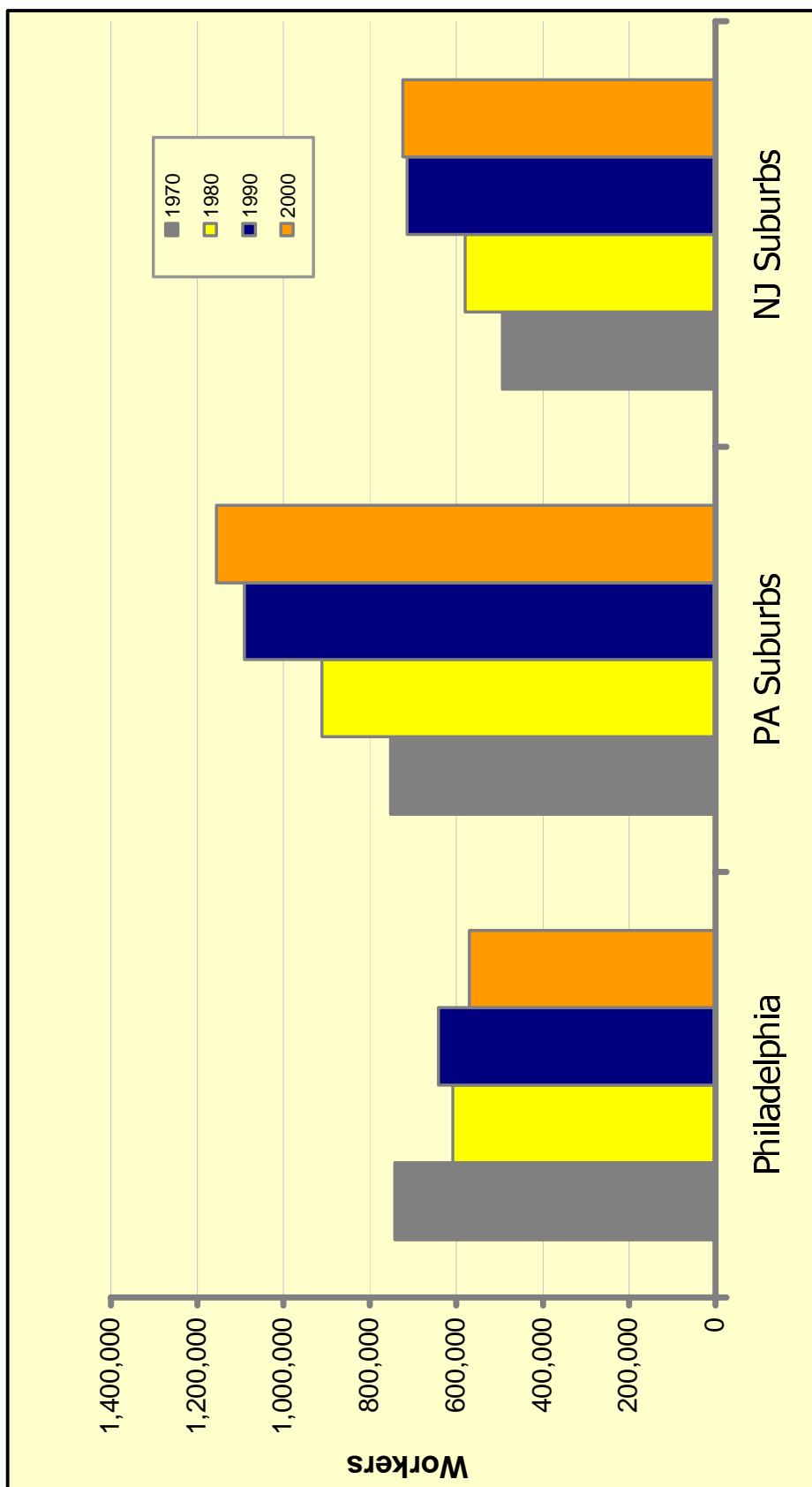
A different picture of resident worker trends emerges if the data are organized separating the City of Philadelphia from the other Pennsylvania counties. Due to the predominantly suburban nature of the New Jersey counties, the data are the same as presented above. **Figure II-1** displays the data in this aggregation. Philadelphia has suffered a decline of 172,237 resident workers since 1970, a loss of 23.2 percent. This loss, however, has not been steady; a decline of 18.0 percent during the 1970s was reversed in the 1980s for a growth of 5.3 percent. The 1990s saw a return to decline, with a loss of 11.1 percent. In contrast, the Pennsylvania suburbs produced strong resident worker growth in the 1970s (21.1%) and 1980s (19.7%), although this growth moderated to 6.0 percent in the 1990s. As noted above, the comparable numbers for the New Jersey counties were 17.4 percent, 23.1 percent and 1.4 percent, respectively. When the totals for just the suburban counties are compared, Pennsylvania produced a higher growth rate (53.6%) than New Jersey (46.6%) for the three decade period from 1970 to 2000.

#### **D. Commuting Patterns**

In addition to knowing the distribution of resident workers, which indicates where commuters start their trips, it is important from a transportation perspective to know the location of these resident workers' workplaces. The U.S. Census Bureau provides County-to-County worker flows from the Journey-to-Work information contained in the decennial Census. The information provides the county of work and residence for all workers age 16 and older who commuted to work or worked at home during the census week. These data have implications for many regional planning, highway and public transportation decisions.

**Table II-3** presents a matrix of county-to-county worker flows for 1990 and 2000. These data are supplemented with data from 1970 and 1980 in Appendix A. Using Bucks County as an example, there were 168,090 persons who both lived and worked in Bucks County in 2000. The number of Bucks residents who worked in Burlington County was 4,250 and the number of Burlington residents who worked in Bucks County was 4,526. Bucks County residents who traveled to jobs in Philadelphia totaled 31,892, while 23,248 Philadelphians worked in Bucks County. There were 21,937 Bucks County residents who traveled to jobs outside of the DVRPC region, while 12,225 persons from outside the DVRPC region traveled to jobs in Bucks County.

**Figure II-1. 1970, 80, 90, and 2000 Resident Worker Trends in the Delaware Valley Region**



Source: U.S. Bureau of the Census



**Table II-3. 1990 and 2000 County-to-County Commuting Patterns in the Delaware Valley Region**  
**Distribution of Employed Persons by Place of Residence and Employment**

Place of Residence	Place of Employment											Outside		Total Resident Workers
	Year	Bucks	Chester	Delaw.	Mont.	Phila.	Burlin.	Camden	Glouc.	Mercer	DVRPC Region			
Bucks	1990	152,140	2,044	2,000	41,886	30,692	3,888	2,799	614	24,160	19,328	279,551		
	2000	168,090	3,036	2,754	48,414	31,892	4,250	2,039	362	20,812	21,937	303,586		
Chester	1990	1,083	118,433	18,301	25,411	11,771	613	1,027	230	238	18,400	195,507		
	2000	1,133	137,678	17,870	25,673	10,568	426	539	411	222	23,633	218,153		
Delaware	1990	1,994	14,558	144,062	23,934	59,652	1,246	2,699	976	279	12,207	261,607		
	2000	2,060	18,504	137,988	28,144	48,151	1,306	2,287	1,251	345	13,886	253,922		
Montgomery	1990	20,986	17,920	10,933	229,923	55,956	1,484	2,808	474	1,024	11,452	352,960		
	2000	23,722	25,006	11,758	245,619	54,576	1,559	1,844	405	1,298	14,045	379,832		
Philadelphia	1990	23,866	5,303	15,161	54,113	513,167	4,820	10,083	1,394	1,953	10,717	640,577		
	2000	23,248	7,810	21,802	59,970	429,667	5,087	7,196	1,502	1,676	11,803	569,761		
Burlington	1990	4,148	503	1,612	3,007	17,142	116,439	27,941	2,229	16,711	15,400	205,132		
	2000	4,526	584	1,771	3,053	17,661	116,422	26,164	2,849	17,158	17,283	207,471		
Camden	1990	2,223	863	2,754	3,835	38,252	26,712	130,616	13,076	1,949	14,252	234,532		
	2000	1,989	867	3,232	3,910	32,961	31,765	123,735	15,234	2,472	14,243	230,408		
Gloucester	1990	952	521	2,442	1,412	13,501	5,179	21,708	51,372	679	12,927	110,693		
	2000	745	726	3,179	1,991	13,778	7,564	22,737	56,676	764	14,107	122,267		
Mercer	1990	2,935	122	182	518	1,229	2,746	540	76	124,761	29,811	162,920		
	2000	3,865	94	244	704	1,548	3,765	588	136	112,449	39,864	163,257		
Outside DVRPC Region	1990	10,493	15,708	9,862	22,892	19,882	8,152	7,065	7,571	33,072	-	134,697		
	2000	12,225	21,160	15,461	29,334	19,248	10,940	9,058	10,729	43,029	-	171,184		
Total Employed Persons at Work	1990	220,820	175,975	207,309	406,931	761,244	171,279	207,286	78,012	204,826	144,494			
	2000	241,603	215,465	216,059	446,812	660,050	183,084	196,187	89,555	200,225	170,801			

Source: U.S. Bureau of the Census



Delaware Valley Regional  
Planning Commission  
August 2005

A comparison of the column and row totals of Table II-3 facilitates the classification of each county as a net importer or exporter of workers. On the Pennsylvania side of the region, Bucks and Delaware counties are net exporters of workers, while Chester County has only slightly more jobs than resident workers. Montgomery and Philadelphia are net importers of workers. In New Jersey, only Mercer County is a net importer of workers.

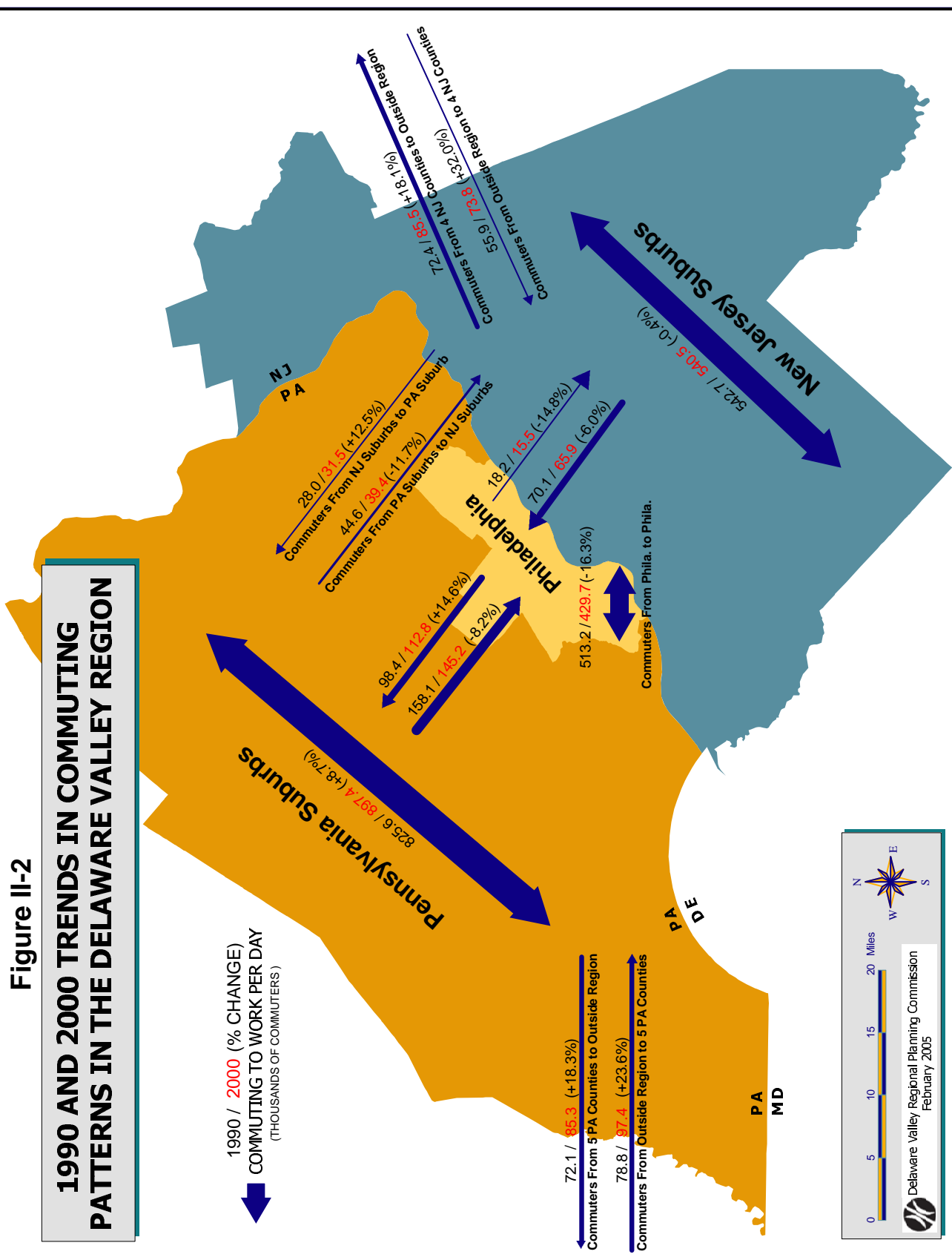
The data reflect an ongoing decline of centralized business areas, as more businesses move to the suburbs. This increasing dispersal of employment underscores the decline in use of transit and carpools for the work trip (see Section E: Mode of Travel). The data suggest an increasing need to examine the transportation system with the goal of efficiently serving current travel patterns with proper transportation modes, while providing a basis for developing policy decisions to reverse the trend toward dispersal.

**Figure II-2** displays the 1990 and 2000 overall worker flows for the Delaware Valley Region. The largest flow is for workers who both live and work in the four Pennsylvania suburban counties. These 897,400 workers represent an 8.7 percent increase over the number in 1990. Intersuburban travel in New Jersey was relatively stagnant; the 540,500 workers in 2000 was 0.4 percent less than the 542,700 recorded in 1990. The number of workers who both live and work in Philadelphia declined from 513,200 in 1990 to 429,700 in 2000, a decrease of 16.3 percent. In addition, commuters from both the Pennsylvania and New Jersey suburbs into Philadelphia declined (from 158,100 to 145,200 in the case of Pennsylvania and from 70,100 to 65,900 in the case of New Jersey). Reverse commuting from Philadelphia to the Pennsylvania suburbs grew from 98,400 to 112,800; however, it declined from 18,200 to 15,500 to the New Jersey suburbs. Travel from outside the DVRPC region into both New Jersey and Pennsylvania counties increased over this period. For New Jersey counties the increase was 17,900 (32.0%) while for Pennsylvania counties the increase was 18,600 (23.6%). Likewise, travel from DVRPC counties to employment locations outside the region increased. Worker flow from New Jersey counties to locations outside the region grew by 13,100 (18.1%) while a comparable increase occurred between Pennsylvania counties and employment centers outside the region (13,200 and 18.3%).

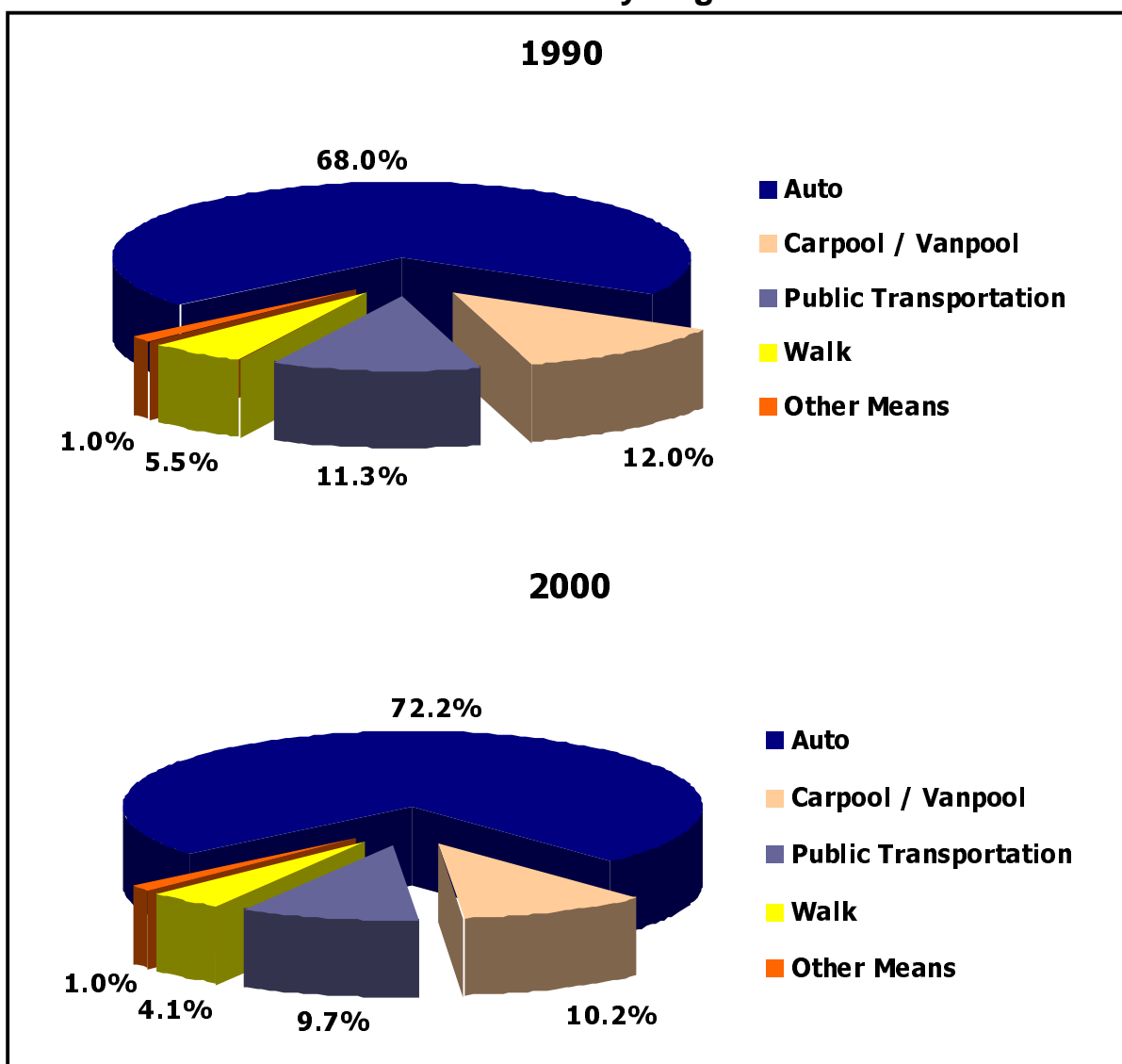
## **E. Mode of Travel**

The decennial census journey-to-work questions include queries on the mode of travel used by the respondent during the census week. The results from the census, as well as trends resulting from a comparison with data from previous censuses provide important information to transportation planners. **Figure II-3** provides a breakdown of the information from the 1990 and 2000 censuses.

Regionally, automobile use, including those who drove or were passengers, continues to dominate work commutation. In fact, automobile use increased during the decade to the detriment of other modes of travel. In part, this reflects the growth of employment in suburban areas where land use favors auto use and where other commuting options are limited. In addition, the growth in regional automobiles was greater than population during the decade; the increase in population between 1990 and 2000 was about 3.9 percent, while the growth in automobiles was 8.5 percent. Whereas the share of auto use constituted 68.0 percent of work trips in 1990, by 2000 this percentage had increased to 72.2 percent. Carpool/vanpool use declined from 12.0 percent to 10.2 percent over this period while the propensity to take public transportation dropped from 11.3



**Figure II-3. 1990 and 2000 Mode of Travel Trends in the Delaware Valley Region**



Source: U.S. Bureau of Census

percent to 9.7 percent. Walking accounted for 5.5 percent of work commutation in 1990, but only 4.1 percent by 2000. The use of other means, including bicycles and motorcycles, for example, maintained a one percent share.

The City of Philadelphia, which is characterized by more compact land use and has a greater availability of travel options, followed the regional trend. The percentage of work trips taken by automobile increase from 58.9 percent to 63.3 percent between 1990 and 2000. Public transportation, the second largest component of work travel, declined from 29.2 percent to 25.9 percent over this same period. Walking to work also declined, from 10.6 percent to 9.2 percent. The category of other means grew from 0.6 percent to 0.7 percent, counter to the regional trend.

### **III. JOURNEY-TO-WORK BY COUNTY**

This section of the report provides a detailed description of Delaware Valley commuting patterns on a county by county basis. A brief introduction presents background information on the county. Journey-to-work demographic information and how this has changed over time is followed by a brief examination of employment and its changes over time. The distribution of county resident workers by place of employment and county employees by place of residence provides an introduction to commuting patterns. The means of transportation to work is presented together with associated travel time for both of these types of workers. A discussion follows which examines changes in mode of travel to work and travel time during the 1990s. Finally, the overall preference in time leaving for work is presented as well as a discussion of this aspect by means of transportation.

## A. Bucks County

Bucks County is the northernmost county in the Delaware Valley region with residential, industrial, and commercial densities that decline significantly from south to north. The lower portion of the county, which has access to deep water on the Delaware River and to the Northeast Corridor rail service and SEPTA Regional Rail lines, is a mature area with heavy industry that has been declining since the 1970's. Despite this decline, the county has, in general, experienced significant population and employment growth in the last 30 years, especially in the service sector. Most of the growth in land use activities was in residential, commercial, community service, parking and recreational activities. Except for a few suburban centers such as Quakertown Borough, the upper portion of the county is still rural with farms; although these have been declining due to rural and suburban development characterized by urban sprawl.

### 1. Population, Households, Employed Residents, and Vehicle Ownership

As can be seen in the table below, the population of Bucks County grew by more than 10 percent during the 1990s and more than 43 percent during the last 30 years. The increase in households is almost twice that in population (86% vs. 43.4%). The growth rate in employed persons who live in the county (employed residents) is slightly lower than the percent change in households.

<b>Population, Household, Employed Residents and Vehicles Owned (Thousands)</b>						
<b><u>Variable</u></b>	<b><u>Census Year</u></b>				<b><u>Percent Change</u></b>	
	<b><u>1970</u></b>	<b><u>1980</u></b>	<b><u>1990</u></b>	<b><u>2000</u></b>	<b><u>1990-2000</u></b>	<b><u>1970-2000</u></b>
Population	417	479	541	598	10.4%	43.4%
Households	118	156	191	219	14.8%	86.0%
Employed Residents	166	225	280	304	8.6%	83.1%
Vehicles Owned	184	286	359	410	14.2%	122.8%

The highest growth rate is in the number of automobiles, which has increased by about 123 percent since 1970.

### 2. Employment Estimates

Employed persons at work in the county refers to the number of workers, not total jobs. Employment in the county represents total jobs, whether part-or-full time or seasonal. It is estimated by increasing the number of employed persons at work, as enumerated by the Census Bureau, in order to account for absences and multiple jobs. The persons who work in the county come from areas inside and outside of the DVRPC region. As the table below shows, the growth rate in employed persons who work in the county is almost equal to the growth rate in total employment or the number of jobs in the county. During the 1980s, the number of jobs increased

### Employed Persons at Work and Employment in Bucks County in (Thousands)

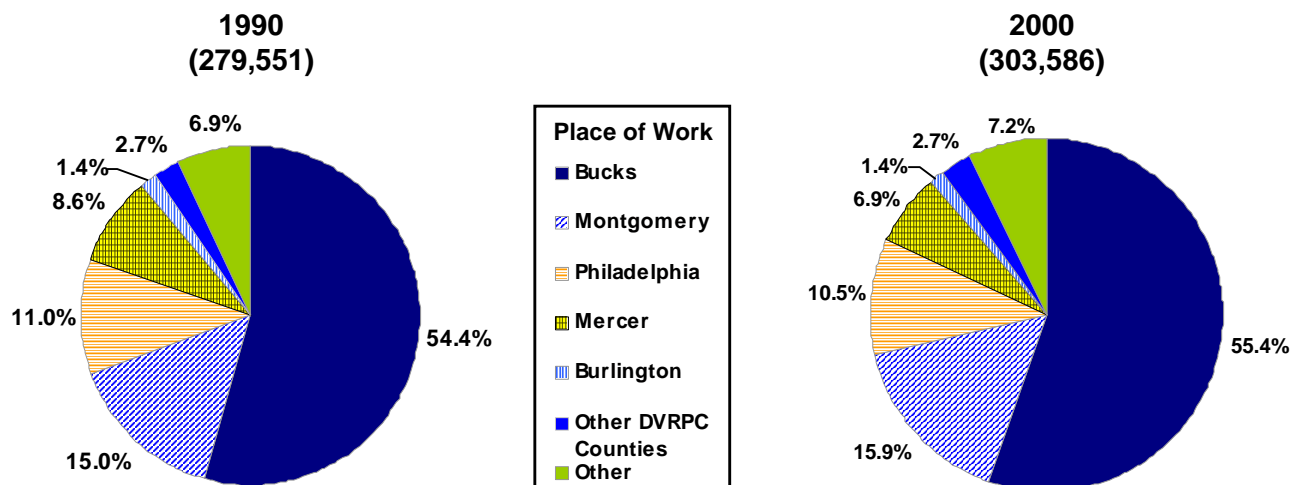
<u>Variable</u>	<u>Census Year</u>			<u>Percent Change</u>	
	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>1980-1990</u>	<u>1990-2000</u>
Employed Persons at Work	170	221	242	30.0%	9.5%
Employment (Total Jobs)	189	245	267	29.6%	9.0%

by 29.6 percent, but increased by only 9.0 percent in the 1990s. In contrast, regional employment grew by 18 and 0.9 percent in the 1980s and 1990s, respectively.

### 3. Employed Persons and Place of Work

Resident workers refer to the number of employed persons who live in Bucks County and commute to jobs in their county or other counties, as well as those who work at home. The figure below shows the distribution of Bucks County resident workers by place of work. In the

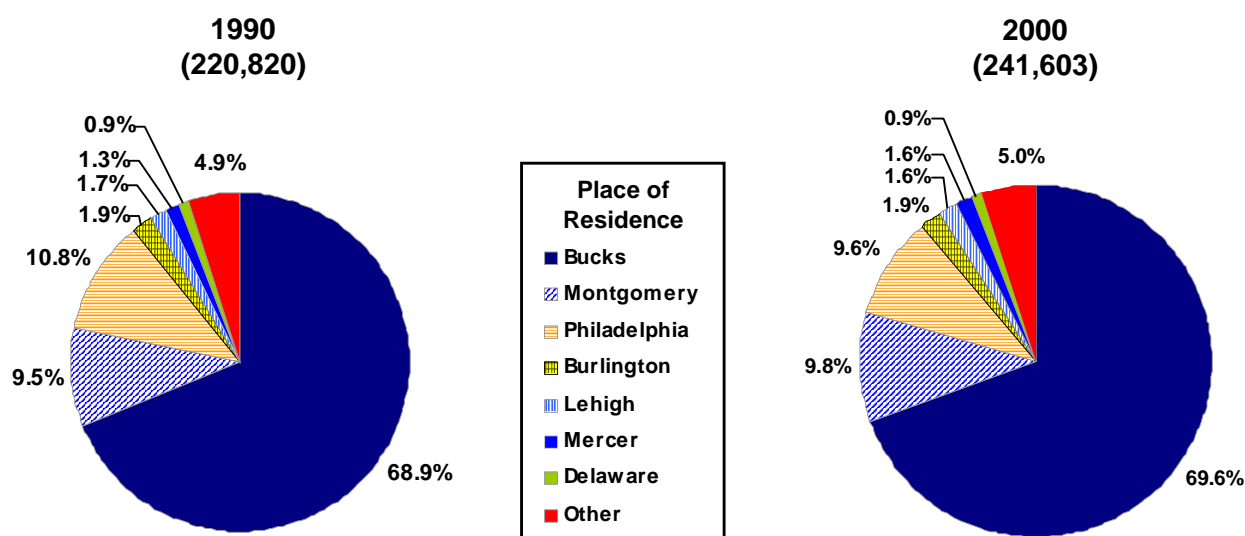
#### Distribution of Resident Workers by Place of Work



Year 2000, about 303,600 employed persons or workers resided in the county, an increase of 8.6 percent from 1990. More than 55 percent of the Bucks County resident workers were employed in Bucks County, 15.9 percent in Montgomery County, 10.5 percent in Philadelphia, and 6.9 percent in Mercer County. Commuting to work places outside the DVRPC region increased from 6.9 percent in 1990 to 7.2 percent in 2000 as an increasing number of Bucks County resident workers now commute to jobs in New Jersey, New York, and the Lehigh Valley. In 1990, 19,328 workers commuted to work places outside the DVRPC region. This number increased to 21,937 workers in 2000, an increase of 13.5 percent. (For a complete distribution of Bucks County resident workers by place of work, see Appendix B.)

The figure below presents the distribution of Bucks County employed workers by place of residence. Employed persons at work in Bucks County refers to the number of commuters traveling to jobs in Bucks County on an average weekday as well as those who work at

### Distribution of Employed Workers at Work by Place of Residence



home. The number of persons who work in the county has increased from 220,820 in 1990 to 241,603 in 2000, an increase of 9.4 percent. In 2000, 69.6 percent of the persons who worked in Bucks County resided in the county, 9.8 percent resided in Montgomery County, 9.6 percent came from Philadelphia, and 1.9 percent commuted from Burlington County. The number of workers who commuted from counties outside the DVRPC region to work in Bucks County increased from 10,493 in 1990 to 12,225 in 2000. (For a complete distribution of Bucks County employed persons at work by place of residence, see Appendix C.)

#### 4. Means of Transportation and Travel Time

The 2000 commuters' means of transportation and average travel time for commuters who live in Bucks County and for those who work in the county is shown in the table on the next page. The table shows that the overwhelming majority of commuters who reside in the county drive alone (86.1%) or carpool/vanpool (8.6%). By comparison, in 1990, the share of drive alone was 82.6 percent and carpool 11.2 percent. Commuting by railroad has the highest share of transit modes for workers living in the county (2.3%) followed by bus for those working in the county (1.0%). The average travel time for commuters who live in Bucks County is longer than for those who work in the county (28.6 vs. 24.0 minutes). The table also shows that commuting by transit takes much longer than drive alone or carpool. Walking to work in the county takes about 10 minutes and more than 5,000 persons walk to their jobs in the county. The number of those who work at home increased from 6,913 in 1990 to 10,769 workers in 2000.



**2000 Commuters Means of Transportation and Travel Time**

<b>Means of Transportation</b>	<b>Commuters Who Live in Bucks County</b>			<b>Commuters Who Work in Bucks County</b>		
	<b>Number of Commuters</b>	<b>Share of Commuters</b>	<b>Average Travel Time (min)</b>	<b>Number of Commuters</b>	<b>Share of Commuters</b>	<b>Average Travel Time (min)</b>
Drive Alone	252,000	86.1%	27.5	197,265	85.5%	23.6
Carpool / Vanpool	25,216	8.6%	28.1	23,823	10.3%	26.0
Bus / Trolley / Taxi	1,214	0.4%	48.8	2,195	1.0%	54.8
Subway / Elevated	417	0.1%	67.3	123	0.1%	70.4
Railroad	6,781	2.3%	76.9	445	0.2%	71.8
Bicycle	540	0.2%	15.4	546	0.2%	15.9
Walk	5,020	1.7%	9.7	5,066	2.2%	10.4
Other Means	<u>1,386</u>	0.5%	<u>48.5</u>	<u>1,245</u>	0.5%	<u>34.8</u>
<b>TOTAL</b>	<b>292,574</b>	<b>100%</b>	<b>28.6</b>	<b>230,708</b>	<b>100%</b>	<b>24.0</b>

In the distribution of Bucks county carpool/vanpool commuters by vehicle occupancy table shown below, 87 percent of all carpools/vanpools are 2-person carpool/vanpool.

**Distribution of Carpools/Vanpools by Vehicle Occupancy**

<b>Vehicle Occupancy</b>	<b>Number of Commuters</b>	<b>Percent of Total Commuters</b>
2-person carpool/vanpool	21,718	7.4%
3-person carpool/vanpool	2,149	0.7%
4-or-more-person carpool/vanpool	<u>1,170</u>	<u>0.4%</u>
<b>TOTAL</b>	<b>25,037</b>	<b>8.6%</b>

Ridesharing in the county has decreased from 11.2 percent in 1990 to 8.6 percent in 2000. Transit share has remained the same at 2.9 percent during the same period. The share of commuters who drive alone has increased by 3.5 percentage points since 1990 (82.6% vs. 86.1%). (For detailed travel time by mode of travel, see Appendix D).

County-to-County commuters' distribution by means of transportation for Bucks County resident workers is shown in Appendix E. Such information is needed to estimate the number of commuters who make short or long trips, and how many workers commute by automobile, public transportation, or other means of transportation.

A large portion of subway, railroad, bus, and carpool commuters who live in the county leave home for work between 6:30 A.M. and 7:29 A.M. Those who drive alone or walk to work leave home an hour later (between 7:30 A.M. and 8:29 A.M.). This is expected since the journey-to-work by transit takes longer than by driving alone or walking to work. (For detailed information on time leaving home for work by means of transportation, see Appendix F).

The salient features of the journey-to-work in Bucks County are:

- The number of employed persons who live in the county increased from 279,551 in 1990 to 303,586 in 2000, an increase of about 8.6 percent.
- The number of employed persons who work in the county increased from 220,820 in 1990 to 241,603 in 2000, an increase of about 9.4 percent.
- In 2000, 55.4 percent of the county resident workers worked in their county, that is 69.6 percent of all employed persons in the county
- Neighboring Montgomery County attracted 15.9 percent of Bucks County resident workers leaving Philadelphia the third most popular work place (10.5%).
- In 2000, Mercer County was the work place of 6.9 percent of the county resident workers, down from 8.6 percent in 1990.
- The overwhelming majority of the county resident workers drove to work in both 1990 and 2000, but the share has increased from 82.6 percent in 1990 to 86.1 percent in 2000.
- Ridesharing in the county has declined from 11.2 percent in 1990 to 8.6 percent in 2000; 87 percent of all carpools/vanpools are 2-person carpool/vanpool.
- The number of resident workers commuting by public transportation has increased slightly in the 1990s (7,838 vs. 8,424). However, the share of transit remained the same at 2.9 percent.
- The commuting average travel time for the county resident workers has increased in the 1990s by five minutes (23.6 vs. 28.6 minutes) mainly due to highway traffic congestion and more distant job sites outside the DVRPC region.
- The large portion of the county resident workers leave home for work between 6:30 A.M. and 7:29 A.M., especially those who commute by public transportation. A majority of commuters who drive alone or walk to work leave home between 7:30 A.M. and 8:29 A.M.

## B. Chester County

Chester County is the westernmost county in the Delaware Valley Region. The county is bisected by a string of older communities surrounded by newer development along the alignment of the former Pennsylvania Railroad mainline and US 30. Although the most rural of the Pennsylvania counties, the eastern portion of the county is for the most part mature. Newer development characterized by suburban office parks, residential and retail land use follows the alignment of US 202 from King of Prussia westward to Exton and thence southward to West Chester and on to the State of Delaware. A few established towns about the Schuylkill River, the northern boundary of the county. While the industry which spawned these boroughs has long ago disappeared, they have transformed into bedroom communities in the metropolitan area. Additional suburban development pressure is exerting along the southern boundary of the county with Delaware, as the Wilmington area expands northward. The availability of land and outward expansion of the Philadelphia metropolitan area have led to major growth in population and employment since the 1970 census.

### 1. Population, Households, Employed Residents, and Vehicle Ownership

The table below displays selected demographic variables from the decennial censuses since 1970. Chester County population increased by over 15 percent between 1990 and 2000, while the increase since 1970 is more than 56 percent. The growth in households was slightly larger than for population in the last decade (18.5%), but almost twice the population growth over the last 30 years (101.5%). Employed resident growth was less than the increase in population or

<b>Population, Household, Employed Residents and Vehicles Owned (Thousands)</b>						
<b><u>Variable</u></b>	<b><u>Census Year</u></b>				<b><u>Percent Change</u></b>	
	<b><u>1970</u></b>	<b><u>1980</u></b>	<b><u>1990</u></b>	<b><u>2000</u></b>	<b><u>1990-2000</u></b>	<b><u>1970-2000</u></b>
Population	278	317	376	434	15.2%	56.1%
Households	78	105	133	158	18.5%	101.5%
Employed Residents	107	145	196	218	11.6%	104.1%
Vehicles Owned	117	165	251	296	17.7%	152.9%

households in the 1990s (11.6%), but at 104.1 percent, expansion of employed persons since 1970 is greater than either population or households. Although the growth in automobiles slowed to 17.7 percent in the 1990s, the number has increased 152.9 percent since 1970.

### 2. Employment Estimates

The category of employed residents examined above addresses demographics of persons living in the county. Employed persons at work refers to the number of people at work in the county, irregardless of where they live. Chester County employment tallies all jobs within the county,

### Employed Persons at Work and Employment in Chester County (Thousands)

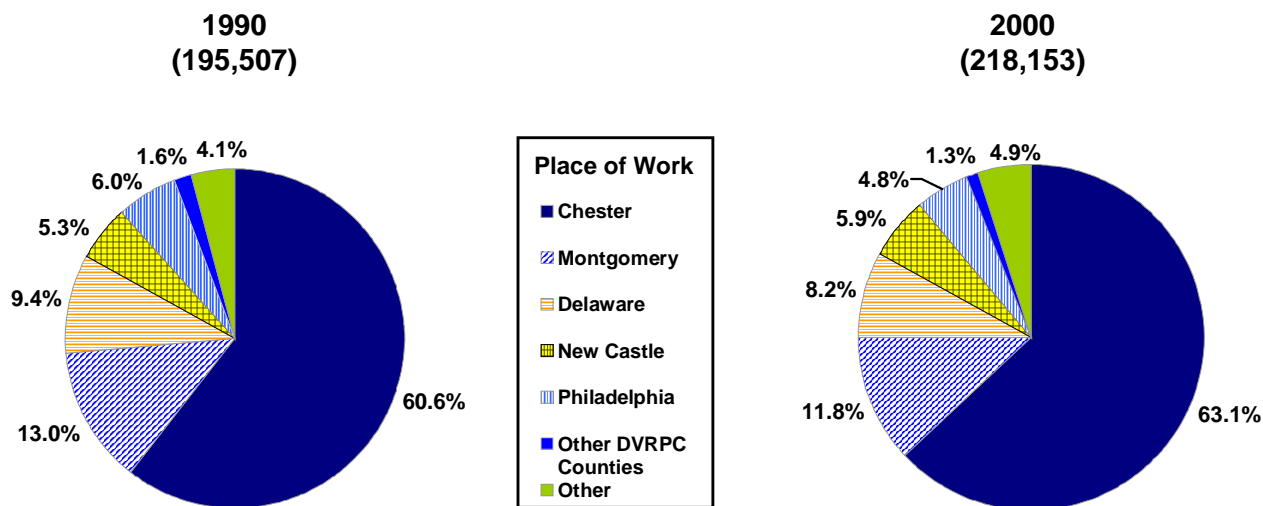
<u>Variable</u>	<u>Census Year</u>			<u>Percent Change</u>	
	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>1980-1990</u>	<u>1990-2000</u>
Employed Persons at Work	123	176	215	43.1%	22.4%
Employment (Total Jobs)	134	198	239	47.2%	20.7%

whether filled by persons residing within the county or commuting from locations beyond the county boundary. The above table compares employed persons with total jobs, the difference accounting for factors such as persons holding multiple jobs. Although the category rates of growth are similar during a given decade, the rate of growth in the 1990s was about one-half that during the 1980s. Whereas employment grew at a slightly faster pace than employed persons at work in the 1980s, in the 1990s the reverse was true.

### 3. Employed Persons and Place of Work

Chester County resident workers are those who reside in Chester County and work at home, work within the county, or commute to jobs outside the county boundary. The figure below displays the distribution of Chester County resident workers by place of work in the 1990 and 2000

#### Distribution of Resident Workers by Place of Work

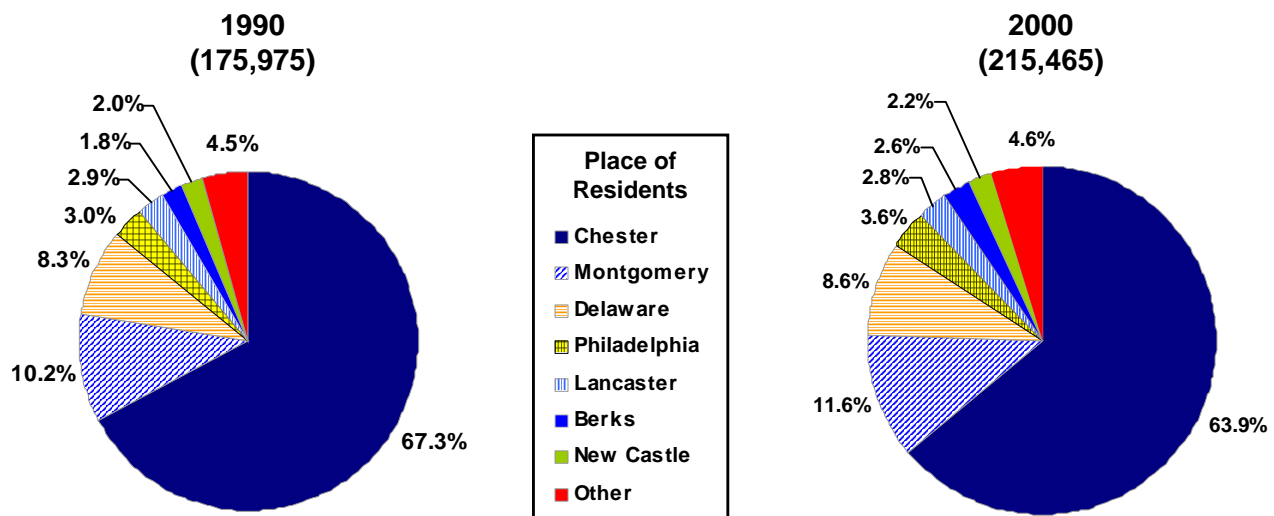


censuses. Approximately 218,200 workers resided in Chester County in 2000, and increase of 22,600, or 11.6 percent greater than the number in 1990. Almost two-thirds of these people (63.1%) worked within the county, 11.8 percent in Montgomery County, 8.2 percent in Delaware County, and 4.8 percent in Philadelphia. The share commuting to jobs in New Castle County, Delaware (5.9%) and locations outside the DVRPC region excluding New Castle County (4.9%) both increased since the 1990 Census. In the later case, employment growth in Lancaster County

and the Reading area affected commuting patterns. (For a complete distribution of Chester County resident workers by place of work, see Appendix B.)

In contrast to the above discussion the figure below presents the distribution of Chester County workers by their place of residence. The total number of persons who worked in the county in 1990 (176,000) increased in the 2000 Census (215,500), a growth of 22.4 percent. Almost 64 percent of these persons resided in Chester County, a decrease from 67.3 percent reported in the

**Distribution of Employed Workers at Work by Place of Residence**



1990 Census. This decline was countered by increases in commuters from almost all other locations. Montgomery County residents accounted for 11.6 percent of Chester County workers, 8.6 percent from Delaware County, and 3.6 percent from Philadelphia. Commuters from areas outside the region generally increased; Berks County increased to 2.6 percent, New Castle County, Delaware increased to 2.2 percent, while commutation from Lancaster County declined 0.1 percent to 2.8 percent of Chester County workers. (For a complete distribution of Chester County employed persons at work by place of residence, see Appendix C.)

#### 4. Means of Transportation and Travel Time

The means of transportation and average travel time for both Chester County resident workers and those who commute to jobs in the county is shown in tabular form below. The vast majority of commutation for both groups of commuters is by driving alone, with only 0.2 percentage points separating the two groups: For resident workers the share was 84.9 percent while it was 85.1 percent for those working in the county. This represents an increase of 3.3 percent in the contingent of resident workers who drove alone since 1990. Those who utilized a carpool or vanpool constituted the second largest group of commuters at 18,700; however, the proportion using this mode declined from 10.5 percent in 1990 to 9.0 percent in 2000. The number of workers commuting by public transportation modes remained relatively stable at 5,700; however, growth in the total number of resident workers led this to represent a declining share (3.0% and 2.7% in 1990 and 2000, respectively). Of the transit modes, railroad was the most utilized at 2.1

percent, followed by bus at 0.5 percent. Walking to work was the choice of 2.7 percent of workers. A total of 10,696 persons worked at home in 2000, an increase of 62.3 percent over the 6,589 who reported working at home in 1990.

### 2000 Commuters Means of Transportation and Travel Time

Means of Transportation	Commuters Who Live in Chester County			Commuters Who Work in Chester County		
	Number of Commuters	Share of Commuters	Average Travel Time (min)	Number of Commuters	Share of Commuters	Average Travel Time (min)
Drive Alone	176,090	84.9%	26.9	174,135	85.1%	27.8
Carpool / Vanpool	18,700	9.0%	26.6	20,751	10.1%	29.4
Bus / Trolley / Taxi	1,069	0.5%	42.3	1,908	0.9%	57.2
Subway / Elevated	299	0.1%	57.1	144	0.1%	60.7
Railroad	4,267	2.1%	66.5	698	0.3%	66.7
Bicycle	172	0.1%	21.8	162	0.1%	21.6
Walk	5,509	2.7%	9.3	5,577	2.7%	10.1
Other Means	<u>1,226</u>	0.6%	<u>49.0</u>	<u>1,230</u>	0.6%	<u>31.6</u>
<b>TOTAL</b>	<b>207,332</b>	<b>100%</b>	<b>27.5</b>	<b>204,605</b>	<b>100%</b>	<b>27.9</b>

Travel time for commuters was approximately equal for resident workers (27.5 minutes) and those who worked in the county (27.9 minutes). For resident workers' highway modes (drive alone and carpool/vanpool), the average travel time grew from 23.1 minutes in 1990 to 26.2 minutes in 2000, an increase of 13.4 percent. Transit modes presented travel times greater than twice the highway times, predominantly do to the preponderance of railroad travel and it's associated greater commute distance. Average transit travel time grew from 51.0 to 61.3 minutes in the 1990s (an increase of 20.2%). (Detailed totals for Chester County resident workers' commutation mode and travel time is presented in Appendix D.)

The table below examines vehicle occupancy of the carpool/vanpool category of commutation for Chester County resident workers. While two person carpools/vanpools account for 7.3 percent of total commutation, they account for 81.2 percent of persons choosing this mode.

### Distribution of Carpools/Vanpools by Vehicle Occupancy

Vehicle Occupancy	Number of Commuters	Percent of Total Commuters
2-person carpool/vanpool	15,180	7.3%
3-person carpool/vanpool	2,322	1.1%
4-or-more-person carpool/vanpool	<u>1,198</u>	<u>0.6%</u>
<b>TOTAL</b>	<b>18,700</b>	<b>9.0%</b>

For those driving alone, the most prevalent time for departing for work was 7:30 to 8:29 A.M. with 30.9 percent, followed closely by one hour earlier (6:30 to 7:29 A.M.) with 28.9 percent. The 7:30 time slot also proved popular with those who bicycled or walked (22.1%). For other modes, the earlier period (6:30 to 7:29 A.M.) was the hour of choice for departure: Carpool/vanpool (30.8%); public transportation (50.2%).

The County-to-County distribution of Chester County resident workers by means of transportation is displayed in Appendix E. A breakdown of resident workers by time leaving for work and means of transportation is printed as Appendix F. This information is important to transportation planners, who need to know characteristics of commuters' trips such as travel mode, travel time, and time of departure.

The prominent points in Chester County Journey-to-Work data are:

- The number of employed persons who live in the county increased from 195,507 in 1990 to 218,153 in 2000, an increase of about 11.6 percent.
- The number of employed persons who work in the county increased from 175,975 in 1990 to 215,465 in 2000, an increase of about 22.4 percent.
- In 2000, 63.1 percent of the county resident workers worked in their county, representing 63.9 percent of all employed persons in the county
- The neighboring counties of Montgomery (11.8%), Delaware (8.2%), and New Castle (5.9%) were the second through fourth most popular workplaces for Chester County resident workers, while Philadelphia came in fifth at 4.8 percent.
- The largest share of resident workers drove alone to work in 2000 (84.9%), an increase of 3.3 percent over the number in 1990 (81.6%).
- Ridesharing accounted for 9.0 percent in 2000, declining from 10.5 percent in 1990; 81.2 percent of these people utilized a 2-person carpool/vanpool.
- While the absolute number of riders on public transportation modes remained relatively constant at 5,700, this number represents a declining overall share of commuters (2.7% in 2000 versus 3.0% in 1990).
- County growth in population and employment has led to increased congestion, resulting in an increase in the average travel time to work for Chester County resident workers. An increase of over four minutes was recorded between 1990 (23.1 minutes) and 2000 (27.5 minutes). Transit modes' travel times were more than twice those of highway modes, due primarily to the prevalence of longer distance railroad travel.
- The 7:30 to 8:29 A.M. departure time for work was more popular for those who drove alone and those who walked or bicycled, while those who used carpools/vanpools and public transportation predominantly left during the previous hour (6:30 to 7:29 A.M.).

- When all modes are combined, the prevalence of each time period is almost equal; 6:30 to 7:29 A.M. accounts for 29.2 percent while 7:30 to 8:29 A.M. tallies 29.5 percent of the departures for work.



## C. Delaware County

Delaware County is the smallest of the suburban counties, and is also the most urbanized. Situated along the Delaware River west of Philadelphia, its historic development was characterized by industry along the river and proximity to Philadelphia. The eastern portion of the county evolved along three main corridors: The Main Line, characterized by upscale “railroad” suburbs along the Pennsylvania Railroad mainline and US 30, Lancaster Avenue; US 1, Baltimore Pike; and Chester Pike. An older industrial center, Chester City, anchored growth in the southern portion of the county. Over the decades predominantly residential land uses filled the interior of the county. The remaining portion of the county, in the west, is quickly suburbanizing due to growth pressure along the US 202 corridor and at the confluence of US 202 and US 1, in the area of Concordville.

### 1. Population, Households, Employed Residents, and Vehicle Ownership

The table below displays demographic variables and their change as reported in the 1970, 1980, 1990 and 2000 censuses. The population of Delaware County was stable (0.8% growth) between 1990 and 2000, while registering a decline (-8.5%) since 1970. At the same time, the number of households increased, gaining 2.5 and 14.2 percent in the last decade and last three decades,

<b>Population, Household, Employed Residents and Vehicles Owned (Thousands)</b>						
<b><u>Variable</u></b>	<b><u>Census Year</u></b>				<b><u>Percent Change</u></b>	
	<b><u>1970</u></b>	<b><u>1980</u></b>	<b><u>1990</u></b>	<b><u>2000</u></b>	<b><u>1990-2000</u></b>	<b><u>1970-2000</u></b>
Population	603	555	548	552	0.8%	- 8.5%
Households	181	192	201	206	2.5%	14.2%
Employed Residents	231	241	262	254	- 2.9%	9.8%
Vehicles Owned	236	266	316	323	2.2%	36.6%

respectively. The tally of employed residents declined slightly (- 2.9%) since 1990, but registered an almost ten percent (9.8%) increase since 1970. Growth in vehicles is almost negligible in the last decade, falling behind growth in households (2.2%); however, the increase is more than one-third since 1970 (36.6%).

### 2. Employment Estimates

Delaware County employed residents is discussed above. Employed persons at work and employment, two measures examined here, refer to the number of people who work and number of jobs located in the county. DVRPC adjusts census data on employment to account for absentees and multiple job holders during the census week.

### Employed Persons at Work and Employment in Delaware County (Thousands)

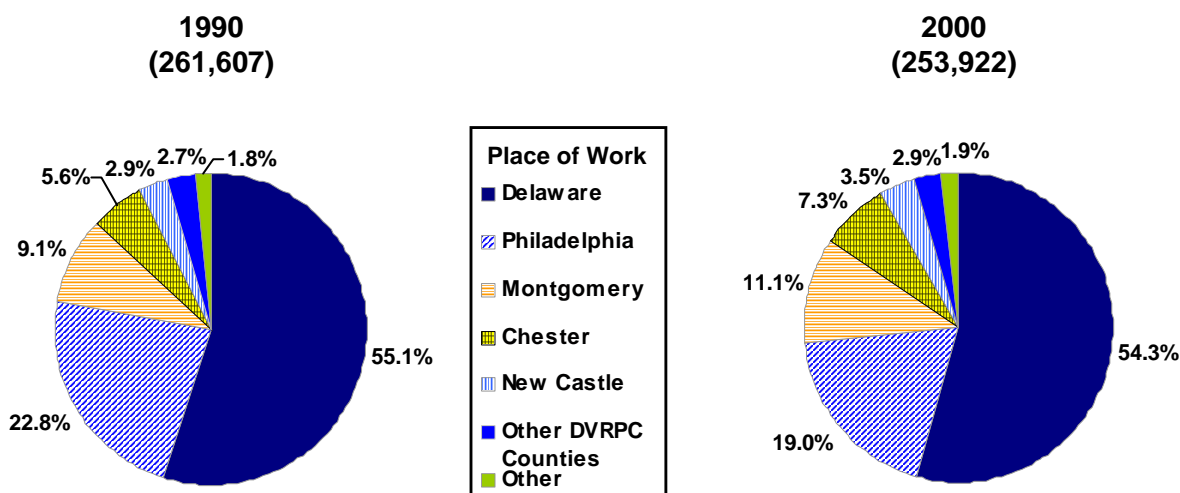
<u>Variable</u>	<u>Census Year</u>			<u>Percent Change</u>	
	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>1980-1990</u>	<u>1990-2000</u>
Employed Persons at Work	181	207	216	14.5%	4.2%
Employment (Total Jobs)	198	230	238	16.5%	3.3%

The above table compares the total number of people working at jobs in Delaware County with the number of jobs in the county since 1980. In general, the rate of growth in the last decade was only one-quarter to one-third the rate of growth in the 1980s in both categories, 4.2 percent versus 14.5 percent for employed persons at work and 3.3 percent versus 16.5 percent for total employment. Lower growth in the 1990s is a similar trend to the other counties in the DVRPC region. There is a reversal between decades in the growth rate of the two categories, however. In the 1990s the rate of growth in employed persons at work increased faster than the number of jobs, suggesting a decline in the number of multiple job holders.

### 3. Employed Persons and Place of Work

Resident workers, as stated above, refers to workers who live in the county, no matter where they work. The figure below displays the distribution of places of work for Delaware County resident workers as reported in the 1990 and 2000 censuses.

#### Distribution of Resident Workers by Place of Work

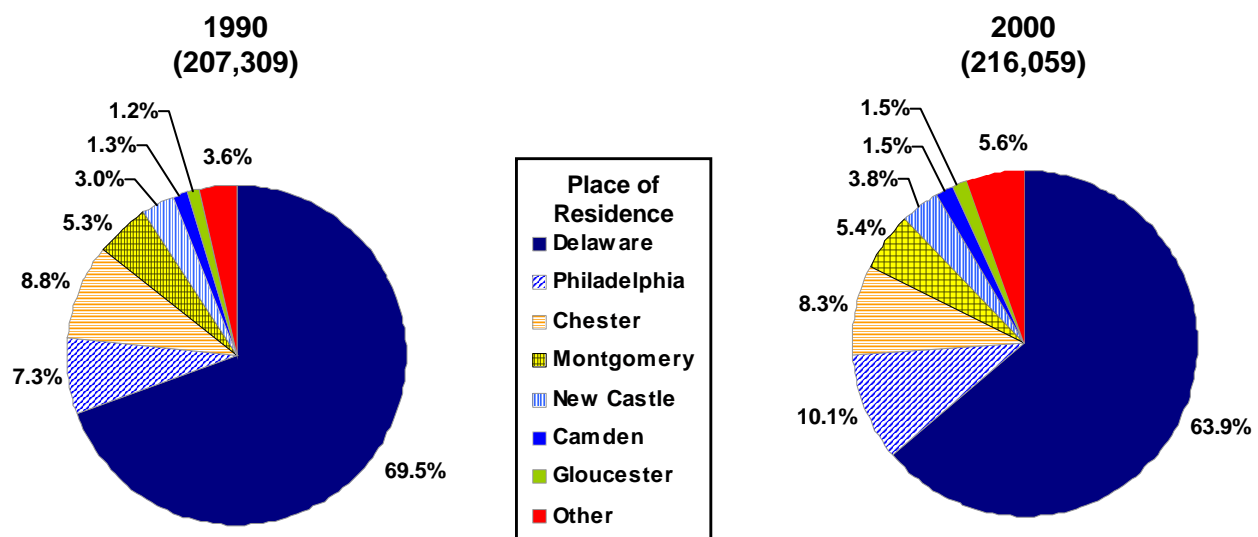


The 253,900 Delaware County residents who held jobs in 2000 is a decline of 7,700 from the 261,600 reported in the 1990 census. More than one-half (54.3%) of this number worked within the county, a decline of less than one percent from the 1990 number (55.1%). Philadelphia ranked second as a workplace (19% versus 22.8% in 1990). All other work locations registered an

increased share of Delaware County residents when compared with 1990 data: 11.1 percent to Montgomery County; 7.3 percent to Chester County; 3.5 percent to New Castle County, Delaware; and 2.9 percent to other DVRPC counties not mentioned above. Work locations outside of the DVRPC region excluding New Castle County, Delaware grew to 1.9 percent of the 2000 total. (A complete distribution of Delaware County resident workers by place of work is shown in Appendix B.)

The reverse is shown in the figure below; namely, a distribution of people who work in Delaware County by their place of residence. Counter to the decline of resident workers noted above, the number of persons at work in the county increased from 207,300 in 1990 to 216,100 in 2000 (4.2% growth). This increased in-migration of employees is reflected in place of residence data.

### Distribution of Employed Persons at Work by Place of Residence



Delaware County residents filled jobs in the county only 63.9 percent of the time in 2000, a decline from the 1990 figure of 69.5 percent. Increased shares of workers came from Philadelphia (10.1%), Montgomery (5.4%), Camden (1.5%) and Gloucester (1.5%) counties in the DVRPC region and New Castle County (3.8%) in Delaware. Other locations, in aggregate, contributed 5.6 percent of those working in the county. The only loss in workers commuting into the county was from Chester County, which declined 0.5 percent to account for 8.3 percent of workers. (A comprehensive distribution of Delaware County workers by place of residence is presented in Appendix C).

## 4. Means of Transportation and Travel Time

The table below displays the means of transportation to work and average travel time for employees who live in Delaware County and those who work in the county. More than three-quarters (77.5%) of resident workers drove alone to work, an increase of 5.2 percentage points over the 72.3 percent reporting this choice in the 1990 Census. Although declining as a choice,

### 2000 Commuters Means of Transportation and Travel Time

Means of Transportation	Commuters Who Live in Delaware County			Commuters Who Work in Delaware County		
	Number of Commuters	Share of Commuters	Average Travel Time (min)	Number of Commuters	Share of Commuters	Average Travel Time (min)
Drive Alone	191,434	77.5%	26.0	164,370	78.6%	25.6
Carpool / Vanpool	24,512	9.9%	27.5	21,231	10.2%	27.2
Bus / Trolley / Taxi	9,216	3.7%	44.3	9,278	4.4%	49.0
Subway / Elevated	3,651	1.5%	43.5	902	0.4%	52.2
Railroad	6,967	2.8%	47.4	1,445	0.7%	61.2
Bicycle	475	0.2%	16.1	492	0.2%	14.9
Walk	9,384	3.8%	10.6	9,160	4.4%	10.5
Other Means	<u>1,331</u>	0.5%	<u>35.0</u>	<u>2,233</u>	1.1%	<u>86.1</u>
<b>TOTAL</b>	<b>246,970</b>	<b>100%</b>	<b>27.1</b>	<b>209,111</b>	<b>100%</b>	<b>27.1</b>

carpools/vanpools are still the second most prevalent mode of travel to work, accounting for almost ten percent (9.9%) of travel; this compares with 12.4 percent for this mode in 1990. Public transportation use declined both in absolute and percentage terms. In 1990 it comprised 9.5 percent of work commutation, but by 2000 this share had declined by about 4,400 people to eight percent. Of the various public transportation modes, travel by bus increased slightly to 3.3 percent while travel by other modes declined in both absolute numbers and percent terms. Walking to work also proved less attractive, as approximately 3,300 fewer people reported this choice; in 2000 only 3.8 percent of commuters reported walking to work. Working at home became a more attractive option. In 2000, 6,745 people noted that they worked at home compared with 5,288 in 1990.

At 27.1 minutes in 2000, the average travel time spent commuting to work was the same for Delaware County resident workers and those who worked in the county. The highway modes (drive alone and carpool/vanpool) time for resident workers increased 2.6 minutes (11.3%), from 22.9 minutes to 25.5 minutes in 2000. Public transportation modes average travel time grew slightly more (12.7%), from 40.2 to 45.2 minutes. In both censuses, public transportation travel times were almost twice the travel time of those who drove alone. (Delaware County resident workers' mode of travel and travel time for work trips is presented in Appendix D.)

Delaware County resident workers' vehicle occupancy of carpools/vanpools is presented in the table below. The two person carpool/vanpool category accounted for 83.4 percent of this mode. For almost all commutation modes, the preferred time leaving home for work was the hour between 7:30 A.M. and 8:29 A.M., accounting for 30.5 percent of all resident workers. This was especially true for those who drove alone, with this time slot accounting for 30.9 percent of departures. The next most popular hour, 6:30 A.M. to 7:29 A.M. garnered only 25.4 percent. For those choosing carpool/vanpool, the difference between the two time periods was less: Totals of 27.8 and 27.5 percent were recorded for the two time periods, respectively. For public transportation modes, over one-third of resident workers chose the 7:30 A.M. to 8:29 A.M. departure time.

**Distribution of Carpools/Vanpools by Vehicle Occupancy**

<b>Vehicle Occupancy</b>	<b>Number of Commuters</b>	<b>Percent of Total Commuters</b>
2-person carpool/vanpool	20,435	8.3%
3-person carpool/vanpool	2,785	1.1%
4-or-more-person carpool/vanpool	<u>1,292</u>	<u>0.6%</u>
<b>TOTAL</b>	<b>24,512</b>	<b>10.0%</b>

The County-to-County distribution of Delaware County resident workers by means of transportation is displayed in Appendix E. The data organized by mode and time leaving for work is presented in Appendix F.

The Journey-to-Work census data for Delaware County includes the following highlights:

- The number of employed persons who live in the county decreased by approximately 2.9 percent, from 261,607 in 1990 to 253,922 in 2000.
- The number of employed persons who work in the county increased from 207,309 in 1990 to 216,059 in 2000, an increase of about 4.2 percent.
- In 2000, 54.3 percent of county resident workers were employed in their county, representing 63.9 percent of all employed persons in the county
- Although declining in attractiveness, Philadelphia accounted for almost one-fifth (19.0%) of job locations, while Montgomery (11.1%), and Chester (7.3%) increasingly became the destination of Delaware County commuters.
- Delaware County became increasingly attractive as a job location for commuters, particularly from Philadelphia. Philadelphians filled 10.1 percent of Delaware County jobs in 2000, an increase from 7.3 percent in the 1990 census.
- Over three-fourths (77.5%) of commuters drove alone to work, an increase from the 72.3 percent who listed this mode in the 1990 census.
- Slightly less the one-tenth (9.9%) traveled to work by carpool/vanpool, down from the 1990 figure of 12.4 percent. The vast majority (83.4%) of these were 2 person rides.
- Public transportation accounted for 8.0 percent of work commutation in 2000, with bus the most prevalent mode (3.3%). This represents a decline of about 4,400 people from the 9.5 percent reporting using public transportation in 1990.
- Overall, the work commute time increased 12.9 percent, from 24.0 minutes in 1990 to 27.1 minutes in 2000.

- Almost one-third, or 30.5 percent, of workers leave for work between 7:30 A.M. and 8:29 A.M. This time slot proved the most popular for all commutation modes except the category of “taxicab, motorcycle, or other means”, which preferred leaving earlier, between 6:30 and 7:29 A.M.

## D. Montgomery County

Close proximity to Center City Philadelphia and good railroad service stimulated early development in Montgomery County; however, today the county has many activity centers. Older communities such as Jenkintown in the east, Norristown and Lansdale in the central part of the county, and Pottstown in the northwest, combine with newer centers of development such as King of Prussia, Plymouth Meeting and Horsham. Redevelopment has reinvigorated yet other locations, such as Conshohocken. Major transportation corridors, including the Pennsylvania Turnpike and its Northeast Extension (I-476), US 202 and US 422 have contributed to much of this development, past and present. Today rural parts of the county remain in the northwest, but development pressure continues west and north from the I-476 and US 422 corridors.

### 1. Population, Households, Employed Residents, and Vehicle Ownership

As can be seen in the table below, the population of Montgomery County grew by 10.5 percent between 1990 and 2000, while the growth since 1970 amounts to 20 percent. At the same time, the growth in households was 12.2 percent in the last decade and more than one-half (51.9%) since the 1970 census. The increase in employed residents slowed to 7.6 percent in the 1990s,

<b>Population, Household, Employed Residents and Vehicles Owned (Thousands)</b>						
<b><u>Variable</u></b>	<b><u>Census Year</u></b>				<b><u>Percent Change</u></b>	
	<b><u>1970</u></b>	<b><u>1980</u></b>	<b><u>1990</u></b>	<b><u>2000</u></b>	<b><u>1990-2000</u></b>	<b><u>1970-2000</u></b>
Population	624	643	678	749	10.5%	20.0%
Households	188	224	255	286	12.2%	51.9%
Employed Residents	251	304	353	380	7.6%	51.2%
Vehicles Owned	280	351	451	502	11.4%	79.2%

but at 51.2 percent almost matched the growth in households. Over the past decade the rate of increase in the number of vehicles owned in the county fell midway between the growth in population and households at 11.4 percent. However, for the thirty-year period since 1970 the increase has been 79.2 percent.

### 2. Employment Estimates

Employed persons at work in Montgomery County refers to the number of people at work in the county, whether they live in or outside of the county. Total jobs, on the other hand, refers to the number of positions existing in the county, including full and part-time, and seasonal jobs. The table below presents data for 1980, 1990 and 2000 for the number of employed persons and employment in Montgomery County. The increase in the number of people working in Montgomery County was 9.8 percent in the 1990s, a decrease from the growth of 25.1 percent

### Employed Persons at Work and Employment in Montgomery County (Thousands)

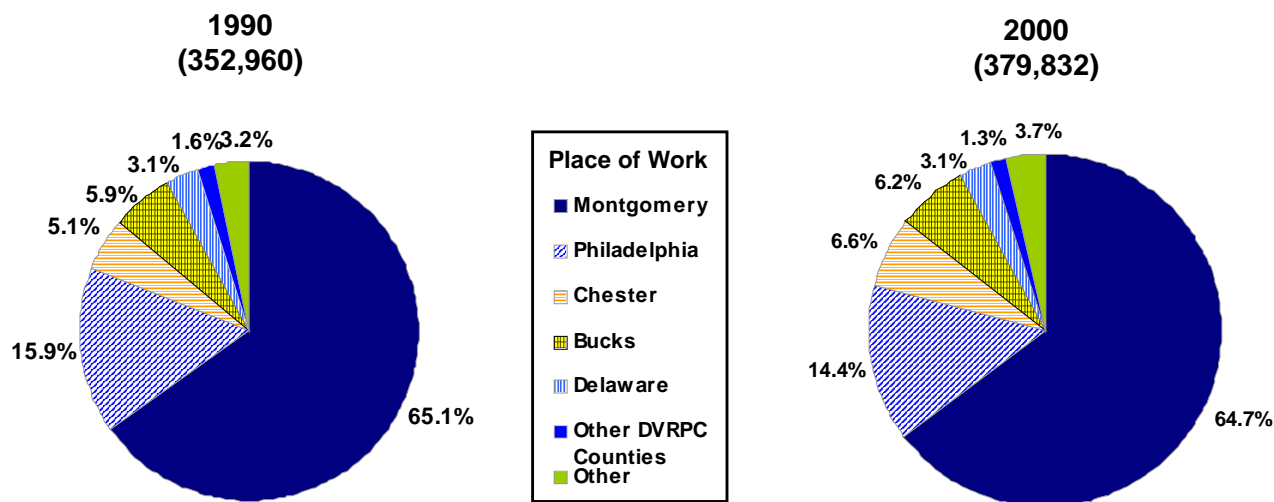
<u>Variable</u>	<u>Census Year</u>			<u>Percent Change</u>	
	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>1980-1990</u>	<u>1990-2000</u>
Employed Persons at Work	325	407	447	25.1%	9.8%
Employment (Total Jobs)	360	458	493	26.9%	7.7%

registered in the 1980s. Similar to the increases in employed persons at work, employment registered greater growth rates in the 1980s than the 1990s. While Montgomery County employment grew by 26.9 percent in the 1980s, in the 1990s the increase was a more modest 7.7 percent.

### 3. Employed Persons and Place of Work

There were 379,800 Montgomery County residents working during the census in 2000, representing an increase of 26,900 (7.6%) above the comparable figure for 1990. The figure below displays the distribution of where these residents' jobs were located. In 2000, 64.7 percent of Montgomery County residents worked in Montgomery County, only a slight decrease from the percentage (65.1%) reported in the 1990 census. A declining proportion commuted to jobs in

#### Distribution of Resident Workers by Place of Work

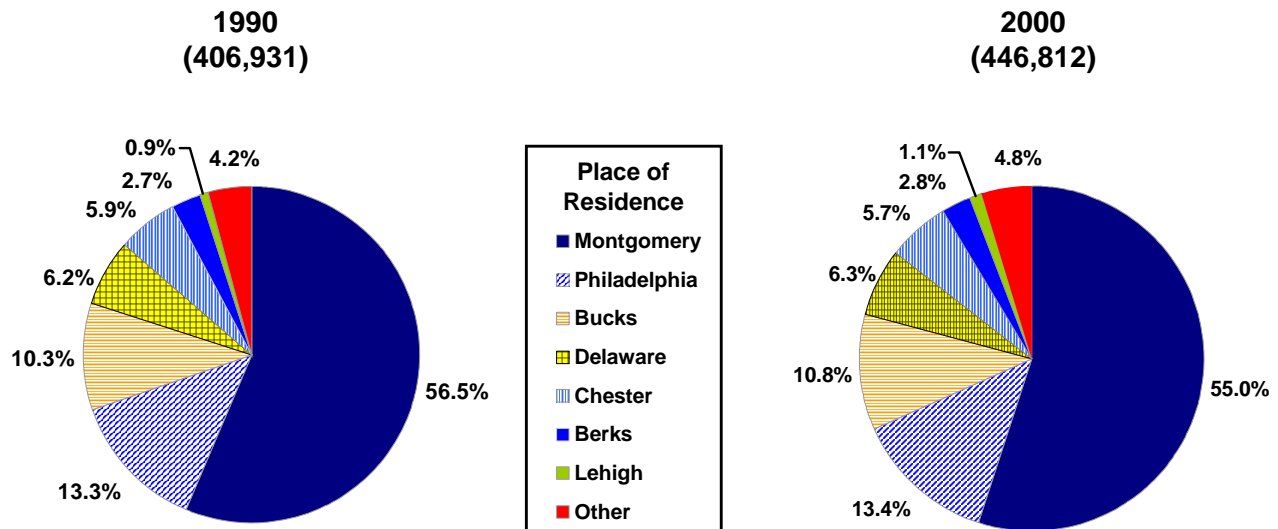


Philadelphia, the second largest destination (14.4% versus 15.9% for 2000 and 1999, respectively). An increasing percentage traveled to jobs in Chester (6.6%) and Bucks (6.2%) counties, while the share to Delaware County remained stable (3.1%). The percentage commuting to other DVRPC counties declined (1.3%), at the same time increasing to locations outside the DVRPC region (3.7%). (A complete distribution can be reviewed in Appendix B.)



The number of people working in Montgomery County increased by 39,900 (9.8%) during the 1990s, from 406,900 to 446,800 persons. The figure below shows the distribution of residence county for persons working in Montgomery County. Slightly over one-half (55.0%) also resided in the county, a small decrease from the 1990 number (56.5%). Philadelphia residents filled the second largest share of jobs (13.4%), little changed from a decade earlier (13.3%). The

### Distribution of Employed Persons at Work by Place of Residence



percentages from Bucks (10.8%) and Delaware (6.3%) showed increases, as did the totals from Berks (2.8%) and Lehigh (1.1%) counties, both outside the DVRPC region. The share of Chester County residents (5.7%) fell slightly, while the category of “other” locations increase one-half percent to 4.8 percent. (For a complete table of worker origins, see Appendix C.)

## 4. Means of Transportation and Travel Time

The means of transportation and average travel time for Montgomery County resident workers and those who commute to jobs in the county is shown in the table on the next page. The majority of commutation for both groups of commuters is by driving alone, with only 0.2 percentage points separating the two groups: For resident workers the share was 83.6 percent while it was 83.8 percent for those working in the county. This is an increase of 2.4 percent for the share of resident workers who drove alone since 1990. The incidence of resident workers using a carpool / vanpool was 8.6 percent, more than 1 percent less (9.7%) than this mode's share of persons who work in the county. For resident workers, this is a decline from the 10.3 percent recorded in the 1990 census. During the 1990s, resident worker use of public transportation for the work trip increased in both absolute terms and as a share of the total: An additional 1,621 persons commuted by public transportation, bringing the total to 16,494 in 2000, or 4.5 percent of commuters. Increased patronage appeared in the totals for both bus and railroad modes.

An additional 273 persons commuted in the Bus / Trolley / Streetcar / Taxi mode; however, the growth in overall resident workers resulted in the share remaining steady at 1.1 percent. The additional 1,472 commuters patronizing the railroad raised mode share for railroad by 0.2 to 3.1 percent. Walking declined as a preferred means of travel to work. Over 2,000 fewer people walked than in 1990, reducing the mode share of work trips to 2.7 percent. Meanwhile, the prevalence of working at home increased by almost one-third during the 1990s. The 13,532 people who reported working at home in 2000 was 3,237 higher than the corresponding number in 1990.

### 2000 Commuters Means of Transportation and Travel Time

Means of Transportation	Commuters Who Live in Montgomery County			Commuters Who Work in Montgomery County		
	Number of Commuters	Share of Commuters	Average Travel Time (min)	Number of Commuters	Share of Commuters	Average Travel Time (min)
Drive Alone	305,955	83.6%	25.8	362,850	83.8%	27.7
Carpool / Vanpool	31,307	8.6%	26.2	41,848	9.7%	30.5
Bus / Trolley / Taxi	4,107	1.1%	40.2	11,883	2.7%	54.9
Subway / Elevated	1,141	0.3%	46.4	867	0.2%	55.2
Railroad	11,246	3.1%	51.8	2,243	0.5%	64.3
Bicycle	681	0.2%	20.0	715	0.2%	22.3
Walk	9,913	2.7%	10.5	10,551	2.4%	11.1
Other Means	<u>1,649</u>	0.5%	<u>40.9</u>	<u>2,005</u>	0.5%	<u>47.0</u>
<b>TOTAL</b>	<b>365,999</b>	<b>100%</b>	<b>26.5</b>	<b>432,962</b>	<b>100%</b>	<b>28.6</b>

Travel time to work was about 2 minutes less for Montgomery County resident workers than for those who worked in the county (26.5 versus 28.6 minutes, respectively). Highway mode use by resident workers (drive alone and carpool/vanpool) yielded and increase in travel time of 3.9 minutes (18.1%), rising from an average of 21.5 minutes in 1990 to 25.4 minutes in 2000. The corresponding growth in public transportation travel time was 4.6 minutes, although due to longer initial travel time, the percentage increase was less than highway at 10.4 percent. In fact, this relationship changed from one where in 1990 average public transportation mode times were more than twice those of highway to less than twice in 2000. Meanwhile, commutation by bicycle times increased 27.3 percent and walking by 13.2 percent in this same period. (Detailed totals for Montgomery County resident workers' commutation mode and travel time is presented in Appendix D.)

The table below displays vehicle occupancy of the carpool/vanpool category of commutation for Montgomery County resident workers. Whereas two person carpools/vanpools account for 7.1 percent of total commutation, they account for 83.5 percent of persons using this mode.

**Distribution of Carpools/Vanpools by Vehicle Occupancy**

<b>Vehicle Occupancy</b>	<b>Number of Commuters</b>	<b>Percent of Total Commuters</b>
2-person carpool/vanpool	26,151	7.1%
3-person carpool/vanpool	3,508	1.0%
4-or-more-person carpool/vanpool	<u>1,648</u>	<u>0.5%</u>
<b>TOTAL</b>	<b>31,307</b>	<b>8.6%</b>

Most Montgomery County resident workers left for work in the hour between 7:30 A.M. and 8:29 A.M., but there was variance by mode of travel. For those who drove alone, this time period was the clear choice, garnering 31.3 percent of departures. Although the 7:30 A.M. hour was popular for those who shared a ride (27.5%), slightly more departed during the preceding hour - 6:30 A.M. to 7:29 A.M. (27.7%). Longer journeys on the railroad, coupled with the dominance in use of this mode, led to 36.8 percent of public transportation users to depart between 6:30 and 7:29 A.M.; however, departures tended to be later for those using a bus or subway/elevated modes. Finally, for those who walked or used a bicycle, the 7:30 hour was most attractive with 24.1 percent.

The County-to-County distribution of Montgomery County resident workers by means of transportation is shown in Appendix E. A breakdown of resident workers by time leaving for work and means of transportation is presented in Appendix F.

The most salient features of the Journey-to-Work for Montgomery County are:

- The number of employed persons who live in the county increased from 352,960 in 1990 to 379,832 in 2000, a growth of 7.6 percent.
- The number of employed persons at work in the county also increased, from 406,931 in 1990 to 446,812 in 2000, an increase of 9.8 percent.
- In 2000 close to two-thirds, 64.7 percent of county resident workers were employed at locations in Montgomery County, representing 55.0 percent of all employed persons in the county
- The contiguous counties of Philadelphia, Chester and Bucks accounted the majority of remaining job destinations, with 14.4, 6.6 and 6.2 percent respectively.
- Over four-fifths (83.6%) of resident workers drove alone to work in 2000, an increase of 2.4 percent over the share in 1990 (81.2%).
- In 2000, commuting by carpool/vanpool constituted 8.6 percent of work commutation, down from the 10.3 percent recorded in 1990.

- During the 1990s, use of public transportation, particularly the railroad, increased both in absolute number and percent of work travel; the mode share was 4.5 percent in 2000.
- Growing population and employment in Montgomery County have led to increased congestion. This is reflected in the average travel time to work, which increased from 21.8 to 26.5 minutes (21.5%) between 1990 and 2000. Public transportation modes, while still almost twice highway mode travel times, did not increase as fast (10.4%) as highway modes (18.1%).
- The 7:30 to 8:29 A.M. period proved the most popular for departing for work; however, the results differed by mode. This was the most popular for those who drove alone or walked and bicycled. For ridesharing, the 6:30 to 7:29 A.M. period was slightly more attractive. While bus and subway/elevated riders preferred the same time as drive alone workers, the prevalence of railroad riders yielded an overall public transportation preference for the 6:30 to 7:29 A.M. period.

## E. Philadelphia County

Philadelphia is the urban center of the region, with the largest population and employment base. The oldest developed part of the region, Philadelphia has suffered population and employment loss for the last half century as the region has decentralized. Residential living remains strong in Center City; however, population continues to hemorrhage as individuals and families flee compact row house development for lower density housing options characterizing the suburban counties. Efforts to redevelop some residential areas with lower density housing choices have been made, but these have been insufficient to offset depopulation elsewhere in the city. Although the employment base in Center City, the business core, remains strong, the manufacturing base which provided much of the traditional employment outside of the office core has for the most part disappeared. Increasingly, residents are seeking employment opportunities in the counties surrounding Philadelphia.

### 1. Population, Households, Employed Residents and Vehicle Ownership

Whereas the demographic variables below show almost universal gain in the suburban counties surrounding Philadelphia, for the city almost all indices are in decline, the exception being the number of vehicles owned. Population has declined in every census, since 1970 dropping by 22.2 percent; although the rate of decline slowed in the 1990s to 4.3 percent. Coupled with population loss has been a decline in the number of households. Between 1990 and 2000 this decrease amounted to 2.2 percent, while the reduction since 1970 has been 8.1 percent. The

#### Population, Household, Employed Residents and Vehicles Owned (Thousands)

<u>Variable</u>	<u>Census Year</u>				<u>Percent Change</u>	
	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>1990-2000</u>	<u>1970-2000</u>
Population	1,950	1,688	1,586	1,518	- 4.3%	- 22.2%
Households	642	621	603	590	- 2.2%	- 8.1%
Employed Residents	742	608	641	570	- 11.1%	- 23.2%
Vehicles Owned	495	509	533	546	2.3%	10.2%

number of employed residents has also declined, with a brief respite in the 1980s. The loss resumed in the 1990s (11.1%) yielding a total reduction since 1970 (23.2%). The only demographic category to post increases in each decade has been the number of vehicles owned. Here the growth since 1970 has been 10.2 percent, with 2.3 percent of this in the decade of the 1990s.

### 2. Employment Estimates

The number of employed residents of Philadelphia is discussed above. Employed persons at work and employment refer to the number of people who work and number of jobs located in the

### Employed Persons at Work and Employment in Philadelphia County (Thousands)

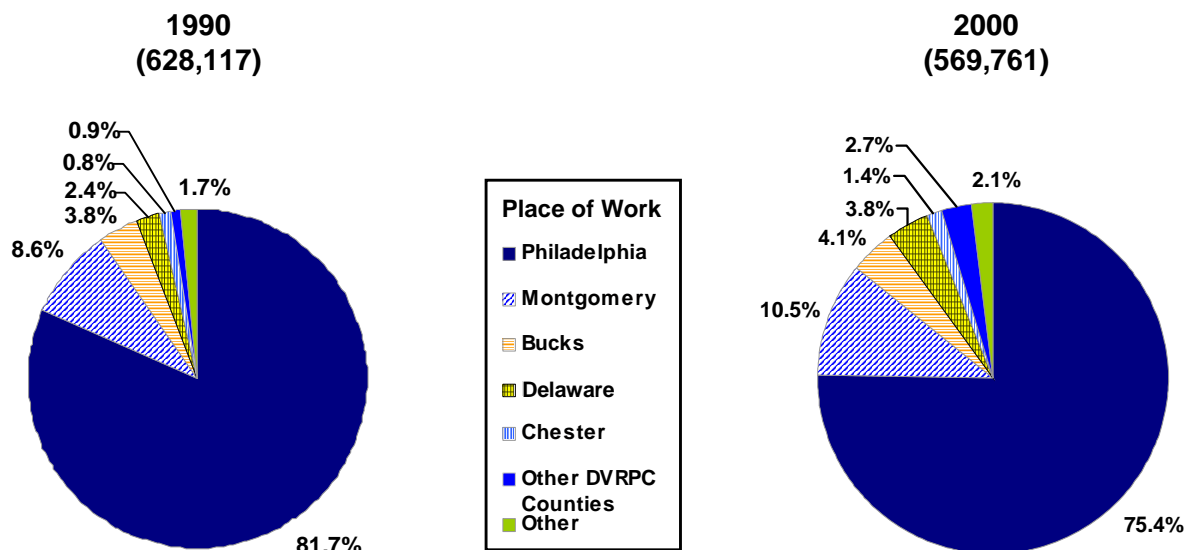
<u>Variable</u>	<u>Census Year</u>			<u>Percent Change</u>	
	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>1980-1990</u>	<u>1990-2000</u>
Employed Persons at Work	760	761	660	0.1%	- 13.3%
Employment (Total Jobs)	836	837	741	0.1%	- 11.4%

county. The number of employed persons at work remained stable during the 1980s (0.1% growth) but declined by 100,000 (13.3%) during the 1990s. Likewise, employment was relatively steady in the decade of the 1980s, but fell by almost 100,000 jobs (11.4%) in the 1990s.

### 3. Employed Persons and Place of Work

Resident workers refers to workers who live in the county, no matter the location of their job. The figure below displays the distribution of places of work for Philadelphia resident workers as reported in the 1990 and 2000 censuses.

#### Distribution of Resident Workers by Place of Work

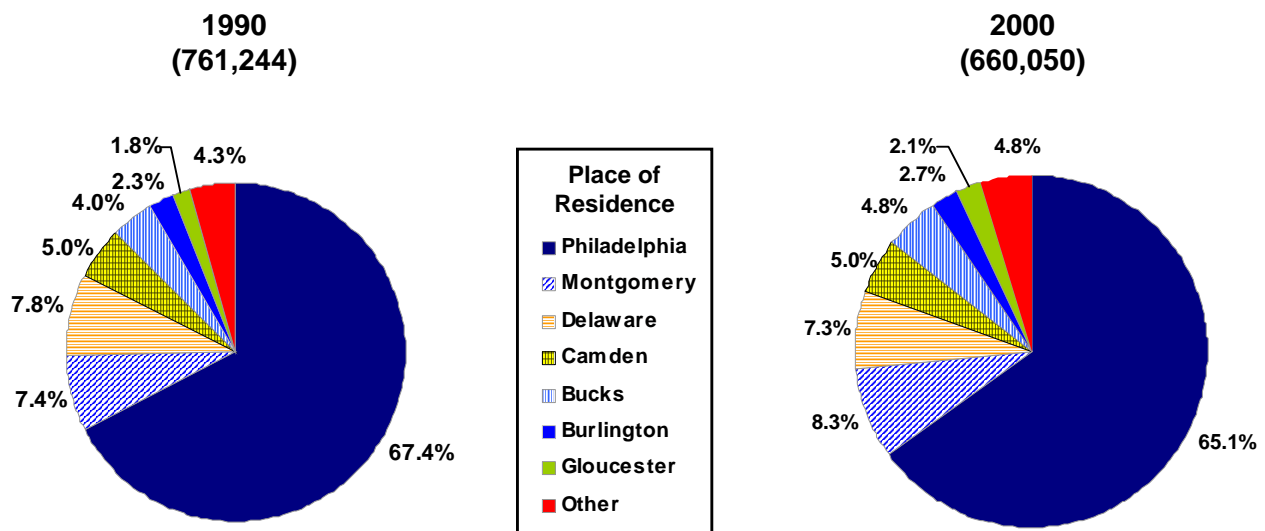


The 569,800 Philadelphians who were working in 2000 was 58,400 (11.1%) fewer than the 628,100 reported in the 1990 census. Although predominantly employed at positions in the City of Philadelphia, the proportion declined to three-quarters (75.4%) from four-fifths (81.7%). The residual commuting grew for every job location outside of the city: 10.5 percent to Montgomery;

4.1 percent to Bucks; 3.8% to Delaware; 1.4 percent to Chester; and 2.7 percent to other DVRPC counties. Those traveling to jobs outside the DVRPC region increased to 2.1 percent of the total workers. (A complete distribution of Philadelphia resident workers is presented in Appendix B.)

The total number of employees working at jobs in the City of Philadelphia in 2000 was 660,050, a reduction of 101,200 (13.3%) from the 1990 total of 761,200 employees. The figure below presents the 1990 and 2000 distribution of residences of these workers.

### Distribution of Employed Persons at Work by Place of Residence



For the first time, City of Philadelphia residents filled less than two-thirds (65.1) of the jobs in the city. This was a small decrease from the share (67.4%) reported in the 1990 census data. The Montgomery County component increased (8.3% in 2000 from 7.4% in 1990) which countered a decline of those commuting from Delaware (7.3% vs. 7.8% in 2000 and 1990, respectively). Those workers residing in Camden County remained constant (5.0%), while Bucks, Burlington and Gloucester county shares increased (4.8%, 2.7% and 2.1%, respectively). Finally, those commuting from other locations inside and outside the DVRPC region increased one-half percent to 4.8 percent.

## 4. Means of Transportation and Travel Time

The table below displays the means of transportation to work and average travel time by mode for employees who live in Philadelphia and those who work in the city. Slightly over one-half (50.2%) of resident workers drive alone to work; the corresponding share for those who hold positions in the city is a little larger (52.1%). For resident workers this is the first time that the share has exceeded one-half, increasing 4.7 percentage points since the 45.5 percent recorded in the 1990 census. As with all the other Pennsylvania counties in the region, the proportion of shared ride commuters (carpool/vanpool) declined since 1990, although not to the extent experienced in the other counties (13.4% to 13.1%). Public transportation use declined from 29.2

to 25.9 percent; however, it is still the second largest mode in transporting resident workers to their jobs. While declines were observed in the data for bus / trolley / streetcar / taxi (20.3% and 18.7% in 1990 and 2000, respectively) and subway/elevated (7.1 and 4.9 percent) the use of railroad actually increased (from 1.8% to 2.4%). The number of persons commuting by bicycle increased by 1,227, but this represents a share of total commuters which is still less than 1 percent.

### 2000 Commuters Means of Transportation and Travel Time

Means of Transportation	Commuters Who Live in Philadelphia County			Commuters Who Work in Philadelphia County		
	Number of Commuters	Share of Commuters	Average Travel Time (min)	Number of Commuters	Share of Commuters	Average Travel Time (min)
Drive Alone	280,266	50.2%	28.4	338,148	52.1%	30.8
Carpool / Vanpool	73,026	13.1%	30.6	74,682	11.5%	30.9
Bus / Trolley / Taxi	104,361	18.7%	46.3	95,993	14.8%	44.0
Subway / Elevated	27,261	4.9%	41.4	38,312	5.9%	43.0
Railroad	13,137	2.4%	53.0	41,768	6.4%	52.9
Bicycle	4,864	0.9%	19.5	4,810	0.7%	19.0
Walk	51,550	9.2%	14.9	50,706	7.8%	14.7
Other Means	<u>4,120</u>	0.7%	<u>36.0</u>	<u>4,407</u>	0.7%	<u>41.3</u>
<b>TOTAL</b>	<b>558,585</b>	<b>100%</b>	<b>32.0</b>	<b>648,826</b>	<b>100%</b>	<b>33.6</b>

As was observed in all Pennsylvania counties, the prevalence of walking to work declined in both absolute and percentage terms. The 66,446 persons who walked to work in 1990 declined to 51,550 in 2000, for a loss of 14,896. This translates to a decline in travel to work share from 10.6 percent in 1990 to 9.2 percent in 2000. Unique to Philadelphia was a decline in the number of persons who noted that they worked at home. In 1990, this number was 11,703, but by 2000 the number had declined to 10,783, a reduction of 7.9 percent.

At 32 minutes, Philadelphia resident workers' average travel time to work was the highest of the Pennsylvania counties. The average travel time for those working in the city was only slightly greater, at 33.6 minutes. This number is affected by the generally travel time recorded by users of public transportation and the greater share of commutation which this mode commands for both resident workers and workers in the city. Users of highway modes (drive alone and carpool/vanpool) travel time increased by 3.8 minutes (16.6%) from 23.2 to 27.0 minutes between 1990 and 2000. Public transportation travel times increased at an even higher rate (22.1%) over the same period, from 37.7 to 46.0 minutes. Bicycle users and walkers also experienced double digit percentage increases in travel time at 12.3 and 10.1 percent, respectively. (Philadelphia resident workers' mode of travel and travel time for work trips is presented in Appendix D.)

Philadelphia resident workers' vehicle occupancy of carpools/vanpools is presented in the table below. The two person category accounted for over three-fourths (76.5%) of this mode.



**Distribution of Carpools/Vanpools by Vehicle Occupancy**

<b>Vehicle Occupancy</b>	<b>Number of Commuters</b>	<b>Percent of Total Commuters</b>
2-person carpool/vanpool	55,847	10.0%
3-person carpool/vanpool	10,662	1.9%
4-or-more-person carpool/vanpool	<u>6,517</u>	<u>1.2%</u>
<b>TOTAL</b>	<b>73,026</b>	<b>13.1%</b>

Philadelphians were unique among DVRPC residents in that their stated time leaving home for work was irrespective of mode. Across all modes, respondents preferred the 7:30 to 8:29 A.M. hour with a total of 28.2 percent identifying this period. For those who drove alone, the figure was close (28.1%) to the total for the population. The propensity of public transportation users was slightly higher (29.6%), with the 7:30 to 8:29 A.M. most popular among all transit modes. The only means of transportation where the 7:30 slot was not clearly the most preferred was ridesharing. The 7:30 to 8:29 A.M. hour garnered 27.1 percent, while the earlier hour, 6:30 to 7:29 A.M., came in at 26.4 percent. For those who walked or bicycled, it was the hour later, 8:30 to 9:29 A.M., which was the second preference; the totals were 27.0 percent and 23.2 percent for the 7:30 and 8:30 hours, respectively.

The County-to-County distribution of Philadelphia resident workers by means of transportation is displayed in Appendix E. A breakdown of resident workers by time leaving for work and means of transportation is printed as Appendix F.

Highlights of the Journey-to-Work data for Philadelphia include:

- The number of employed persons who live in the county decreased 11.1 percent between 1990 to 2000, dropping from 640,577 to 569,761.
- Likewise, the number of employed persons at work in the county also decreased, from 761,244 in 1990 to 660,050 in 2000, a decline of 13.3 percent.
- More than three-fourths (75.4%) of Philadelphia resident workers worked in the city, filling 65.1 percent of the jobs in the city.
- Increasingly, Philadelphians traveled to suburban job locations: 10.5 percent to Montgomery; 4.1 percent to Bucks; 3.8 percent to Delaware; and 1.4 percent to Chester counties.
- Suburbanites filled only a slightly larger share of Philadelphia jobs in 2000 versus 1990. The share of commuters from Montgomery, Bucks, Burlington, and Gloucester counties increased, Delaware County decreased, and Camden County remained constant.
- For the first time, a majority of resident workers (50.2%) drove to work. This is an increase of 4.7 percent share over the 45.5 percent who drove alone in 1990.

- Public transportation lost commuter share between 1990 (29.2%) and 2000 (25.9%), but still remained the second most common means of transportation to work. The bus / trolley / streetcar / taxi mode was the most preferred mode, accounting for 18.7 percent of commutation.
- Similar to all counties, the use of ridesharing declined, although the decline from 13.4 to 13.1 percent between 1990 and 2000 represents the smallest decline of all counties.
- The average travel time to work for Philadelphia resident workers grew from 26.9 minutes in 1990 to 32.0 minutes in 2000, an increase of 19.0 percent.
- Philadelphians, regardless of mode of travel, selected the hour between 7:30 and 8:29 A.M. to leave for work. In all, 28.2 percent of census respondents listed this time. The 6:30 to 7:29 A.M. period was the second most popular, except for those walking or bicycling to work, who selected the 8:30 to 9:29 A.M. time slot.

## F. Burlington County

In land area, Burlington County is the largest county in the nine county DVRPC region. Early development concentrated along the Delaware River and the US 130 corridor between Camden in Camden County and Trenton in Mercer County. Later development filled in the band between US 130 and the parallel I-295/NJ Turnpike corridors. Additional development spread east from Philadelphia/Camden along the NJ 38 and NJ 70 corridors toward Mount Laurel, Mount Holly and Medford townships. The eastern portion of the county was dominated by the twin military installations of the army base at Fort Dix and McGuire Air Force Base; however, several rounds of military rationalizations have diminished the influence of these facilities. The southern portion of the county, an area known as the pinelands, is for the most part preserved as the Wharton and Byrne State Forests. County government has made a priority of redeveloping the river wards and encouraging growth west of I-295 to slow eastward development sprawl and preserve agricultural uses in the eastern portion of the county.

### 1. Population, Households, Employed Residents, and Vehicle Ownership

The table below displays demographic variables and their change as reported in the 1970, 1980, 1990 and 2000 censuses. The population of Burlington County increased 7.2 percent between the 1990 and 2000 censuses, continuing a trend of slowing growth evident during the previous two decades; although in aggregate, the county has added 31.0 percent to its population since

<b>Population, Household, Employed Residents and Vehicles Owned (Thousands)</b>						
<b><u>Variable</u></b>	<b><u>Census Year</u></b>				<b><u>Percent Change</u></b>	
	<b><u>1970</u></b>	<b><u>1980</u></b>	<b><u>1990</u></b>	<b><u>2000</u></b>	<b><u>1990-2000</u></b>	<b><u>1970-2000</u></b>
Population	323	363	395	423	7.2%	31.0%
Households	85	115	137	154	13.0%	82.0%
Employed Residents	134	166	205	207	1.1%	55.0%
Vehicles Owned	126	183	251	279	11.0%	121.8%

1970. The growth in households has also moderated in the last decade, but at 13 percent it is still in double digits. The 30-year increase in this category is 82.0 percent. The number of Burlington County residents who were employed during the 2000 census was relatively flat compared with the number in 1990; growth was a modest 1.1 percent. Since 1970, however, the number of employed residents has increased by more than one-half (55.0%). The number of vehicles owned in the county has more than doubled since 1970 (121.8%), but since 1990 the growth has only tallied an 11.0 percent increase.

### 2. Employment Estimates

Employed persons at work in the county and employment (jobs) in the county are two additional attributes of the county gleaned from the decennial census data. DVRPC reviews this data and

### Employed Persons at Work and Employment in Burlington County (Thousands)

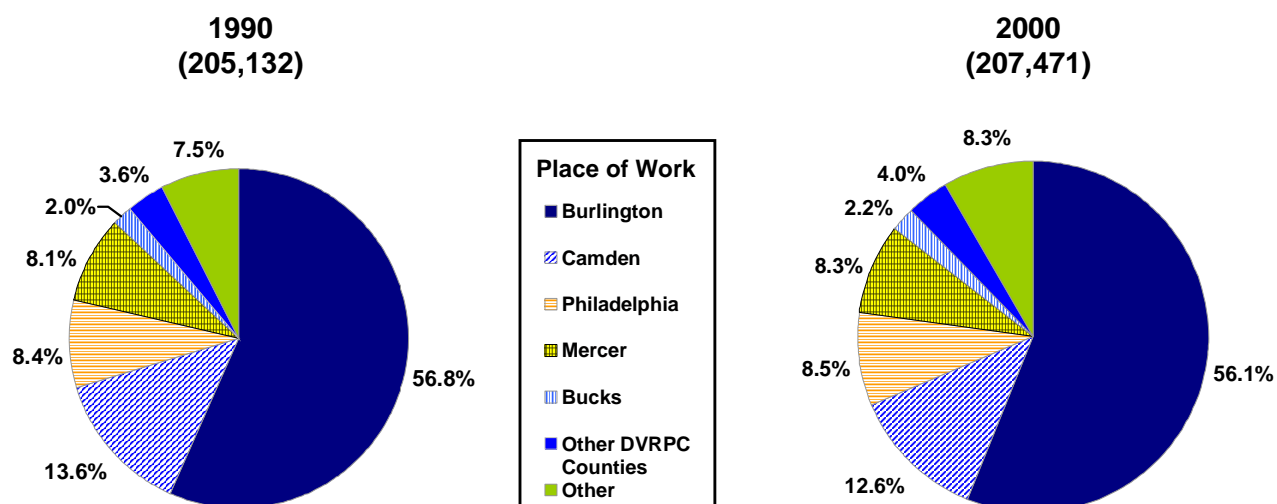
Variable	Census Year			Percent Change	
	1980	1990	2000	1980-1990	1990-2000
Employed Persons at Work	125	171	183	37.5%	6.9%
Employment (Total Jobs)	136	191	203	40.6%	5.8%

adjusts census employment data to account for absenteeism during the census week and persons who hold multiple jobs. The above table compares the total number of people working at jobs in Burlington County with the number of jobs in the county since 1980. In general, growth in both categories was only one-sixth the rate increase registered in the 1980s. In particular, the number of persons working in the county increased by 37.5 percent in the 1980s, but this growth dropped to 6.9 percent in the 1990s. Likewise the number of jobs in the county increased by 40.6 percent in the 1980s, declining to an increase of 5.8 percent in the 1990s. Whereas the 1980s presented a growth rate in employment greater than the rate for employed persons at work, in the 1990s the opposite was true. This suggests the decline of multiple job holders in the 1990s.

### 3. Employed Persons and Place of Work

Resident workers, discussed in section 1 above, refers to the number of workers who reside in the county, no matter where they work. The figure below displays the distribution of places of work for Burlington County residents as reported in the 1990 and 2000 censuses.

#### Distribution of Resident Workers by Place of Work

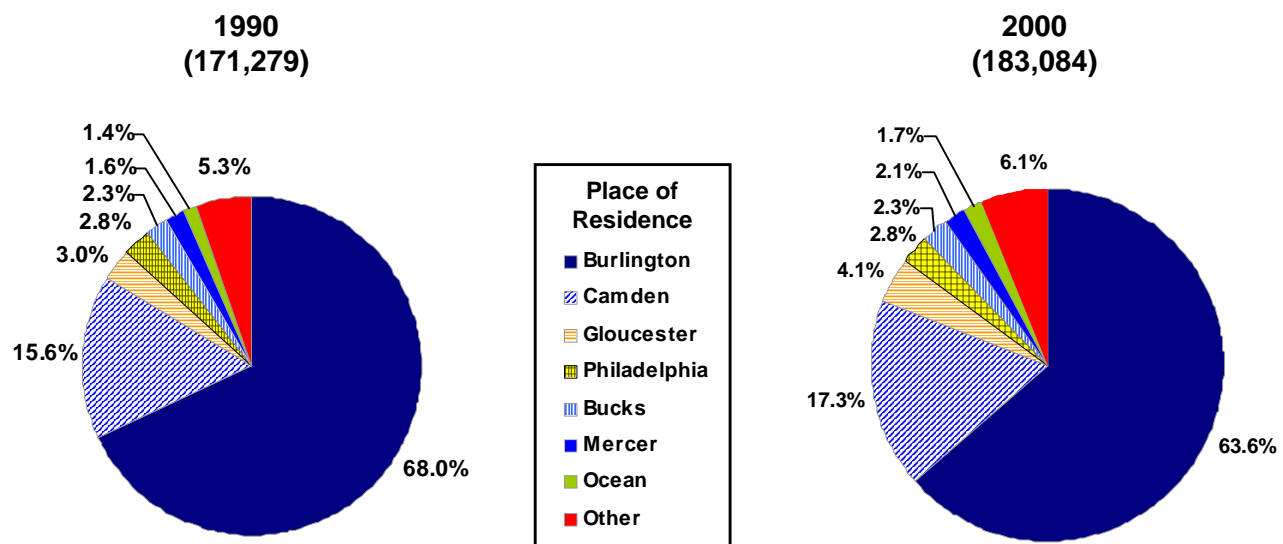


The growth in resident workers in Burlington County in the 1990s was modest, increasing to 207,500, or roughly 2,300 greater than the 205,100 recorded at the beginning of the decade. As in

the case of most of the DVRPC counties, the percentage of residents working at jobs in their home county declined. But in the case of Burlington County, the decline of 0.7 percent to 56.1 percent was modest. Commutation to Camden county employment declined to 12.6 percent while travel to the other contiguous DVRPC counties of Philadelphia, Mercer and Bucks increased to 8.5, 8.3 and 2.2 percent, respectively. Work locations in other DVRPC counties increased their draw to 4.0 percent of Burlington workers. Locations outside the DVRPC region, particularly central to northern New Jersey, New York, and shore communities including Atlantic City increased to 8.3 percent, the largest share increase during the decade. (A tabular presentation of workplaces of Burlington County residents is presented in Appendix B.)

The reverse is shown in the figure below; namely, a distribution of those who work in Burlington County by their place of residence. In sum, there were 183,100 people working in the county in 2000, and increase of 11,800 persons since the 1990 total of 171,300.

### Distribution of Employed Persons at Work by Place of Residence



The proportion of jobs in the county filled by Burlington residents dropped while, residents from almost all other locations share of Burlington county jobs increased. This translates to a large immigration of workers. The share of Burlington county jobs employing Burlington residents was 63.6 percent in 2000, down from 68.0 percent in 1990. Commutation was up from Camden (17.3%); Gloucester (4.1%); and Mercer (2.1%) counties in the DVRPC region, as well as from Ocean County (1.7%). Those traveling from Philadelphia (2.8%) and Bucks (2.3%) maintained their share of Burlington jobs, while persons commuting from other locations increased, accounting for 6.1 percent. (A more complete listing is presented in Appendix C.)

## 4. Means of Transportation and Travel Time

The means of transportation to work and average travel time for Burlington County resident workers and those who commute to jobs in the county is shown in the table below. The majority of commutation for both groups of commuters is by driving alone, with only 0.7 percentage points

separating the two groups: For resident workers the share was 85.2 percent while it was 85.9 percent for those working in the county. This is an increase of 5.5 percent for the share of resident workers who drove alone since 1990. The share of those who used a carpool/vanpool declined

### 2000 Commuters Means of Transportation and Travel Time

Means of Transportation	Commuters Who Live in Burlington County			Commuters Who Work in Burlington County		
	Number of Commuters	Share of Commuters	Average Travel Time (min)	Number of Commuters	Share of Commuters	Average Travel Time (min)
Drive Alone	171,600	85.2%	27.1	152,084	85.9%	24.6
Carpool / Vanpool	19,132	9.5%	29.8	18,135	10.2%	27.5
Bus / Trolley / Taxi	2,998	1.5%	61.3	1,982	1.1%	47.1
Subway / Elevated	1,305	0.6%	57.9	174	0.1%	55.6
Railroad	1,709	0.8%	72.1	60	0.0%	85.3
Bicycle	330	0.2%	15.7	346	0.2%	15.5
Walk	3,292	1.6%	12.1	3,296	1.9%	13.5
Other Means	<u>1,083</u>	0.5%	<u>32.5</u>	<u>1,060</u>	0.6%	<u>34.6</u>
<b>TOTAL</b>	<b>201,449</b>	<b>100%</b>	<b>28.2</b>	<b>177,137</b>	<b>100%</b>	<b>25.1</b>

3.0 percent, declining from 12.5 to 9.5 percent between 1990 and 2000. During the 1990s, resident worker use of public transportation for the work trip increased in both absolute terms and as a share of the total: An additional 489 persons commuted by public transportation, bringing the total to 6,016 in 2000, or 3.0 percent of commuters. Increased patronage was recorded for all public transportation modes. The incidence of work trips by bicycle or walking declined; from 0.3 to 0.2 percent in the former case and 4.1 to 1.6 percent in the latter case. The number of people reporting that they worked at home increased by more than one-third, from 4,264 in 1990 to 5,786 in 2000.

Travel time to work was about 3 minutes more for resident workers (28.2 minutes) than for those who worked in the county (25.1 minutes). For those who used highway modes (drive alone and carpool/vanpool) the increase was from 23.6 minutes to 27.1 minutes, or 14.8 percent. For users of public transportation, the increase was much larger at 41.6 percent, from 44.9 to 63.6 minutes. Part of this is due to the growth in the number of Burlington County residents traveling to jobs in New York City via railroad services on the northeast corridor. Nonetheless, average transit travel times exceeded twice the average highway travel times to work in 2000, versus a ratio less than that a decade earlier. Bicycle and walk travel times each increased during the decade, at 18.1 and 30.4 percent, respectively. (Detailed totals for Burlington County resident workers' commutation mode and travel time is presented in Appendix D.)

The table below displays vehicle occupancy of the carpool/vanpool category of commutation for Burlington County resident workers. Whereas two person carpools/vanpools accounted for 7.7 percent of total commutation, they account for 81.3 percent of persons using this mode.

**Distribution of Carpools/Vanpools by Vehicle Occupancy**

<b>Vehicle Occupancy</b>	<b>Number of Commuters</b>	<b>Percent of Total Commuters</b>
2-person carpool/vanpool	15,545	7.7%
3-person carpool/vanpool	2,205	1.1%
4-or-more-person carpool/vanpool	<u>1,382</u>	<u>0.8%</u>
<b>TOTAL</b>	<b>19,132</b>	<b>9.6%</b>

Although most Burlington County resident workers depart for work in the hour between 7:30 and 8:29 A.M., this is influenced by the overwhelming number of persons who drive alone to work. For this group 31.2 percent of commuters select this time period. For ridesharing participants, this is also the most popular time (27.9%), although the 6:30 to 7:29 A.M. proved almost as prevalent (27.0%). For riders of public transportation, the 6:30 time slot garnered 37.3 percent of responses. This was influenced by the large number of railroad riders (43.8%) who selected this departure time. Finally, for those who walked or used a bicycle, the 7:30 hour was most attractive with 24.1 percent.

The County-to-County distribution of Burlington County resident workers by means of transportation is shown in Appendix E. A breakdown of resident workers by time leaving for work and means of transportation is presented in Appendix F.

The most prominent features of the Journey-to-Work for Burlington County are:

- The number of employed persons who live in the county increased only slightly from 205,132 in 1990 to 207,471 in 2000, a growth of 1.1 percent.
- The number of employed persons at work in the county increased, from 171,279 in 1990 to 183,084 in 2000, an increase of 6.9 percent.
- In 2000, 56.1 percent of Burlington County resident workers were employed in the county. This number is little changed from the 1990 share of 56.8 percent. There was also little change in the distribution of where county residents worked.
- Burlington County resident workers comprised 63.6 of the persons working in the county, a decrease from 68.0 percent in 1990. Camden, Gloucester, Mercer and Ocean counties' residents garnered larger shares of Burlington County jobs, while the shares from Philadelphia and Bucks counties remained stable.
- An overwhelming majority (85.2%) of Burlington County resident workers drove alone to work, a share increase of 5.5 percent since 1990.
- In 2000, commuting by carpool/vanpool constituted 9.5 percent of work commutation, down from 12.5 percent in 1990.

- During the 1990s, use of public transportation increased both in absolute numbers and percent of work travel; the mode share was 3.0 percent in 2000.
- Growing congestion, as well as greater distances to jobsites, led to an increase in travel time to work. The increase was from 23.6 to 28.2 minutes, or 19.3 percent, between 1990 and 2000.
- As with all other counties in the region, the 7:30 to 8:29 A.M. period proved the most popular for departing to work. However, those using ridesharing option preferred the 6:30 to 7:29 A.M. period in almost as great numbers and this earlier time slot was the clear choice for patrons of public transportation.



## G. Camden County

Camden County is the most urbanized of the New Jersey counties. The earliest developed portions are situated at the western edge along the Delaware River and directly across the river from Center City Philadelphia. Historically, development proceeded outward along radial arterials from the City of Camden. These included from north to south US 130, NJ 38, NJ 70, US 30, NJ 168 and NJ 42. Today the western and central parts of the county are almost solidly developed. The southern portion of the county is the focus of development activity, although with developable land in abundance in neighboring Burlington and Gloucester counties, the level of development activity in the county is relatively small.

### 1. Population, Households, Employed Residents, and Vehicle Ownership

As shown in the table below, the population of Camden County increased by only 1.0 percent between 1990 and 2000. The growth since 1970, however, has been 11.3 percent. Continuing a national trend, the growth in households has been greater than the growth in population. In the

<b>Population, Household, Employed Residents and Vehicles Owned (Thousands)</b>						
<b><u>Variable</u></b>	<b><u>Census Year</u></b>				<b><u>Percent Change</u></b>	
	<b><u>1970</u></b>	<b><u>1980</u></b>	<b><u>1990</u></b>	<b><u>2000</u></b>	<b><u>1990-2000</u></b>	<b><u>1970-2000</u></b>
Population	456	472	503	508	1.0%	11.3%
Households	138	163	179	185	3.6%	33.9%
Employed Residents	173	192	235	230	- 1.8%	33.2%
Vehicles Owned	174	221	280	289	2.9%	66.4%

1990s, the number increased 3.6 percent, roughly three times the growth in population. This ratio is consistent with the period from 1970 to 2000, when the number of households grew by 33.9 percent. The number of employed residents declined slightly (- 1.8%) in the period between 1990 and 2000, but posted a gain of 33.2 percent since 1970. Growth in vehicles owned slowed considerably in the 1990s (2.9%); however, as is the case throughout the region, posted the largest increase of these demographic categories since 1970 (66.4%).

### 2. Employment Estimates

Employed persons at work in Camden County refers to the number of people at work in the county, whether they live in or outside of the county. Total jobs, on the other hand, refers to the number of positions existing in the county, including full and part-time, and seasonal jobs. The table below presents data for 1980, 1990 and 2000 for Camden County in these two categories. The number of persons working at jobs in Camden County declined in the 1990s by 5.4 percent. This was a reversal of the growth of 21.3 percent posted in the 1980s. Employment in the county

also declined in the 1990s, although at 4.8 percent, it is slightly less than the decline in persons working in the county. For the decade of the 1980s the reverse was the case. The growth in county employment, at 22.1 percent, was slightly higher than the growth in employed persons at work.

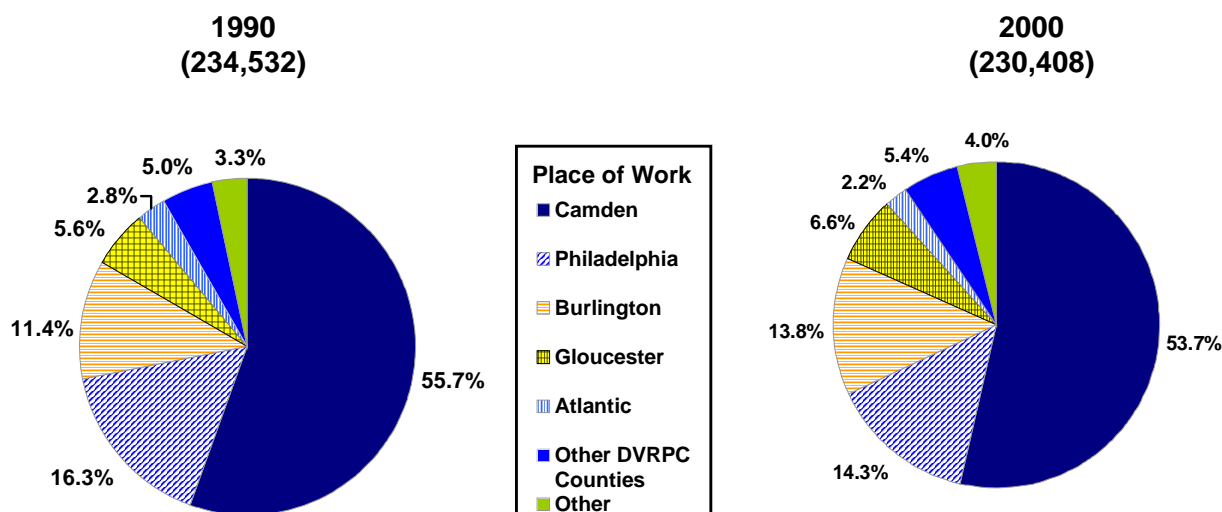
### Employed Persons at Work and Employment in Camden County (Thousands)

<u>Variable</u>	<u>Census Year</u>			<u>Percent Change</u>	
	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>1980-1990</u>	<u>1990-2000</u>
Employed Persons at Work	171	207	196	21.3%	- 5.4%
Employment (Total Jobs)	187	228	217	22.1%	- 4.8%

### 3. Employed Persons and Place of Work

There were 230,400 Camden County residents working during the census in 2000, representing a decline of approximately 4,100 (1.8%) from the comparable figure for 1990. The figure below displays the distribution of where these residents' jobs were located. In 2000, 53.7 percent of Camden County residents worked at jobs within the county, a decline of two percentage points from 1990. This same decline applied to the share (14.3%) commuting to Philadelphia. On the

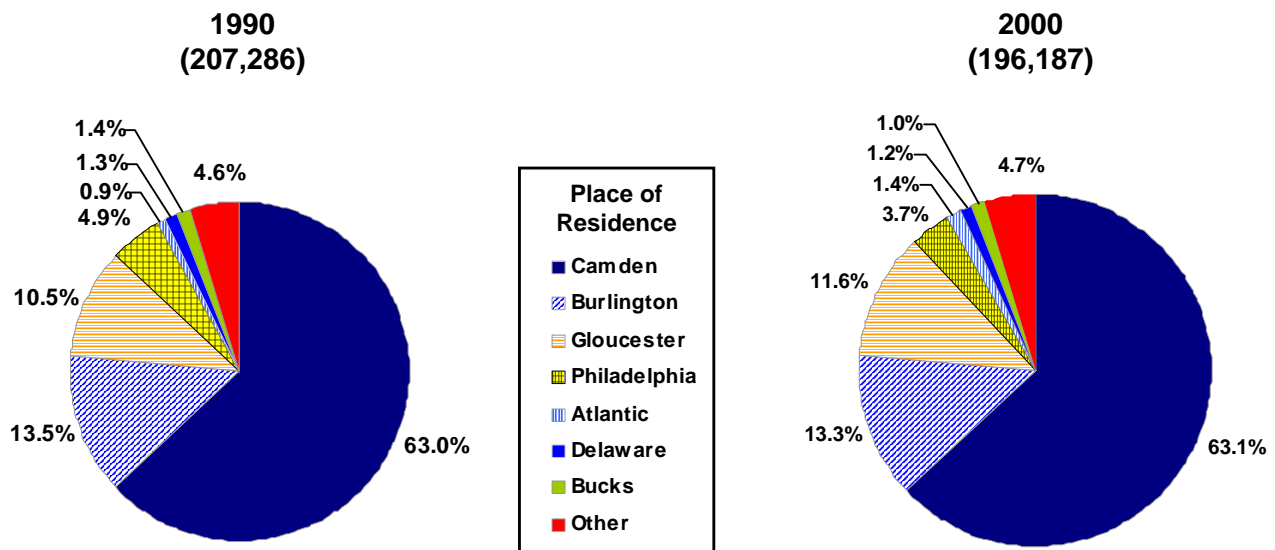
#### Distribution of Resident Workers by Place of Work



positive side, the percentage increased traveling to Burlington (13.8%), Gloucester (6.6%), "other" DVRPC counties (5.4%) and places outside the region (4.0%). The exception to this last case was Atlantic County, which at 2.2 percent, proved less attractive to Camden County resident workers. (A complete distribution can be reviewed in Appendix B).

The number of people working in Camden County decreased by 11,100 (5.4%) during the 1990s, from 207,286 to 196,187 persons. The figure below shows the distribution of residence county for persons working in the county. The share of workers who also lived in Camden County

### Distribution of Employed Persons at Work by Place of Residence



increased to 63.1 percent from 63.0 percent in 1990. This increase is unique among the New Jersey counties. Decreases in the share of jobs filled by non-county residents were posted for residents of Burlington (13.3%), Philadelphia (3.7%), Delaware (1.2%), and Bucks (1.0%) counties. Increases in worker in-migration were posted by Gloucester (11.6%) and Atlantic counties (1.4%), as well as “other” locations not mentioned here. (A more detailed table of resident county of Camden County workers can be viewed in Appendix C.)

## 4. Means of Transportation and Travel Time

The table below displays the means of transportation to work and average travel time by mode for employees who live in Camden County and those who work in the county. Slightly over three-fourths (75.8%) of resident workers drive alone to work; the share for those who work in the county in 81.1 percent. For resident workers, this is a 2.5 percentage point increase over the figure in 1990 (73.3%). The share of those utilizing ridesharing (carpool / vanpool) declined from 13.5 to 11.6 percent. Together, these highway modes accounted for a static commuter share between 1990 and 2000 at 90.3 percent. The portion of resident workers using public transportation for the work trip increased, from 8.9 to 9.0 percent, although the absolute number of riders decreased slightly. The share increased because the relative decline in the number of resident workers was greater than that of transit users. Among the various public transportation modes, bus / trolley / streetcar / taxi increased by about 700 riders, from 3.4 to 3.8 percent since 1990. Meanwhile, the subway/elevated and railroad modes both registered slight declines.

### 2000 Commuters Means of Transportation and Travel Time

Means of Transportation	Commuters Who Live in Camden County			Commuters Who Work in Camden County		
	Number of Commuters	Share of Commuters	Average Travel Time (min)	Number of Commuters	Share of Commuters	Average Travel Time (min)
Drive Alone	170,419	75.8%	25.9	154,655	81.1%	24.0
Carpool / Vanpool	26,158	11.6%	28.3	21,125	11.1%	24.9
Bus / Trolley / Taxi	8,549	3.8%	45.8	6,096	3.2%	40.6
Subway / Elevated	6,898	3.1%	44.6	889	0.5%	34.0
Railroad	4,739	2.1%	54.9	453	0.2%	45.2
Bicycle	404	0.2%	20.5	333	0.2%	18.2
Walk	5,840	2.6%	14.5	5,617	2.9%	13.4
Other Means	<u>1,828</u>	0.8%	<u>35.1</u>	<u>1,470</u>	0.8%	<u>26.8</u>
<b>TOTAL</b>	<b>224,835</b>	<b>100%</b>	<b>27.9</b>	<b>190,638</b>	<b>100%</b>	<b>24.4</b>

Journey-to-work modes of bicycle and walk also declined between 1990 and 2000. In the former case, almost 200 fewer commuters biked to work, dropping the mode share from 0.3 to 0.2 percent. In the latter case 1,636 fewer people walked to work, leading to a decline from 3.3 to 2.6 percent of commuters. The number of persons who responded that they worked at home increased from 4,592 to 5,393, or a 17.4 percent increase between 1990 and 2000.

Travel time to work increased overall by almost one-fifth (19.8%) in the decade between 1990 and 2000. For highway users, the average time to work increased from 22.3 to 25.9 minutes, a gain of 3.6 minutes (16.1%). The increase for public transportation was greater. An average commuting time of 38.7 minutes in 1990 grew to 47.5 minutes in 2000, an increase of 8.8 minutes (22.8%). Even larger increases in travel time were endured by those who bicycled or walked, at 30.2 and 28.6 percent, respectively. (Camden County resident workers' mode of travel and travel time for work trips is presented in Appendix D.)

Camden County resident workers' vehicle occupancy of carpools/vanpools is presented in the table below. The two person category accounted for 80.4 percent of this mode, and 9.3 percent of all work commutation.

### Distribution of Carpools/Vanpools by Vehicle Occupancy

Vehicle Occupancy	Number of Commuters	Percent of Total Commuters
2-person carpool/vanpool	21,018	9.3%
3-person carpool/vanpool	3,035	1.3%
4-or-more-person carpool/vanpool	<u>2,105</u>	<u>1.0%</u>
<b>TOTAL</b>	<b>26,158</b>	<b>11.6%</b>

As with all other counties in the DVRPC region, Camden County resident workers who drove alone to work identified a preference for leaving for work between 7:30 A.M. and 8:29 A.M. This was the choice of 31.2 percent of census respondents. This time period also proved the most popular for users of public transportation. A full 32.3 percent of transit patrons identified this time period. Only the bus / trolley bus mode deviated from this trend, where a slightly larger number identified the 6:30 A.M. to 7:29 A.M. period as the time leaving for work (23.1% to 21.8% for the 7:30 time slot). Those who biked or walked to work aligned with drive alone and public transportation commuters in the 7:30 A.M. preference. The only mode to deviate from this norm was ridesharing (carpool/vanpool), where a slightly larger share preferred the 6:30 A.M. departure (25.9%) to the later hour (25.1%).

The County-to-County distribution of Philadelphia resident workers by means of transportation is displayed in Appendix E. A breakdown of resident workers by time leaving for work and means of transportation is printed as Appendix F.

Highlights of the Camden County Journey-to-Work data include:

- The number of employed persons who live in the county decreased slightly from 234,532 in 1990 to 230,408 in 2000, a decline of about 1.8 percent.
- The number of employed persons who work in the county declined more substantially, from 207,286 in 1990 to 196,187 in 2000, a decrease of about 5.4 percent.
- In 2000, 53.7 percent of the county resident workers worked in Camden County, that is 63.1 percent of those holding jobs in the county.
- Philadelphia was less attractive as a workplace for Camden County resident workers, while the neighboring counties of Burlington and Gloucester became increasingly important as workplaces.
- Due to a decline in overall workers in the county, Camden County resident workers slightly increased their presence in Camden County positions, growing from 63.0 to 63.1 percent of county jobs between 1990 and 2000.
- Slightly more than three-fourths (75.8%) of resident workers drive alone to work, an increase of 2.5 percent over the 1990 figure.
- The decline in carpool / vanpool use, from 13.5 to 11.6 percent between 1990 and 2000, led to a highway commutation share of 90.3 percent for both census years.
- The proportion of commuters using public transportation increased slightly to 9.0 percent; however the absolute number of transit commuters declined slightly.
- Travel time to work increased overall from 23.3 to 27.9 minutes. The increase was 16.1 percent for highway users and 22.8 percent for users of public transportation.

- Camden County resident workers' most popular departure time for work was 7:30 A.M. to 8:29 A.M. This was true for a majority of those who drove alone (31.2%); public transportation users (32.3%); and those who walked or bicycled to work (24.4%). The only exception was those who used a carpool/vanpool. These people preferred the 6:30 A.M. hour to the 7:30 A.M. hour by a slight margin (25.9% to 25.1%, respectively).

## H. Gloucester County

Gloucester County is the southernmost county in the Delaware Valley Region. Until the last few decades, development concentrated in the northern portion of the county, particularly along the Delaware River and border with Camden County. Geographically close to Philadelphia and Camden County employment centers, transportation infrastructure investments in the prior few decades have increasingly made the county attractive to residential development. Today development is spreading along the NJ 55 corridor into the interior of the county. Continued development is occurring near the confluence of NJ 42 and the Atlantic City Expressway. Many industrial parks are established in the eastern portion of the county, where US 322, I-295 and the New Jersey Turnpike offer access to a wide range of markets. The southern part of the county retains a rural character.

### 1. Population, Households, Employed Residents, and Vehicle Ownership

Selected demographic variables from the decennial censuses since 1970 are displayed in the table below. County population has increased by 11.1 percent in the 1990s, and by almost one-half (48.1%) since 1970. The growth in households has been greater, posting increases of 15.7 and 83.6 percent in the previous 10 and 30-year periods, respectively. Reflecting the preponderance

<b>Population, Household, Employed Residents and Vehicles Owned (Thousands)</b>						
<b><u>Variable</u></b>	<b><u>Census Year</u></b>				<b><u>Percent Change</u></b>	
	<b><u>1970</u></b>	<b><u>1980</u></b>	<b><u>1990</u></b>	<b><u>2000</u></b>	<b><u>1990-2000</u></b>	<b><u>1970-2000</u></b>
Population	173	200	230	256	11.1%	48.1%
Households	50	65	79	91	15.7%	83.6%
Employed Residents	63	82	111	122	10.5%	94.7%
Vehicles Owned	70	99	142	165	16.3%	136.1%

of residential development, the number of employed residents grew by 10.5 percent in the 1990s and almost doubled (94.7%) since 1970. The largest increases in the demographic variables presented above occurs in the number of vehicles owned. The increase in the last ten years has been 16.3 percent, while for the last 30 years the growth is 136.1 percent.

### 2. Employment Estimates

The category of employed residents examined above addresses demographics of persons living in the county. Employed persons at work refers to the number of people at work in the county, irregardless of where they live. Gloucester County employment tallies all jobs within the county, and is independent of the number of workers. These jobs may be filled by either persons residing in the county or commuting from locations beyond the county boundary. The table below compares employed persons in the county with total jobs, the difference including persons who hold multiple jobs. Growth rates for the 1990s in both categories were less than one-half those

### Employed Persons at Work and Employment in Gloucester County (Thousands)

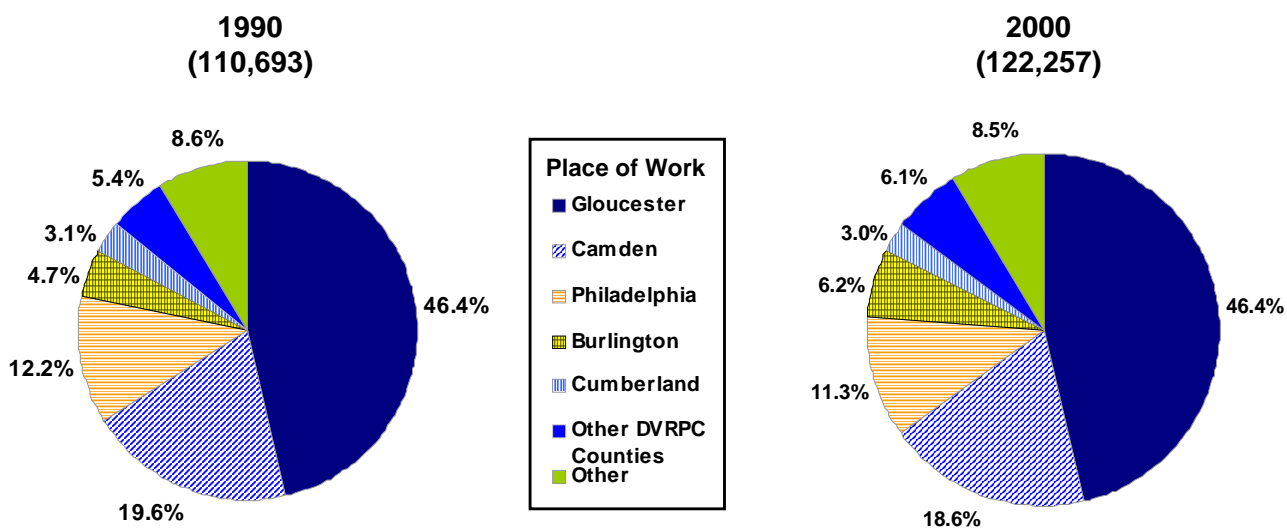
<u>Variable</u>	<u>Census Year</u>			<u>Percent Change</u>	
	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>1980-1990</u>	<u>1990-2000</u>
Employed Persons at Work	56	78	90	38.1%	14.8%
Employment (Total Jobs)	62	86	99	39.4%	15.6%

recorded in the 1980s, although Gloucester County was the only New Jersey county to post double digit increases in the 1990s. The 38.1 percent growth in employed persons at work in the 1980s tapered off to 14.8 percent in the 1990s. The total number of jobs showed a similar trend; a 39.4 percent in the 1980s slowed to a 15.6 percent increase in the 1990s. It is interesting to note that the rate of growth in employment was greater than that for employed persons at work in both decades, a phenomenon unique in the DRVPC counties.

### 3. Employed Persons and Place of Work

Gloucester County resident workers are those who reside in Gloucester County and work at home, work within the county, or commute to jobs outside the county boundary. The figure below displays the work location of county resident workers. The number of employed residents increased 11,600 (10.5%) during the 1990s, from 110,700 to almost 122,300. Almost one-half (46.4%) worked at locations within Gloucester County, a share that had not changed from the

#### Distribution of Resident Workers by Place of Work



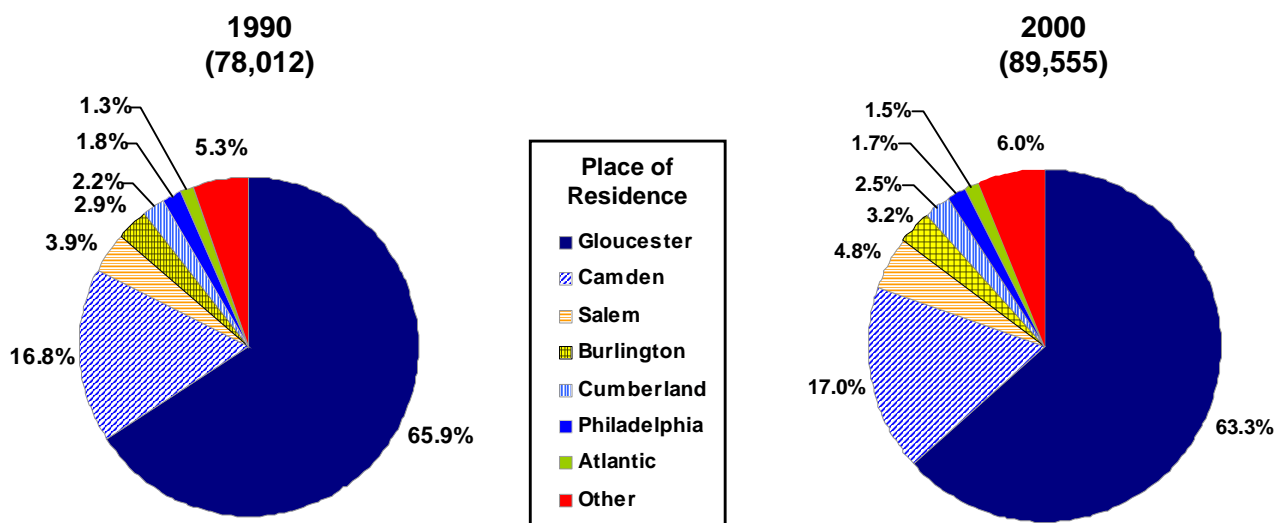
1990 data. Growth occurred in the portion of county residents traveling to jobs in Burlington County (6.2%) and "other" DVRPC counties (6.1%). Decreases were recorded in the share of residents commuting to the following locations: Camden (18.6%); Philadelphia (11.3%); and



Cumberland (3.0%) counties, as well as other places outside the DVRPC region (8.5%). (A thorough presentation of this data is presented in Appendix B.)

In contrast to the above discussion, the figure below displays the distribution of residences for those who work in Gloucester County. The number of employees in the county grew by 11,500 (14.8%) in the 1990s, from a total of 78,000 to over 89,500. As was the case with most of the DVRPC counties, the share both living and working in the county declined; the proportion was 63.3 percent, versus 65.9 percent in the 1990 data. A slightly larger portion commuted to

**Distribution of Employed Persons at Work by Place of Residence**



positions in Camden County, at 17.0 percent. Most other locations also recorded increases: Salem (4.8%); Burlington (3.2%); Cumberland (2.5%); and Atlantic (1.5%) counties all increased their representation in the Gloucester County workforce, as did the share of workers traveling from “other” locations. Counter to this trend, the share of Philadelphia residents (1.7%) declined. (A complete distribution is presented in tabular form in Appendix C.)

#### 4. Means of Transportation and Travel Time

The means of transportation and average travel time for both Gloucester County resident workers and those who commute to jobs in the county is shown in tabular form below. The vast majority of commutation for both groups of commuters is by driving alone, with only 0.3 percentage points separating the two groups: For resident workers the share was 84.2 percent while it was 83.9 percent for those working in the county. This represents an increase of 3.4 percent in the contingent of resident workers who drove alone since 1990. Those who utilized a carpool or vanpool constituted the second largest group of commuters at 10.1 percent, also very similar to the share of county workers (10.0%). For resident workers, this is a decline of 2.8 percent from the proportion in 1990 (12.9%). The number of worker commuting by public transportation modes increased for all modes; however, the overall large increase in resident workers led this portion of commuters to decline 0.1 percent from 2.7 in 1990 to 2.6 percent in 2000. Of the transit modes,

### 2000 Commuters Means of Transportation and Travel Time

Means of Transportation	Commuters Who Live in Gloucester County			Commuters Who Work in Gloucester County		
	Number of Commuters	Share of Commuters	Average Travel Time (min)	Number of Commuters	Share of Commuters	Average Travel Time (min)
Drive Alone	100,290	84.2%	27.3	72,424	83.9%	21.6
Carpool / Vanpool	12,063	10.1%	31.1	8,622	10.0%	23.9
Bus / Trolley / Taxi	1,942	1.6%	45.3	1,612	1.9%	36.4
Subway / Elevated	688	0.6%	67.2	44	0.1%	85.7
Railroad	489	0.4%	58.8	41	0.0%	100.7
Bicycle	217	0.2%	14.5	243	0.3%	16.2
Walk	2,474	2.1%	11.0	2,478	2.9%	12.3
Other Means	<u>890</u>	0.7%	<u>32.1</u>	<u>867</u>	1.0%	<u>25.3</u>
<b>TOTAL</b>	<b>119,053</b>	<b>100%</b>	<b>28.0</b>	<b>86,331</b>	<b>100%</b>	<b>21.9</b>

the largest numerical increase was recorded among those using a bus / trolley / streetcar / taxi, where the absolute increase was 190 patrons. Biking and walking to work were less attractive in 2000. Bicycling declined from 237 to 217 users between 1990 and 2000, while the analogous numbers for walkers were 2,851 and 2,474 for 1990 and 2000, respectively. Those who worked at home increased from 2,401 in 1990 to 3,087 in 2000, an increase of 28.6 percent.

Travel time for commuters was much higher for resident workers (27.3 minutes) than for those who worked in the county (21.6 minutes), partly due to Philadelphia being the job location for 11.3 percent of resident workers. For resident workers' highway modes (drive alone and carpool / vanpool), the average travel time grew from 23.8 minutes in 1990 to 27.4 minutes in 2000, an increase of 15.1 percent. Transit modes presented travel times almost twice the highway times. Average transit travel time grew from 43.8 to 52.4 minutes in the 1990s (an increase of 19.6%). (Detailed totals for Gloucester County resident workers' commutation mode and travel time is presented in Appendix D.)

The table below examines vehicle occupancy of the carpool / vanpool category of commutation for Gloucester County resident workers. While two person carpools/vanpools account for 8.3 percent of total commutation, they account for 81.9 percent of persons choosing this mode.

### Distribution of Carpools/Vanpools by Vehicle Occupancy

Vehicle Occupancy	Number of Commuters	Percent of Total Commuters
2-person carpool/vanpool	9,874	8.3%
3-person carpool/vanpool	1,569	1.3%
4-or-more-person carpool/vanpool	<u>620</u>	<u>0.5%</u>
<b>TOTAL</b>	<b>12,063</b>	<b>10.1%</b>

For those driving alone, the most prevalent time for departing for work was the 7:30 to 8:29 a.m. hour, with 27.0 percent, followed closely by one hour earlier (6:30 to 7:29 a.m.) with 25.9 percent. The 7:30 time slot also proved popular with those who bicycled or walked (20.6%). For other modes, the earlier period (6:30 to 7:29 a.m.) was the hour of choice for departure: Carpool / vanpool (29.8%); public transportation (34.5%). This earlier departure is necessary due to the generally longer commutes and greater travel time characterizing these modes.

The County-to-County distribution of Gloucester County resident workers by means of transportation is displayed in Appendix E. A breakdown of resident workers by time leaving for work and means of transportation is printed as Appendix F. This information is important to transportation planners, who need to know characteristics of commuters' trips such as travel mode, travel time, and time of departure.

The prominent points in Gloucester County Journey-to-Work data are:

- The number of employed persons who live in the county increased from 110,693 in 1990 to 122,267 in 2000, a growth of about 10.5 percent.
- The number of employed persons who work in the county increased from 78,012 in 1990 to 89,555 in 2000, an increase of 14.8 percent.
- In 2000, 46.4 percent of county resident workers worked in Gloucester County, a share which held steady since 1990.
- Resident workers filled 63.3 percent of the jobs in the county in 2000, down slightly for 65.9 percent in 1990.
- Camden and Philadelphia counties were the second and third most popular work locations for resident workers, with 18.6 and 11.3 percent of the county workforce; however these shares were down slightly from the 1990 data. Burlington County was the choice of 6.2 percent of workers, and increase from the 1990 reported 4.7 percent share.
- The New Jersey counties of Camden, Salem, Burlington and Cumberland each increased their presence in the Gloucester County job market in 2000, with shares of 17.0, 4.8, 3.2 and 2.5 percent, respectively.
- The largest share of resident workers drove alone to work in 2000 (84.2%), an increase of 3.4 percent over the number in 1990 (80.8%).
- Ridesharing accounted for 10.1 percent in 2000, declining from 12.9 percent in 1990; 81.9 percent of these people utilized a 2-person carpool/vanpool.
- The number of persons commuting by public transportation increased for all public transportation modes in the 1990s; however, the larger growth in the labor pool led to a decline in overall share of commuters (2.6% in 2000 versus 2.7% in 1990).

- County growth in population and employment (double digit in percentage terms) in the 1990s has led to increased congestion, resulting in an increase in the average travel time to work for Gloucester County residents. An increase of over 4 minutes was recorded between 1990 (23.8 minutes) and 2000 (28.0 minutes). Transit modes' travel times were almost twice those of highway modes, due primarily to longer distances to work locations.
- The 7:30 to 8:29 A.M. departure time for work was more popular for those who drove alone and those who walked or bicycled, although for those who drove the previous hour was almost as popular. Those who used carpools/vanpools and public transportation predominantly left during the previous hour (6:30 to 7:29 A.M.).

## I. Mercer County

The northernmost of the New Jersey counties, and the home of the state capitol in Trenton, Mercer County has the smallest land area of the DVRPC New Jersey counties. The City of Trenton is an older, industrial city in the southwest corner of the county. Almost all of the industry has closed, leaving the major activity in the city state government, including the state capitol. Mercer County also boasts Princeton University in the northeast portion of the county as well as many research institutions affiliated with the university. The US 1 corridor, which connects these two activity centers and bisects the county, has been the magnet of growth, with commercial, institutional and residential land uses radiating both east and west from its alignment. From US 1 as far east as the parallel US 130 and New Jersey Turnpike, land has quickly been developed into residential uses. This land is particularly attractive for residential use as access is available to the northern New Jersey / New York area via the turnpike and rail service on the Northeast Corridor. The northwestern portion of the county is still relatively undeveloped, although development pressure is evident.

### 1. Population, Households, Employed Residents, and Vehicle Ownership

As can be seen in the table below, the population of Mercer County grew by 7.7 percent during the 1990s and by twice that much (15.3%) since 1970. The growth in households matched that of population between 1990 and 2000 at 7.6 percent, but was twice the population growth rate since 1970 (34.6% vs. 15.3%). The growth rate in employed persons residing in the county was flat in

<b>Population, Household, Employed Residents and Vehicles Owned (Thousands)</b>						
<b><u>Variable</u></b>	<b><u>Census Year</u></b>				<b><u>Percent Change</u></b>	
	<b><u>1970</u></b>	<b><u>1980</u></b>	<b><u>1990</u></b>	<b><u>2000</u></b>	<b><u>1990-2000</u></b>	<b><u>1970-2000</u></b>
Population	304	308	326	351	7.7%	15.3%
Households	93	106	117	126	7.6%	34.6%
Employed Residents	124	139	163	163	0.2%	31.9%
Vehicles Owned	119	147	188	204	8.9%	71.9%

the 1990s (0.2%) but almost matched the 30 year growth in households (31.9%). As with most counties, the growth in the number of vehicles owned was the fastest growing category in the 1990s (8.9%) as well as in the period from 1970 to 2000 (71.9%).

### 2. Employment Estimates

For the two categories of persons employed at jobs in Mercer County and the number of jobs in the county, growth during the 1980s disappeared in the 1990s. This data is presented in the table below. The number of persons working at jobs in the county, irrespective of their county of residence, increased 24.3 percent in the 1980s, but reversed course and declined by 2.2 percent in

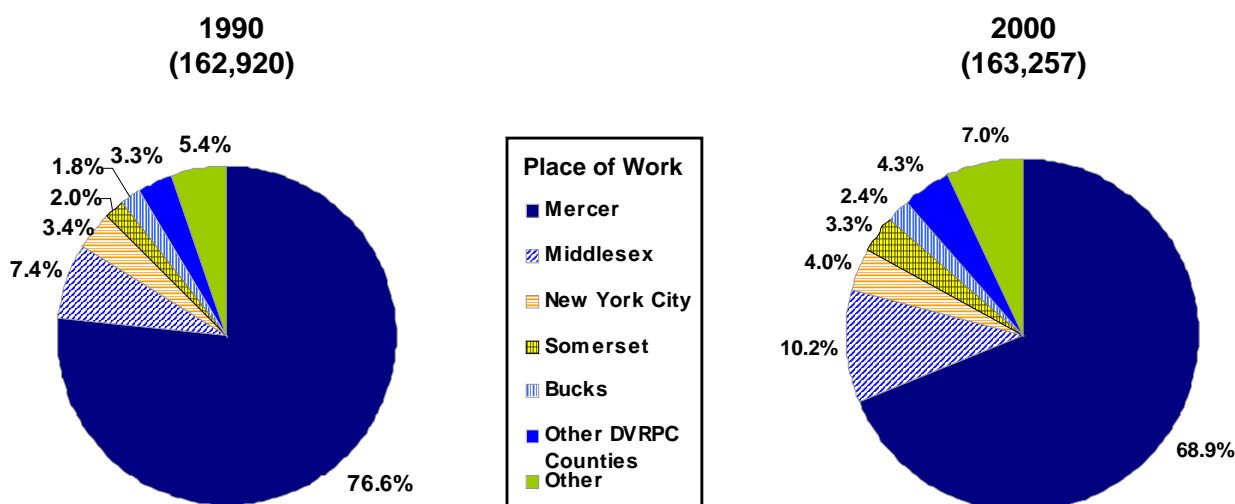
<b>Employed Persons at Work and Employment in Mercer County (Thousands)</b>					
<b>Variable</b>	<b>Census Year</b>			<b>Percent Change</b>	
	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>1980-1990</b>	<b>1990-2000</b>
Employed Persons at Work	165	205	200	24.3%	- 2.2%
Employment (Total Jobs)	180	221	221	22.5%	0.1%

the 1990s. These same trends were evident in county employment. Following a growth of 22.5 percent in the 1980s, the total number of jobs in the county was relatively flat in the 1990s, increasing by a negligible 0.1 percent.

### 3. Employed Persons and Place of Work

Section 1 above discussed data from the 1970 through 2000 censuses on Mercer County resident workers. The figure below displays a distribution of these people by their work location. In total, the number of resident workers grew by only 340 (0.2%) during the decade of the 1990s, from 162,900 in 1990 to 163,300 in 2000. More than two-thirds (68.9%) were employed in positions within the county, a decline from the three-fourths (76.6%) recorded in the 1990

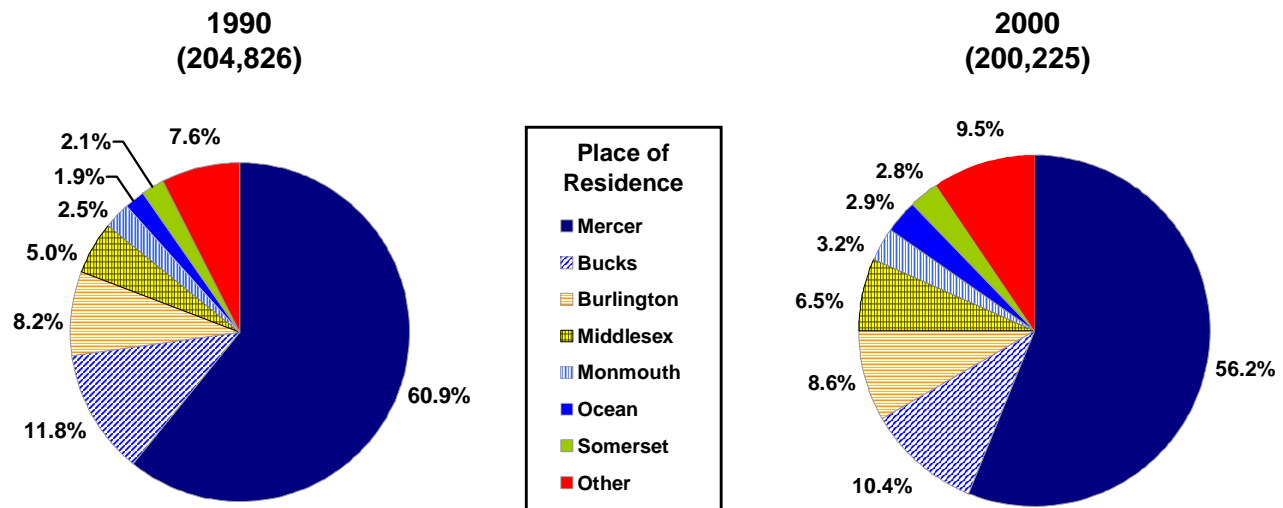
**Distribution of Resident Workers by Place of Work**



census. This decline was offset by increased commutation to all other locations shown, particularly the central New Jersey counties of Middlesex (10.2%) and Somerset (3.3%), as well as New York City (4.0%). The share traveling to Bucks County increased by more than one-half percent to 2.4 percent, while all other DVRPC counties combined registered a one percent increase to 4.3 percent. Finally, the aggregate category of "other" destinations grew to 7 percent of working county residents. (A more complete table of destinations can be viewed in Appendix B.)

The number of persons working in Mercer County declined 4,600 in the 1990s, from 204,800 to 200,200; a 2.2 percent reduction. The proportion of Mercer County residents in Mercer County jobs, as the figure below shows, also declined to just over one-half (56.2%) of positions. The

### Distribution of Employed Persons at Work by Place of Residence



second largest share of job holders, Bucks County residents, also declined (10.4%). Workers residing in all other locations increased their prevalence in the county workforce in 2000: Burlington accounted for 8.6 percent; Middlesex (6.5%); Monmouth (3.2%); Ocean (2.9%); Somerset (2.8%) counties; and the category of "other" (9.5%) all increased their share. (A more comprehensive listing of residence location in tabular form is available in Appendix C.)

## 4. Means of Transportation and Travel Time

The table below displays the means of transportation to work and average travel time for employees who live in Mercer County and those who work in the county. More than three-quarters (75.7%) of resident workers drove alone to work, an increase of 2.4 percentage points over the 73.3 percent reporting this choice in the 1990 Census. By comparison, those who work in the county reported driving alone to work in greater numbers (81.5%). Although declining as a choice, carpools/vanpools are still the second most prevalent mode of travel to work, accounting for 11.4 percent of travel; this compares with 13.0 percent for this mode in 1990.

Public transportation registered its largest share increase of the DVRPC counties in Mercer County. In 1990 it comprised 6.4 percent of work commutation, but by 2000 this share had grown by about 1,000 people to 7.1 percent. Of the various public transportation modes, the categories of bus / trolley / streetcar / taxi and subway/elevated declined slightly. These losses were countered by a large increase (1,351 persons) in those reportedly using the railroad for work travel. Bucking a trend noted in the other DVRPC New Jersey counties, traveling to work by bicycle increased by 56 to 810 persons between 1990 and 2000. The increase was not enough, however,

### 2000 Commuters Means of Transportation and Travel Time

Means of Transportation	Commuters Who Live in Mercer County			Commuters Who Work in Mercer County		
	Number of Commuters	Share of Commuters	Average Travel Time (min)	Number of Commuters	Share of Commuters	Average Travel Time (min)
Drive Alone	119,759	75.7%	24.3	158,850	81.5%	27.4
Carpool / Vanpool	17,976	11.4%	26.5	21,302	10.9%	29.4
Bus / Trolley / Taxi	4,919	3.1%	42.4	4,363	2.2%	38.3
Subway / Elevated	148	0.1%	66.3	298	0.2%	64.8
Railroad	6,145	3.9%	89.3	963	0.5%	79.4
Bicycle	810	0.5%	15.9	826	0.4%	18.1
Walk	7,335	4.6%	10.8	7,329	3.8%	11.1
Other Means	<u>1,007</u>	0.6%	<u>38.3</u>	<u>1,069</u>	0.5%	<u>41.1</u>
<b>TOTAL</b>	<b>158,099</b>	<b>100%</b>	<b>27.1</b>	<b>195,000</b>	<b>100%</b>	<b>27.6</b>

to affect the bicycle share of work trips, which held constant at 0.5 percent. In line with these other counties, the prevalence of walking to work declined; the share commuting by this means dropped from 6.0 percent in 1990 to 4.6 percent in 2000. Working at home became a more attractive option. In 2000, 5,120 people noted that they worked at home compared with 4,041 in 1990.

Only 0.5 minutes separated the travel time of Mercer County resident workers (27.1 minutes) and those who worked in the county (27.6 minutes) in 2000. The highway modes (drive alone /and carpool/vanpool) time for resident workers increased 3.2 minutes (15.6%), from 20.6 minutes to 23.8 minutes in 2000. Public transportation modes' average travel time grew substantially (57.6%), from 43.4 to 68.4 minutes. This is due to the increasing attractiveness of Mercer County housing options for people who work in northern New Jersey and New York City, and is revealed in the statistics of railroad commuters. Both bicycle and walk times increased between the 1990 and 2000 census, but for both modes the increase was less than 10 percent.

Mercer County resident workers' vehicle occupancy of carpools/vanpools is presented in the table below. The two person carpool/vanpool category accounted for 73.9 percent of this mode.

### Distribution of Carpools/Vanpools by Vehicle Occupancy

Vehicle Occupancy	Number of Commuters	Percent of Total Commuters
2-person carpool/vanpool	13,280	8.4%
3-person carpool/vanpool	2,201	1.4%
4-or-more-person carpool/vanpool	<u>2,495</u>	<u>1.6%</u>
<b>TOTAL</b>	<b>17,976</b>	<b>11.4%</b>



Most Mercer County resident workers left for work in the hour between 7:30 A.M. and 8:29 A.M., but there was wide variance by mode (and sub-mode) of travel. For those who drove alone, this time period was the clear choice, garnering 35.2 percent of departures. Although the 7:30 A.M. hour was most popular for those who shared a ride (28.5%), only slightly fewer departed during the preceding hour - 6:30 A.M. to 7:29 A.M. (27.2%). Due to the large number of resident workers who commute to New York City by railroad, the 6:30 A.M. hour was the preferred hour of departure for riders of public transportation, accounting for 37.1 percent. The railroad sub-mode tallied 43.9 percent of departures in this hour, with the 5:00 A.M. to 6:29 A.M. period coming in second with 34.6 percent and the 7:30 A.M. hour accounting for only 15.7 percent. For those who walked or biked to work, the 8:30 A.M. to 9:29 A.M. hour was most attractive with 18.2 percent of departures.

The County-to-County distribution of Mercer County resident workers by means of transportation is shown in Appendix E. A breakdown of resident workers by time leaving for work and means of transportation is presented in Appendix F.

The most salient features of the Journey-to-Work for Mercer County are:

- The number of employed persons who live in the county remained relatively flat between 1990 and 2000, increasing from 162,920 to 163,257, a growth of about 0.2 percent.
- The number of employed persons who work in the county declined from 204,826 in 1990 to 200,225 in 2000, a loss of 2.2 percent
- In 2000, over two-thirds, 68.9 percent, of county resident workers were employed at locations in Mercer County, representing 56.2 percent of all employed persons in the county.
- Middlesex and Somerset counties in central New Jersey accounted for 10.2 and 3.3 percent of employment locations, while New York City was the destination for 4.0 percent of Mercer County resident workers.
- Just over three-quarters (75.7%) of resident workers drove alone to work in 2000, and increase of 2.4 percent over the share in 1990 (73.3%).
- In 2000, commuting by carpool/vanpool constituted 11.4 percent of work commutation, down from the 13.0 percent reported in 1990.
- During the 1990s, use of public transportation, particularly the railroad, increased both in absolute number and percent of work travel; the mode share was 7.1 percent in 2000.
- Although resident workers was stagnant and employment declined in Mercer County, growth in population of 7.7 percent in the 1990s and distant employment locations combined to increase average travel time to work from 21.5 to 27.1 minutes, or 25.7 percent.

- As with other DVRPC New Jersey counties, the 7:30 A.M. to 8:29 A.M. period was the most popular for departing for work. However, the results differed by mode and sub-mode, ranging from 5:00 A.M. to 6:29 A.M. for those commuting by railroad to 8:30 A.M. to 9:29 A.M. for those walking or biking to work.

#### **IV. JOURNEY-TO-WORK IN THE CITIES**

Summaries of data presented in the previous section provide an understanding of the journey-to-work at the county level. The cities in the DVRPC region provide a starkly contrasting economic picture. All of the cities have depended on heavy industry for their past prosperity and have seen this economic base eroded as manufacturing declined in importance. Transportation has played a major role in their growth and development. All face the Delaware River and have enjoyed the benefits of waterborne commerce, although this too has declined over the years; and all are served by major railroads and interstate highways. These cities are also generally well served by public transportation. All of these characteristics contribute to a journey-to-work portrayal which differs from the counties and warrants examination.

## A. City of Chester

The City of Chester is the oldest city in Pennsylvania, having been founded in 1642. Located on the Delaware River, it developed into a manufacturing center for the locomotive and shipbuilding industries, as well as textiles, machinery and petroleum refining. Wartime material needs during the two world wars in the twentieth century spurred additional growth; however, following the Second World War the city suffered from the effects of suburbanization of population and employment. While still enjoying a strategic location along the river, as well as good highway and railroad access, the trend of decline has continued.

### 1. Population, Households, Employed Residents, and Vehicle Ownership

As can be seen in the table below, the population of Chester City declined by approximately twelve percent in the 1990s, following a decline of 8.6 percent in the 1980s. Parallel to this loss has been a decline in households of 11.9 and 8.1 percent in the 1990s and 1980s, respectively.

<b>Population, Households, Employed Residents and Vehicles Owned</b>					
<b><u>Variable</u></b>	<b><u>Census Year</u></b>			<b><u>Percent Change</u></b>	
	<b><u>1980</u></b>	<b><u>1990</u></b>	<b><u>2000</u></b>	<b><u>1980-1990</u></b>	<b><u>1990-2000</u></b>
Population	45,794	41,856	36,855	- 8.6%	- 11.9%
Households	15,824	14,537	12,814	- 8.1%	- 11.9%
Employed Residents	15,246	15,138	12,799	- 0.7%	- 15.5%
Vehicles Owned	14,288	13,727	12,664	- 3.9%	- 7.7%

Employed residents, that is employed persons who live in Chester City, fared better in the 1980s, remaining relatively constant (-0.7%), but declined significantly (-15.5%) in the 1990s. In line with the decline in population and households was a reduction in the number of vehicles owned, waning 3.9 and 7.7 percent in the 1980s and 1990s, respectively.

### 2. Employment Estimates

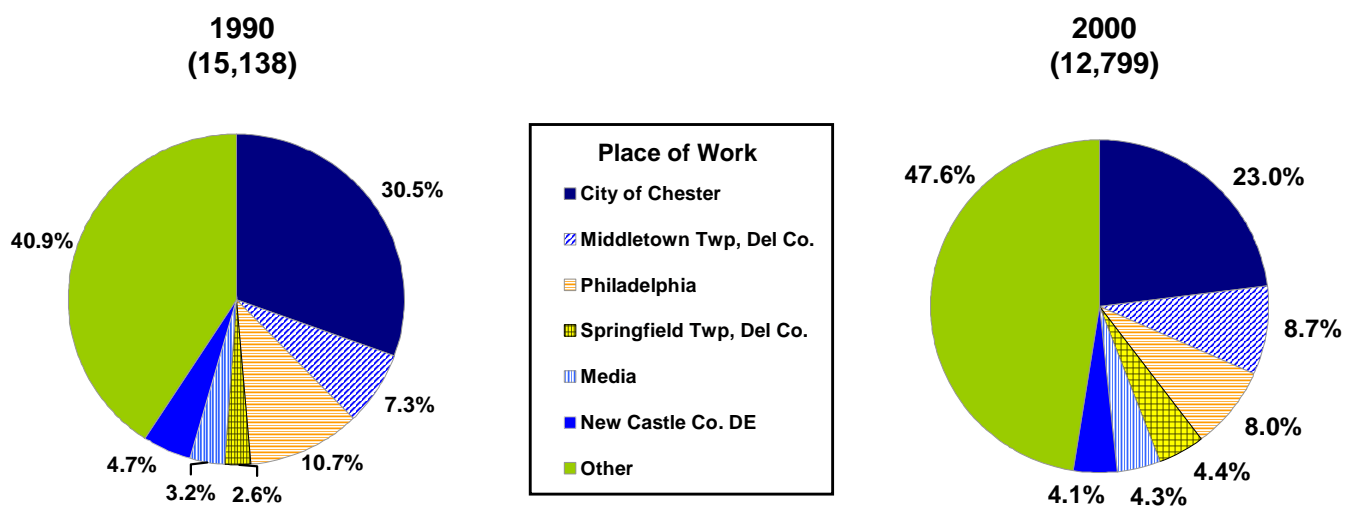
Employment in Chester City represents total jobs, whether part-or-full time or seasonal. It is estimated by increasing the number of employed persons at work, as enumerated by the Census Bureau, in order to account for absences and multiple jobs. The persons who work in the city come from the city, the surrounding areas of Delaware County, other DVRPC counties, and areas outside of the Delaware Valley region. As the table below shows, the number of jobs in Chester has been declining, suffering losses greater than one-fifth in the 1980s (-21.5%) and 1990s (-24.2%). This compares with increases at the county level in both decades. In the 1980s, Delaware County employment increased by 16.5 percent, and while flattening in the 1990s, still posted a gain of 3.3 percent.

1980 – 2000 Employment Trend (Total Jobs)					
<u>Area</u>	<u>Census Year</u>			<u>Percent Change</u>	
	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>1980-1990</u>	<u>1990-2000</u>
Chester City	18,802	14,765	11,191	- 21.5%	- 24.2%
Delaware County	197,759	230,459	238,164	16.5%	3.3%

### 3. Employed Persons and Place of Work

Resident workers refer to the number of employed persons who live in Chester City and commute to jobs in the city or other places, as well as those who work at home. The figure below shows the distribution of Chester City resident workers by place of work. In the Year 2000, about 13,000

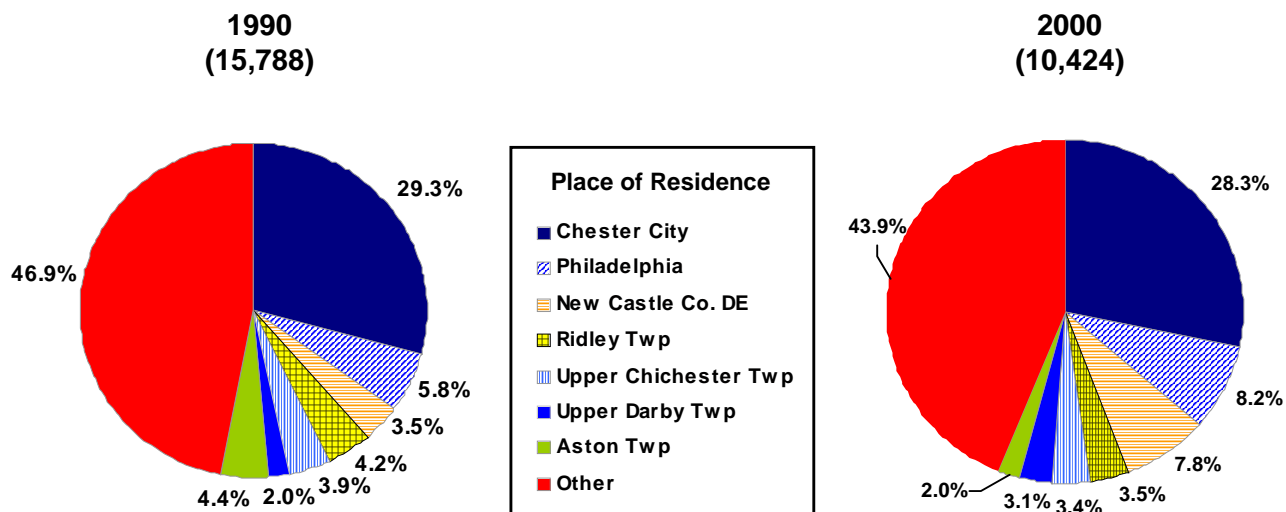
#### Distribution of Resident Workers by Place of Work



employed persons, or workers, resided in the city, a decrease of 15.5 percent from 1990. Slightly less than one-quarter (23.0%) were employed in the City of Chester, while the nearby Middletown and Springfield townships and the Borough of Media increased their shares to 8.7, 4.4 and 4.3 percent, respectively. The proportion of residents employed in Philadelphia (8.0%) and New Castle County, Delaware (4.1%) both registered declines since the 1990 Census, while the share of those traveling to “other” destinations increased to almost one-half of the total, or 47.6 percent. (For a complete distribution of Chester City resident workers by place of work, see Appendix B.)

The figure below presents the distribution of Chester City employed workers by place of residence. Employed persons at work in Chester refers to the number of commuters traveling to their jobs in the City of Chester on an average weekday as well as those who work at home. The

### Distribution of Employed Persons at Work by Place of Residence



number of persons who work in the city declined from 15,788 to 10,424 in 2000, a decrease of 35 percent. The share of Chester City jobs filled by residents of the city declined slightly between 1990 and 2000, slipping from 29.3 percent (1990) to 28.3 percent (2000). Large increases were posted by both residents of Philadelphia (5.8% in 1990 to 8.2% in 2000) and New Castle County (3.5% in 1990 to 7.8% in 2000). A smaller increase was seen in residents of Upper Darby Township, which grew from 2.0 to 3.1 percent of Chester City workers in the 1990s. The Delaware County townships of Ridley, Upper Chichester and Aston saw their share of Chester workers decline during the same period, to 3.5, 3.4 and 2.0 percent, respectively. (For a complete distribution of Chester City employed persons at work by place of residence, see Appendix C.)

#### 4. Means of Transportation and Travel Time

The 2000 commuters' means of transportation and average travel time for commuters who live in Chester City and for those who work in the city is shown in the table on the next page. The table shows that more than one-half (56.9%) of commuters who reside in the city and almost three-quarters (71.4%) of those who work in Chester drove alone to work. Those who chose to use a carpool/vanpool constituted 18.8 and 13.2 percent of Chester resident workers and those at jobs in Chester, respectively. The use of public transportation modes accounted for 16.7 percent of resident workers travel mode, with the vast majority (15.7%) utilizing the bus sub-mode. A comparable public transportation share of 7.9 percent was recorded for those commuting to jobs in Chester City.

### 2000 Commuters Means of Transportation and Travel Time

Means of Transportation	Commuters Who Live in City of Chester			Commuters Who Work in City of Chester		
	Number of Commuters	Share of Commuters	Average Travel Time (min)	Number of Commuters	Share of Commuters	Average Travel Time (min)
Drive Alone	7,170	56.9%	23.6	7,385	71.4%	25.2
Carpool / Vanpool	2,376	18.8%	22.8	1,368	13.2%	23.7
Bus / Trolley / Taxi	1,975	15.7%	43.9	652	6.3%	39.0
Subway / Elevated	18	0.1%	60.0	53	0.5%	51.1
Railroad	107	0.8%	N/A	115	1.1%	78.9
Bicycle	10	0.1%	30.0	24	0.2%	19.3
Walk	815	6.5%	16.1	655	6.3%	11.5
Other Means	<u>134</u>	1.1%	<u>21.7</u>	<u>86</u>	0.8%	<u>24.6</u>
<b>TOTAL</b>	<b>12,605</b>	<b>100%</b>	<b>26.5</b>	<b>10,338</b>	<b>100%</b>	<b>25.7</b>

Examining the 1990 and 2000 data for commutation mode for Chester City residents reveals some interesting trends. Unlike the situation in all of the counties examined earlier where the drive alone portion was increasing, the share of workers driving alone to work held steady between 1990 and 2000 at 56.9 percent. When combined with carpool/vanpool users into the highway mode category, the proportion declined from 86.2 to 82.5 percent. Meanwhile, led by increases in bus ridership, public transportation's share of work commutation grew from 12.8 to 16.7 percent between 1990 and 2000.

The share of commutation by carpool/vanpool users declined from 20.4 percent in 1990 to 18.8 percent in 2000 see table below. In the distribution of these commuters by vehicle occupancy, over three-quarters (75.1%) are 2-person carpools/vanpools.

### Distribution of Carpools/Vanpools by Vehicle Occupancy

Vehicle Occupancy	Number of Commuters	Percent of Total Commuters
2-person carpool/vanpool	1,785	14.2%
3-person carpool/vanpool	387	3.1%
4-or-more-person carpool/vanpool	<u>204</u>	<u>1.5%</u>
<b>TOTAL</b>	<b>2,376</b>	<b>18.8%</b>

Overall travel time to work increase by 4.5 minutes during the 1990s, rising from 22.0 minutes in 1990 to 26.5 minutes in 2000. All modes experienced increases, with a range from 3.1 percent longer for carpool/vanpool users to 16.6 percent for those who drove alone to 24.1 percent average for the public transportation modes. (For detailed travel time by mode, see Appendix D.)

Municipal-to-municipal commuters' distribution by means of transportation for Chester City resident workers is shown in Appendix E. Such information is needed to estimate the number of

commuters who make short or long trips, and how many workers commute by automobile, public transportation, or other means of transportation.

The preferred time to depart for work was the hour between 7:30 A.M. and 8:29 A.M., accounting for 23.1 percent of all departures. The previous hour, starting at 6:30 a.m. was only slightly less prevalent with 20.4 percent. The preference for the 7:30 A.M. hour was led by a large majority of those who drove alone (26.4%) and those who biked or walked to work (23.3%). The earlier hour, 6:30 A.M., was selected by the largest share of those who carpooled/vanpooled (23.1%) and those who commuted by public transportation (19.3%). (For detailed information on time leaving home for work by means of transportation, see Appendix F.)

The salient features of the journey-to-work in Chester City are:

- The number of employed persons who live in the city remained relatively flat between 1980 and 1990, but declined from 1990 to 2000, decreasing from 15,138 to 12,799, a decline of about 15.5 percent.
- Employment in the city declined from 14,765 in 1990 to 11,191 in 2000, a loss of 24.2 percent; meanwhile Delaware County experienced an increase of 3.3 percent.
- In 2000, 23.0 percent of Chester city resident workers were employed in Chester, accounting for 28.3 percent of all persons employed in the city.
- Nearby Middletown Township attracted 8.7 percent of Chester City resident workers, with Philadelphia the third most popular work site (8.0%).
- Along with city residents, Chester proved attractive to residents of Philadelphia and New Castle County, who filled 8.2 and 7.8 percent of Chester jobs, respectively.
- More than one-half (56.9%) of Chester resident workers drove alone to work, registering no change from the portion reporting this mode in the 1990 Census.
- Ridesharing in the city has declined from 20.4 percent in 1990 to 18.8 percent in 2000; about 75 percent of all carpools/vanpools are 2-person carpool/vanpool.
- Public transportation's share of work commutation grew from 12.8 to 16.7 percent between 1990 and 2000.
- Commuter's average travel time increased in the 1990s by 4.5 minutes (22.0 vs. 26.5 minutes) mainly due to highway traffic congestion and the greater proportion of resident workers using public transportation.
- The majority of city resident workers leave home for work between 7:30 A.M. and 8:29 A.M., led by those who drove alone. For ridesharing patrons and those who use public transportation, the 6:30 A.M. hour proved most attractive.



## B. City of Camden

To serve trade across the Delaware River between Quaker colonists in West Jersey and Philadelphia, a number of ferries began operation in the late 1600s and early 1700s. At the eastern landings of these ferries a few residential settlements would consolidate into the City of Camden in 1828. The system of ferries and stage service helped Camden attract early business in the first half of the 19<sup>th</sup> Century. Industrialization accelerated with the advent of the railroad, and together with an active port on the Delaware River, Camden became a nexus of the south Jersey rail network. Like many eastern cities, Camden thrived as a manufacturing center and destination for newly arriving immigrants through the first half of the 20<sup>th</sup> Century. With suburbanization and the decline of manufacturing following WWII, Camden began a period of decline. Today, a waterfront revitalized by entertainment venues and the reemergence of a market for housing offer hope for a renaissance of this prominent south Jersey municipality.

### 1. Population, Households, Employed Residents, and Vehicle Ownership

The population of Camden suffered a decline of 8.7 percent in the 1990s following a growth of three percent in the 1980s. In both decades, however, the number of households decreased; a decline of 6.1 percent in the 1980s accelerated to 9.2 percent in the 1990s. The increase in

#### Population, Households, Employed Residents and Vehicles Owned

<u>Variable</u>	<u>Census Year</u>			<u>Percent Change</u>	
	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>1980-1990</u>	<u>1990-2000</u>
Population	84,910	87,492	79,905	3.0%	- 8.7%
Households	28,354	26,626	24,177	- 6.1%	- 9.2%
Employed Residents	22,585	26,314	22,161	16.5%	- 15.8%
Vehicles Owned	20,475	21,722	20,035	6.1%	- 7.8%

population in the 1980s was accompanied by an increase of 16.5 percent in the number of employed residents, but this gain was reversed in the 1990s. The 15.8 percent loss in that decade returned the number of employed residents to approximately the same number as in 1980. This same trend is evident in statistics of vehicle ownership. A growth of 6.1 percent in the 1980s was cancelled by a decline of 7.8 percent in the 1990s.

### 2. Employment Estimates

Unlike employed residents, which measures the number of Camden residents who are employed, regardless of the employment location, employment is a measure of the number of people who work in Camden during the Census years. The table on the next page illustrates employment in Camden from the US Census years 1980, 1990 and 2000. Figures for Camden County are

### 1980 - 2000 Employment Trend (Total Jobs)

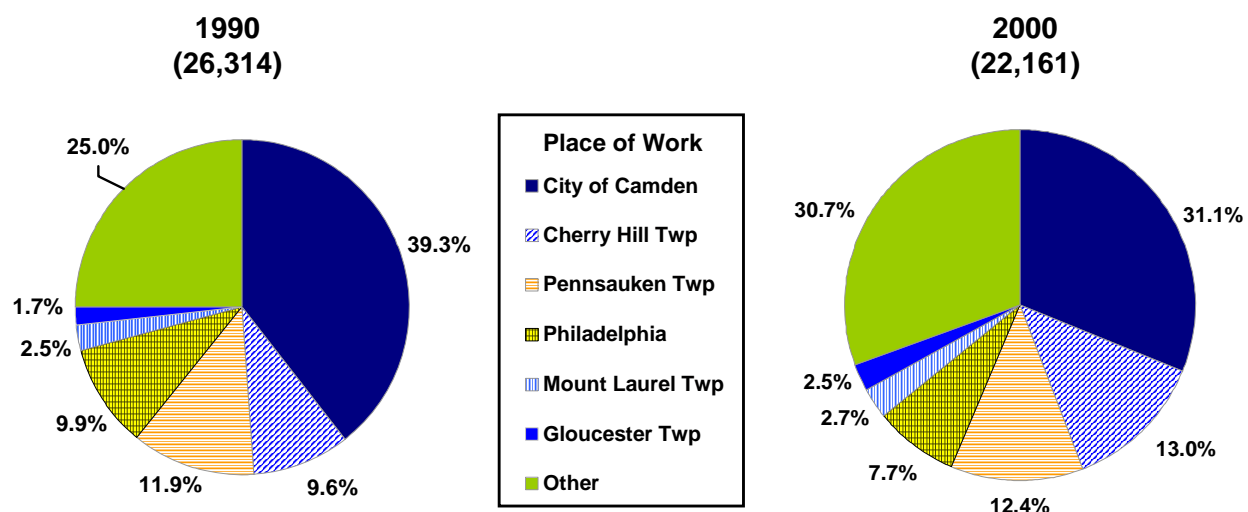
<u>Area</u>	<u>Census Year</u>			<u>Percent Change</u>	
	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>1980-1990</u>	<u>1990-2000</u>
Camden City	42,812	42,017	33,516	- 1.9%	- 20.2%
Camden County	186,746	227,933	216,931	22.1%	- 4.8%

presented for comparison purposes. In the 1980s, employment in the city was relatively stable, declining by slightly less than two percent. In contrast, county employment increased by almost one-fourth, or 22.1 percent. While both entities' employment declined in the 1990s, the city loss was four times that of the county; employment in the city declined 20.2 percent versus a reduction of 4.8 percent countywide.

### 3. Employed Persons and Place of Work

Resident workers is a term used for the number of workers who live in the city of Camden and either commute to jobs or work at home. The following figure presents the distribution of Camden City residents by place of work. In 1990, approximately 26,300 workers resided in the

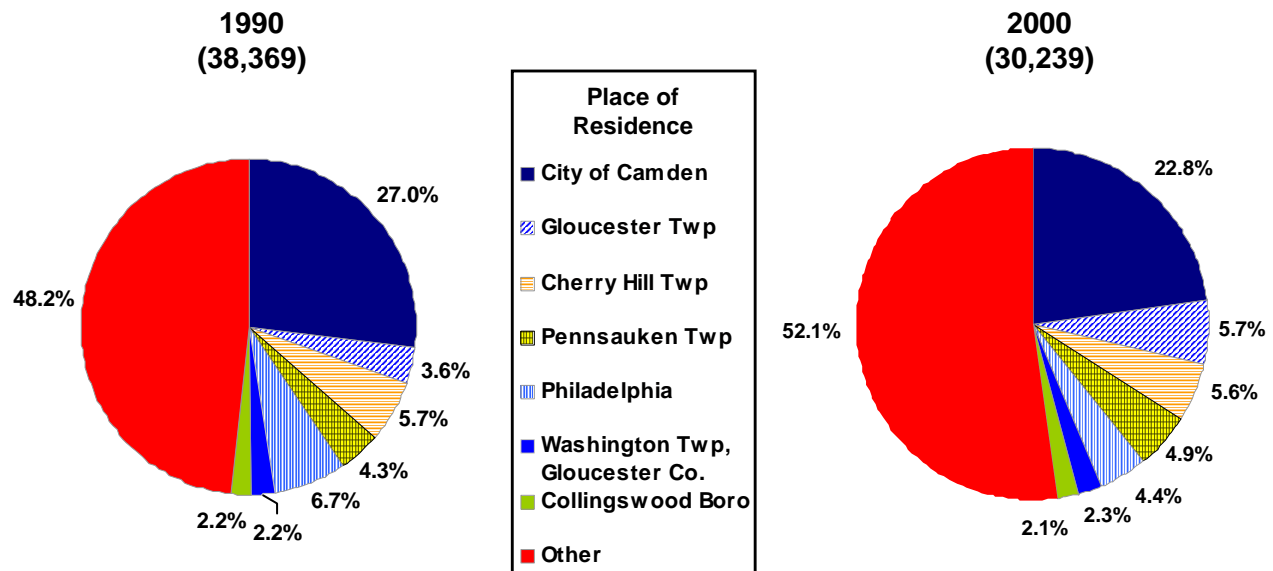
#### Distribution of Resident Workers by Place of Work



City of Camden. By 2000, this number had declined to about 22,200, a reduction of 15.8 percent. In this latest census, almost one-third (31.1%) occupied jobs in Camden, while the adjacent Cherry Hill and Pennsauken townships accounted for almost equal shares of 13.0 and 12.4 percent, respectively. Almost eight percent (7.7%) commuted to jobs across the river in Philadelphia. (For a complete distribution of Camden City employed persons by place of work, see Appendix B.)

The following figure displays the distribution of Camden City employed workers by place of residence. Employed persons at work refer to those who work at jobs in the City of Camden, including those who work at home in the city. In 2000, a total of 30,239 persons were employed at jobs in Camden. This represents 21.2 percent fewer employees than the number recorded in

### Distribution of Employed Persons at Work by Place of Residence



1980. Slightly over one-fifth (22.8%) of City of Camden jobs were filled by residents of Camden. Gloucester, Cherry Hill, and Pennsauken townships contributed 5.7, 5.6 and 4.9 percent, respectively, to the workforce. In each case, this represents approximately the same share or an increased share over what was reported in 1990. The share of Philadelphia residents in Camden jobs was 4.4 percent, a decrease from 6.7 percent in 1990. (For a complete distribution of Camden City employed persons at work by place of residence, see Appendix C.)

## 4. Means of Transportation and Travel Time

The table on the next page displays 2000 commuters' means of transportation and travel time to work for Camden City resident workers and those who work in the city. Less than one-half of resident workers drive to work (46%) while this share for people working in the city was almost three-quarters (72%). The use of a carpool/vanpool for work commutation accounted for 22.3 percent of resident workers, but only 12.9 percent of Camden workers. Public transportation modes (excluding ferry) totaled 20.8 and 9.2 percent for resident workers and those employed in the city, respectively. In Camden, walking still represents a significant travel mode for the journey to work for both workers residing in the city and working in the city. The shares for these two classes of workers were 8.6 percent for resident workers and 4.8 percent for those working in the city.

### 2000 Commuters Means of Transportation and Travel Time

Means of Transportation	Commuters Who Live in City of Camden			Commuters Who Work in City of Camden		
	Number of Commuters	Share of Commuters	Average Travel Time (min)	Number of Commuters	Share of Commuters	Average Travel Time (min)
Drive Alone	10,100	46.0%	22.5	21,850	72.0%	26.3
Carpool / Vanpool	4,892	22.3%	25.3	3,915	12.9%	27.1
Bus / Trolley / Taxi	4,064	18.5%	40.4	1,959	6.5%	38.6
Subway / Elevated	423	1.9%	38.5	578	1.9%	31.8
Railroad	80	0.4%	61.9	247	0.8%	45.7
Bicycle	57	0.3%	17.7	38	0.1%	35.4
Walk	1,890	8.6%	18.1	1,452	4.8%	14.8
Other Means	<u>434</u>	2.0%	<u>32.1</u>	<u>311</u>	1.0%	<u>37.8</u>
<b>TOTAL</b>	<b>21,940</b>	<b>100%</b>	<b>26.7</b>	<b>30,350</b>	<b>100%</b>	<b>27.0</b>

Examining the data from the 1990 and 2000 Censuses reveals some changes to journey to work mode of travel for Camden City resident workers. Significantly, the proportion of those driving alone to work is declining; whereas in 1990 this share was 47.9 percent, by 2000 it had dropped to 46.0 percent. Contrary to the trend almost everywhere in the region and nationally, the use of carpool/vanpool is increasing, albeit slightly. The 22.0 percent observed in 1990 increased to 22.3 percent in 2000. A larger increase in the use of public transportation was registered, growing from 18.2 percent to 21 percent between 1990 and 2000.

As discussed above, those utilizing carpools or vanpools constitute an increasing share of the journey to work. Slightly less than two-thirds of these shared ride trips are composed of two persons (65.5%). The distribution of carpool/vanpool commuters by vehicle occupancy in 2000 is presented in the following table.

### Distribution of Carpools/Vanpools by Vehicle Occupancy

Vehicle Occupancy	Number of Commuters	Percent of Total Commuters
2-person carpool/vanpool	3,205	14.6%
3-person carpool/vanpool	947	4.3%
4-or-more-person carpool/vanpool	<u>740</u>	<u>3.4%</u>
<b>TOTAL</b>	<b>4,892</b>	<b>22.3%</b>

The aggregate travel time for the work trip in 2000 was 26.7 minutes. This represents an increase of 5.2 minutes, or 24.0 percent, over the 21.5 minutes reported in the 1990 Census. Highway modes averaged 22.8 minutes, while public transportation modes as a whole averaged 40.9 minutes. Although almost twice as long as highway modes, the growth in public transportation travel time (18.1%) trailed that of the highway modes (21.3%). (For detailed travel time by mode, see Appendix D.)

Municipal-to-municipal commuters' distribution by means of transportation for Camden City resident workers is shown in Appendix E.

Camden City resident workers reported a strong preference for departing for work in the hour between 7:30 A.M. and 8:29 A.M. versus other times. The hour accounted for 27.2 percent of all departures, and was stated by those utilizing all major modes except carpool/vanpool: For drive alone, 30.2 percent; public transportation, 26.0 percent; and bicycle and walk, 31.5 percent. For those who shared a ride, the earlier hour starting at 6:30 a.m. garnered a slightly higher response - 25.6 versus 22.1 percent. (For detailed information on time leaving for work by means of transportation, see Appendix F.)

Highlights of the 2000 journey-to-work for Camden City are:

- The number of Camden City resident workers declined during the 1990s: The 15.8 percent loss in the decade reversed a 16.5 percent increase in the 1980s. By 2000, the total number of employed persons who live in the city, 22,161, had practically returned to the number tallied in 1980, 22,585.
- Employment in the city declined from 42,017 in 1990 to 33,516 in 2000, a loss of 20.2 percent; the ten year loss in Camden County was 4.8 percent.
- In 2000, 31.1 percent of Camden City resident workers held positions in the city, filling 22.8 percent of the jobs in the city.
- Cherry Hill and Pennsauken townships attracted 13.0 and 12.4 percent of Camden resident workers, respectively, while 7.7 percent traveled to employment in Philadelphia.
- Aside from Camden residents, only Gloucester Township (5.7%) and Cherry Hill Township (5.6%) residents garnered more than five percent of Camden City jobs.
- Less than half (46%) of Camden resident workers drove alone to work in 2000, a slight decline from the 47.9 percent recorded in 1990. Ridesharing increased slightly, rising from 22.0 to 22.3 percent between 1990 and 2000.
- The use of public transportation for the work trip increased from 18.2 to 21 percent between the 1990 and 2000 censuses.
- The average travel time for the work trip increased from 21.5 minutes in 1990 to 26.7 minutes in 2000, a growth of 24 percent.
- The preferred departure time for work was the hour between 7:30 and 8:29 A.M. This was true for all modes except ridesharing, where the 6:30 A.M. hour predominated.

## C. City of Trenton

Originally established by Yorkshire Quakers as Yorkshire Tenth in 1679, present day Trenton emerged from a financial transaction in 1719 which led to the creation of Trenton Township. The city was designated the capital of the state of New Jersey in 1790. A system of canals aided the early development of mills and industry along the Delaware River and Trenton grew as a transshipment point as well as a market for their goods. With the advent of the railroad and its supplanting canal transportation, the pace of industrialization quickened. Industrial need for labor led to complimentary population growth. The slogan "Trenton makes, the world takes" came to embody the importance of the city as a manufacturing center. As with the other cities in the Delaware Valley Region, the decline in manufacturing and suburban migration of population inaugurated a period of decline. Today, Trenton remains buoyed by its status as the seat of state government, while signs of redevelopment are appearing.

### 1. Population, Households, Employed Residents, and Vehicle Ownership

City of Trenton population suffered decline (3.7%) in the 1990s equal to the percent loss in the 1980s. By 2000, the Census counted 85,403 persons residing in the city (see table below). Parallel to this loss in population has been a reduction in the number of households. During the

<b>Population, Households, Employed Residents and Vehicles Owned</b>					
	<b>Census Year</b>			<b>Percent Change</b>	
<b><u>Variable</u></b>	<b><u>1980</u></b>	<b><u>1990</u></b>	<b><u>2000</u></b>	<b><u>1980-1990</u></b>	<b><u>1990-2000</u></b>
Population	92,124	88,675	85,403	- 3.7%	- 3.7%
Households	32,455	30,744	29,437	- 5.3%	- 4.3%
Employed Residents	33,211	36,141	31,364	8.8%	- 13.2%
Vehicles Owned	30,311	33,151	31,803	9.4%	- 4.1%

1980s this decline totaled 5.3 percent, while in the 1990s it was 4.3 percent. The 1980s registered an increase in the number of employed residents (8.8%); however, this gain was more than reversed in the 1990s (-13.2%). The 1980s also witnessed an increase in the number of vehicles owned (9.4%). Losses in this category in the 1990s produces a decline of 4.1 percent, slightly less than one-half of the gain the previous decade.

### 2. Employment Estimates

Employment in the City of Trenton is a measure of the number of jobs held by persons residing in any location. This is in contrast to the term "employed residents", which refers to residents of the city who are employed, irrespective of the location of their employment. The table on the next page examines the employment trend for the City of Trenton between 1980 and 2000. The

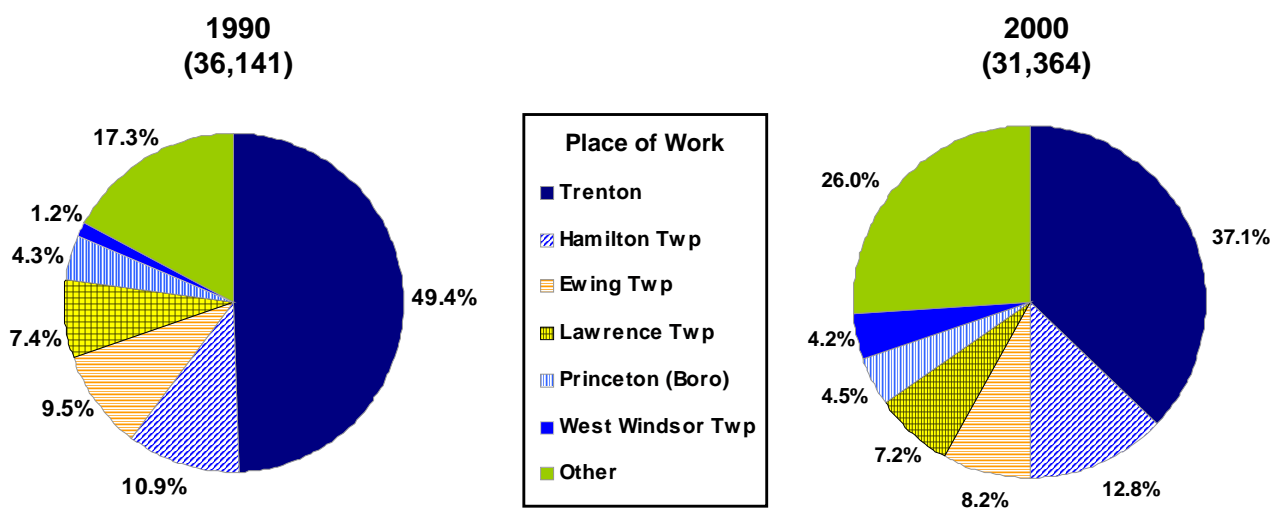
**1980 - 2000 Employment Trend (Total Jobs)**

<u>Area</u>	<u>Census Year</u>			<u>Percent Change</u>	
	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>1980-1990</u>	<u>1990-2000</u>
Trenton City	63,765	63,779	58,566	0.0%	- 8.2%
Mercer County	180,116	220,592	220,915	22.5%	0.1%

corresponding data for all of Mercer County is also shown. During the 1980s, employment in the City of Trenton held steady at approximately 63,800 jobs. During the 1990s, however, employment loss resumed and about 5,000 jobs were shed, for a loss of 8.2 percent. At the same time, Mercer County as a whole enjoyed robust job expansion during the 1980s, growing 22.5 percent. This atmosphere changed, and in the 1990s, there was no significant change in the number of jobs in the county.

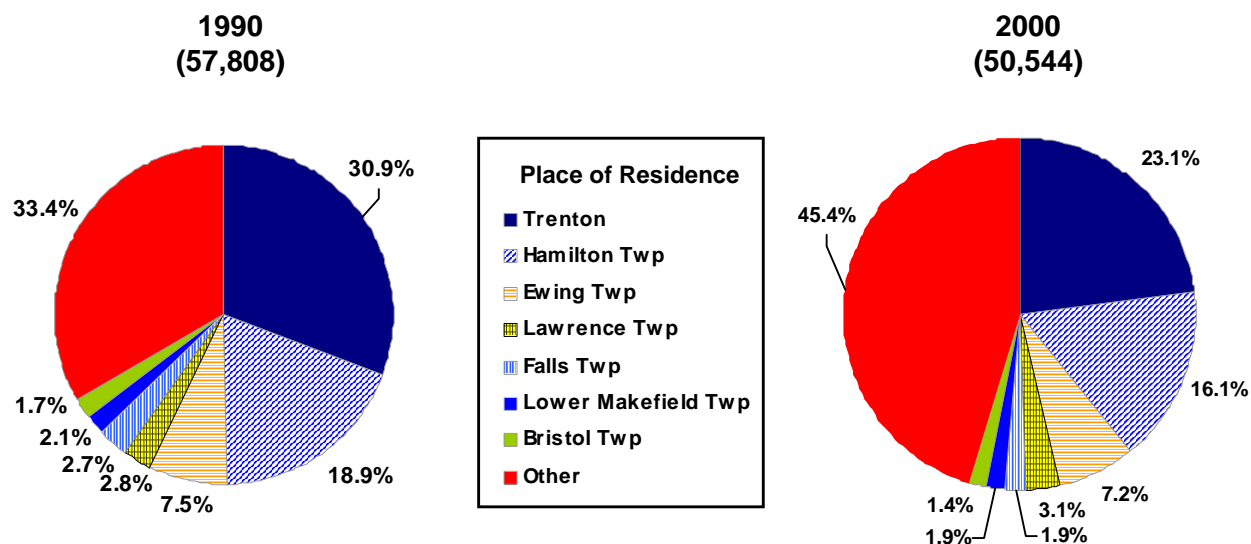
### 3. Employed Persons and Place of Work

The chart below examines where City of Trenton resident workers' jobs were located as reported in the 1990 and 2000 Censuses. The 36,141 resident workers in the city in 1990 declined to 31,364 by 2000, a loss of 13.2 percent. Whereas in 1990, almost one-half (49.4%) reported

**Distribution of Resident Workers by Place of Work**

working in the city, by 2000, this share had declined to 37.1 percent. Other significant employment locations included Hamilton (12.8%), Ewing (8.2%), and Lawrence (7.2%) townships. Garnering just under five percent each were Princeton Borough (4.5%) and West Windsor Township (4.2%). The order of these destinations has not changed since the 1990 Census. (For a complete distribution of Trenton City employed persons at work, see Appendix B.)

### Distribution of Employed Persons at Work by Place of Residence



The above chart displays the distribution of persons working in the City of Trenton by their residence location. In 2000, there were 50,544 people working in Trenton, a decline of 12.6 percent from the 57,808 recorded in the 1990 Census. Slightly less than one-quarter (23.1%) of those employed at jobs in Trenton live in the city. This is a decline from almost one-third (30.9%) in 1990. Hamilton Twp contributes a significant portion (16.1%) of Trenton's workforce, although this has also declined in the last ten years. Ewing and Lawrence townships added 7.2 and 3.1 percent of the workers. No other location provided more than two percent of Trenton's workers. (For a complete distribution of Trenton City employed persons at work by place of residence, see Appendix C.)

#### 4. Means of Transportation and Travel Time

The 2000 means of transportation and travel time to work for Trenton resident workers and those who work in the city is shown on the following page. Approximately 60 percent of resident workers drive a single occupant vehicle to work, making this the predominant mode. The figure for those who work in Trenton exceeds three-quarters (77.4%). A shared ride in the form of a carpool/vanpool is the second most prominent mode in 2000, garnering 20.4 and 13.5 percent of resident and total workers, respectively. Public transportation contributed 11.8 percent of the journey-to-work for residents, while 4.8 percent of those who work in Trenton chose this mode. Walking constituted 6.0 and 3.6 percent for resident workers and workers overall.

The Census data reveals some mode shifting for Trenton resident workers between 1990 and 2000. As with the City of Camden, the preference for driving alone registered a slight decline, decreasing from 61.6 to 60.2 percent. Also in line with data from Camden, the incidence of using a carpool/vanpool increased, rising from 18.9 to 20.4 percent. Public transportation also increased its share of the journey-to-work, rising from 10.3 to 11.8 percent of work trips. An increase in those reporting use of the railroad increases this mode in both absolute and percentage terms. The bus / trolley / streetcar / taxi mode suffered a slight decline in absolute numbers, but due to the



### 2000 Commuters Means of Transportation and Travel Time

Means of Transportation	Commuters Who Live in City of Trenton			Commuters Who Work in City of Trenton		
	Number of Commuters	Share of Commuters	Average Travel Time (min)	Number of Commuters	Share of Commuters	Average Travel Time (min)
Drive Alone	18,584	60.2%	21.1	38,990	77.4%	27.4
Carpool / Vanpool	6,313	20.4%	25.4	6,793	13.5%	31.5
Bus / Trolley / Taxi	3,139	10.2%	35.9	1,851	3.7%	35.1
Subway / Elevated	34	0.1%	29.4	157	0.3%	60.4
Railroad	458	1.5%	79.4	406	0.8%	76.6
Bicycle	207	0.7%	18.0	139	0.3%	17.6
Walk	1,838	6.0%	14.3	1,789	3.6%	11.5
Other Means	<u>314</u>	1.0%	<u>35.9</u>	<u>242</u>	0.5%	<u>44.4</u>
<b>TOTAL</b>	<b>30,887</b>	<b>100%</b>	<b>24.1</b>	<b>50,367</b>	<b>100%</b>	<b>28.2</b>

greater decrease in employed residents, this translated to a higher percent. Bucking a trend evident in most areas of the Delaware Valley Region, commutation by bicycle gained adherents, translating to a slightly higher share of the commute. Walking declined here as elsewhere in the region, but at 6.0 percent of commutation, still represents a significant mode.

The share of carpool/vanpool users among Trenton resident workers is increasing, as noted above. As the table below shows, 63 percent of these shared ride vehicles are occupied by two people. What is more interesting is the prevalence of vehicles with four or more persons. These constitute 21.6 percent of all pooling activity. The 2000 distribution of shared ride commutation by vehicle occupancy is presented in the following table.

### Distribution of Carpools/Vanpools by Vehicle Occupancy

Vehicle Occupancy	Number of Commuters	Percent of Total Commuters
2-person carpool/vanpool	3,975	12.9%
3-person carpool/vanpool	972	3.1%
4-or-more-person carpool/vanpool	<u>1,366</u>	<u>4.4%</u>
<b>TOTAL</b>	<b>6,313</b>	<b>20.4%</b>

Overall, the 2000 average travel time to work was 24.1 minutes, an increase of 4.8 minutes (24.5%) over the 19.3 minutes recorded in the 1990 Census. The increase was smaller for highway modes, averaging 3.1 minutes (17.2%), than for public transit modes. The latter reported an average increase of 12.4 minutes (43.2%). Among these transit modes the railroad had the longest commute time at 79.4 minutes, a significant increase of 66.9 percent over the 1990 number. (For detailed travel time by mode, see Appendix D.)

Municipal to municipal commuters' distribution by means of by means of transportation for Trenton City resident workers is shown in Appendix E.

Overall, 28.9 percent of Trenton City resident workers leave for work in the hour between 7:30 and 8:29 A.M. The greatest number of those who drove alone to work reported leaving for work during this period (32.5%). This departure time was also the preference for those using a carpool/vanpool (25.9%); although departing in the previous hour, 6:30 to 7:29 A.M. was almost as prevalent (24.5%). For other modes the 6:30 A.M. hour was clearly the choice: For public transportation patrons (25.1%); those who bicycled or walked (24.6%); and the category of taxicab / motorcycle, or other means (21.1%). (For detailed information on time leaving for work by means of transportation, see Appendix F.)

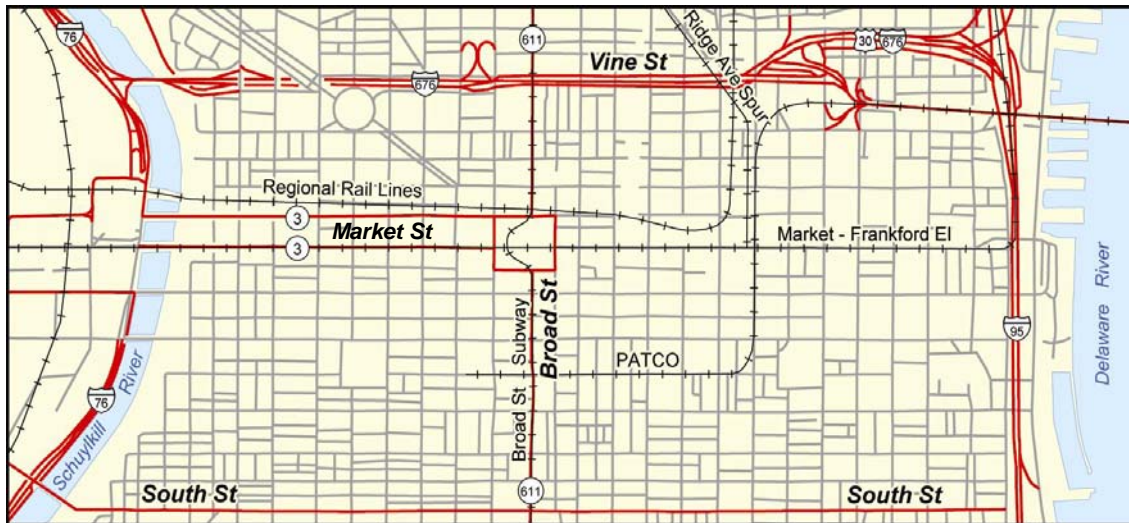
Prominent features of the 2000 journey-to-work for the City of Trenton include:

- Trenton City resident workers declined by 13.2 percent during the 1990s from a total of 36,141 in 1990 to 31,364 in 2000. This reversed an increase of 8.8 percent during the previous decade.
- Employment in the city also declined. The 58,566 in 2000 was 8.2 percent lower than the 63,779 in 1990, and followed stability in the 1980s. For Mercer County as a whole, employment was relatively static in the 1990s.
- The 2000 Census recorded that 37.1 percent of Trenton resident workers held positions in the city, while 23.1 percent of Trenton's jobs were occupied by city residents.
- Hamilton, Ewing and Lawrence townships were important both as the employment locations for resident workers (12.8, 8.2 and 7.2 percent, respectively) and as the residence location for Trenton workers (16.1, 7.2 and 3.1 percent, respectively).
- For Trenton resident workers, driving alone to work was the dominant mode; however, the 60.2 percent share in 2000 was down slightly from the 61.6 percent in the 1990 Census. The incidence of carpool/vanpool use increased over the decade, from 18.9 to 20.4 percent, as did the use of public transportation (10.3 to 11.8 percent).
- The average travel time to work increased 4.8 minutes, rising from 19.3 minutes in 1990 to 24.1 minutes in 2000.
- Those who drove alone or pooled to work preferred leaving between 7:30 and 8:29 A.M. For those on public transportation, bicycling or walking, it was 6:30 to 7:29 A.M.

## D. Philadelphia Central Business District

The Philadelphia Central Business District (CBD) is defined as the 2.4-square mile area bounded by Vine Street on the north, the Delaware River on the east, South Street on the south, and the Schuylkill River on the west. The CBD has experienced moderate growth in the last 30 years. Such growth is expected to continue into the future.

### Philadelphia - Central Business District



Most of the growth in land use activities was in residential (single-family attached houses and multi-family apartments), transportation, parking, community services, and recreational activities see table below. However, there was a small decline in commercial activities which generate many work trips. The population of the CBD grew by 8.7 percent during the 1990s. The increase in households is lower than the population growth during the same period. The growth rate in the number of employed persons who live in the CBD is almost one half of the population growth rate. The highest growth rate is in the number of vehicles owned (22.3%).

### Population, Households, Employed Residents and Vehicles Owned

Variable	Census Year			Percent Change	
	1980	1990	2000	1980-1990	1990-2000
Population	43,502	45,644	49,610	4.9%	8.7%
Households	27,713	29,265	31,154	5.6%	6.5%
Employed Residents	25,661	28,611	29,905	11.5%	4.5%
Vehicles Owned	12,773	14,154	17,310	10.8%	22.3%

Employed persons at work in the CBD refers to the number of workers, not total jobs (see table below). Employment represents the number of total jobs, whether part-or full-time or seasonal. It is obtained by adjusting the number of employed persons at work as enumerated by the Census Bureau in order to account for absences and multiple jobs. Although its share of regional employment has declined over the years (from 11.6% in 1980 to 9.8% in 2000), the CBD still holds the largest concentration of jobs found in the Delaware Valley region.

### 1980 - 2000 Employment Trend (Total Jobs)

<u>Area</u>	<u>Census Year</u>			<u>Percent Change</u>	
	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>1980-1990</u>	<u>1990-2000</u>
Philadelphia CBD	265,135	287,869	265,828	8.6%	- 7.7%
DVRPC Region	2,282,140	2,693,879	2,717,851	18.0%	0.9%

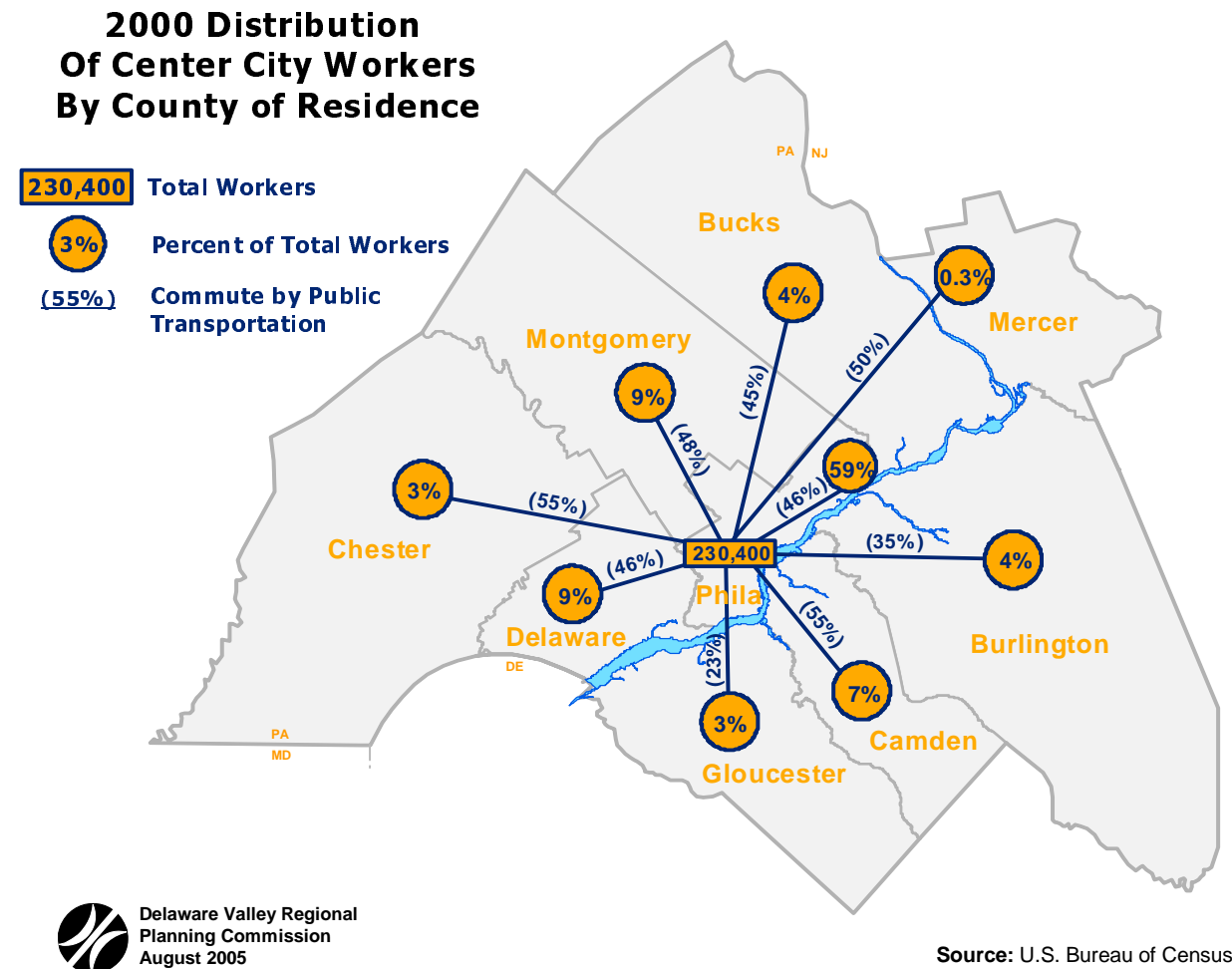
During the 1980s the number of jobs in the CBD increased by 8.6 percent, but decreased in the 1990s by 7.7 percent to almost 266,000. In contrast, regional employment grew by 18 and 0.9 percent during the 1980s and 1990s, respectively.

Workers refer to the number of commuters traveling to their jobs in the CBD on an average weekday, as well as those working at home. The following table compares how workers traveled to their jobs in the CBD in 1980, 1990, and 2000.

### Employed Persons in Philadelphia CBD By Means of Transportation

<u>Means of Transportation</u>	<u>Census Year</u>			<u>Percent Change</u>	
	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>1980-1990</u>	<u>1990-2000</u>
Highway (total)	82,288	114,510	106,462	39.2%	-7.0%
Share Ride	26,237	28,346	21,126	8.0%	-25.5%
Transit (total)	137,800	109,495	105,387	-20.5%	-3.8%
Walk	14,512	16,223	16,954	11.8%	4.5%
Worked at Home	754	1,268	1,555	68.2%	22.6%
<b>Total</b>	<b>235,354</b>	<b>241,496</b>	<b>230,358</b>	<b>2.6%</b>	<b>-4.6%</b>

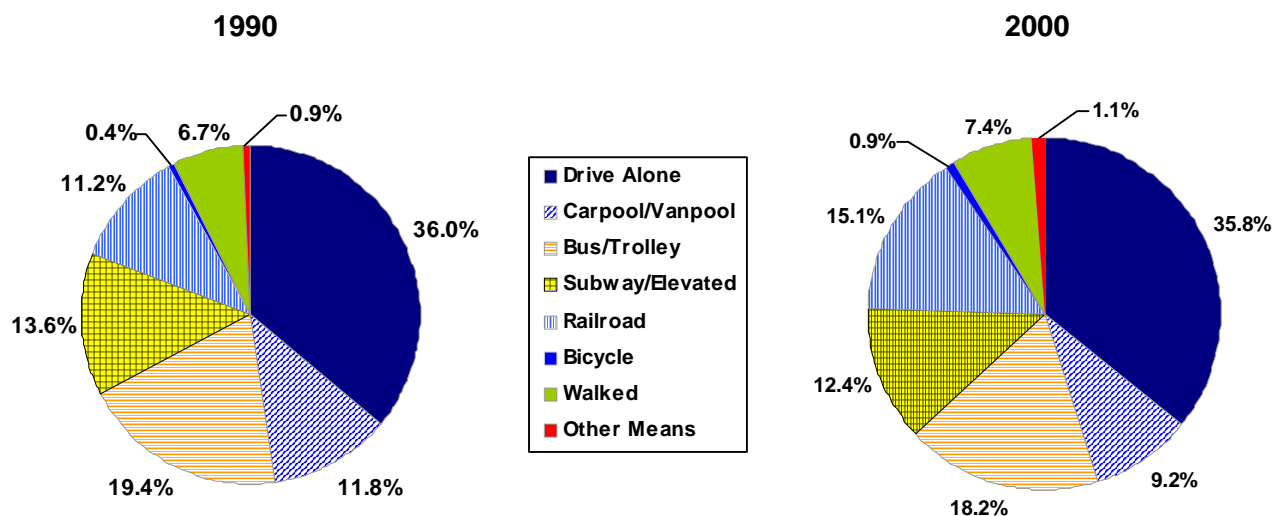
The distribution of employed persons at work in the CBD by place of residence is shown below. About 59 percent of the persons who work in the CBD reside in the City of Philadelphia, 9 percent in Delaware County, 9 percent in Montgomery, and 7 percent in Camden County.



Commutation to the CBD declined by 4.6 percent between 1990 and 2000. Only 0.3 percent of the CBD workers commute from Mercer County. In addition, the figure indicates the share of commuters using public transportation from each county. About 46 and 55 percent of Philadelphia and Camden County workers commute by public transportation, respectively.

The following figure compares the 1990 and 2000 means of transportation for the CBD commuters. Those who worked at home have been excluded. The share of commuters driving alone to the CBD has not changed in the 1990s (about 36%). Ride-sharing decreased from 11.8 in 1990 to 9.2 percent in 2000. Transit share has increased slightly in the 1990s (from 44.6 to 46.1%). Transit plays a critical role in commuting to the CBD.

### Commuters' Means of Transportation for the Philadelphia CBD



The 2000 commuters, means of transportation, and average travel time for commuters who live in the CBD and for those who work in the CBD are shown below. Many commuters who reside in the CBD walk to work (47.0%) or drive alone (24.0%).

#### 2000 Commuters Means of Transportation and Average Travel Time

Means of Transportation	Commuters Who Live In The Philadelphia CBD			Commuters Who Work In The Philadelphia CBD		
	Number of Commuters	Percent of Commuters	Average Travel Time (min)	Number of Commuters	Percent of Commuters	Average Travel Time (min)
Drive Alone	6,709	24.0%	29.4	81,949	35.8%	36.8
Carpool/Vanpool	1,089	3.9%	21.5	21,126	9.2%	35.1
Bus/Trolley/Taxi	3,284	11.8%	28.4	42,362	18.5%	41.6
Subway/Elevated	1,771	6.3%	25.9	28,435	12.4%	42.7
Railroad	782	2.8%	69.6	34,545	15.1%	52.4
Bicycle	888	3.2%	15.3	2,086	0.9%	19.0
Walk	13,104	47.0%	14.8	16,954	7.4%	16.1
Other Means	273	1.0%	55.3	1,346	0.6%	48.5
<b>Total</b>	<b>27,900</b>	<b>100%</b>	<b>22.8</b>	<b>228,803</b>	<b>99.9%</b>	<b>39.0</b>

Commuting by bus has the highest share of transit modes for workers living in the CBD (11.8%) and for those working in the CBD (18.5%). The average travel time for commuters who live in the CBD is shorter than those who work in it (22.8 vs. 39.0 min.). Commuting by transit takes much longer time than by drive alone or carpool. Walking to work in the CBD takes about 15 minutes, about 17,000 persons walk to their jobs in the CBD. The number of those who work at home increased from 1,268 in 1990 to 1,555 workers in 2000.

In the distribution of the CBD carpool/vanpool commuters by vehicle occupancy, 78 percent of all carpools/vanpools are 2-person carpool/vanpool, and 6 percent are 4-or-more-person carpool/vanpool.

<b>2000 Distribution of Carpools/Vanpools by Vehicle Occupancy</b>		
<b><u>Vehicle Occupancy</u></b>	<b><u>Number of Commuters</u></b>	<b><u>Percent of Total Commuters</u></b>
2-person carpool/vanpool	16,483	7.2%
3-person carpool/vanpool	3,305	1.4%
4-or-more-person carpool/vanpool	<u>1,338</u>	<u>0.6%</u>
<b>Total</b>	<b>21,126</b>	<b>9.2%</b>

Ridesharing in the CBD has decreased from 11.8 percent in 1990 to 9.2 percent in 2000. (For detailed travel time by means of transportation, of travel, see Appendix D). Commuters distribution by means of transportation for the CBD resident workers is also shown in Appendix D. Such information is needed to estimate the number of commuters who make short or long trips, and how many workers commute by automobile, public transportation, or other means of transportation.

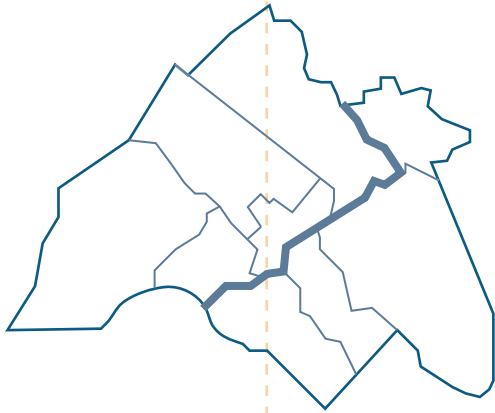
Most commuters who live in the CBD leave home for work between 7:30 a.m. and 8:29 A.M. not between 6:30 A.M. and 7:29 A.M. when many workers in the region go to work. This is expected since the CBD residents are in close proximity to most jobs in the region. (For detailed information on time leaving home for work by means of transportation, see Appendix F).

The salient features of the journey-to work in the Philadelphia CBD are:

- The number of employed persons who live in the CBD increased from 28,611 in 1990 to 29,905 in 2000, an increase of 4.5 percent.
- The number of total jobs in the CBD decreased from 287,869 in 1990 to 265,838 in 2000, a decrease of 7.7 percent.
- In 2000, 85.6 percent of the CBD resident workers worked in the City of Philadelphia, including the CBD.
- The majority of the CBD resident workers walk to work, but the share of walkers has decreased from 51.7 percent in 1990 to 47.0 percent in 2000.
- Ridesharing in the CBD has declined from 28,346 in 1990 to 21,126 in 2000; 78 percent of all carpools/vanpools are 2-person carpool/vanpool.

- The number of workers commuting by public transportation has decreased slightly in the 1990s (109,495 vs. 105,387). However, the share of transit has increased from 44.6 percent in 1990 to 46.1 percent in 2000.
- The commuting average travel time to the CBD has increased in the 1990s by 5.7 minutes (33.3 vs. 39.0 minutes), mainly due to highway traffic congestion and longer transit travel time due to increasing travel from Northern New Jersey and New York City.
- The majority of the CBD resident workers leave home for work between 7:30 A.M. and 8:29 A.M., when most workers in the region leave for to work.





## APPENDIX A



### County-to-County Commuting Patterns in the DVRPC Region



Delaware Valley Regional  
Planning Commission



**Table A-1. 1970, 80, 90, and 2000 County-to-County Commuting Patterns in the DVRPC Region**  
**Distribution of Employed Persons by Place of Residence and Employment**

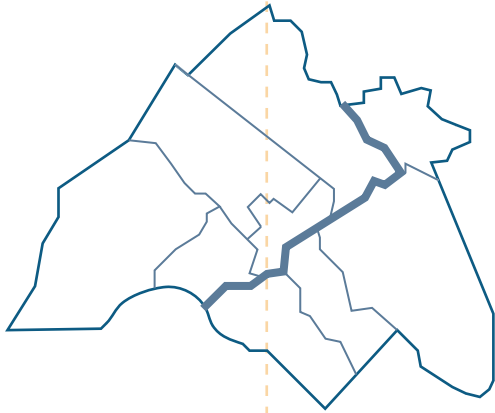
Place of Residence	Year	Place of Employment						Outside DVRPC Region			
		Bucks	Chester	Delaw.	Mont.	Phila.	Burlin.	Camden	Glouc.	Mercer	Total Resident Workers
Bucks	1970	87,608	404	1,638	18,751	27,196	2,353	2,232	580	13,902	162,886
	1980	125,851	894	1,361	30,628	30,896	1,881	1,395	233	15,678	219,876
	1990	152,140	2,044	2,000	41,886	30,692	3,888	2,799	614	24,160	279,551
	2000	168,090	3,036	2,754	48,414	31,892	4,250	2,039	362	20,812	303,586
Chester	1970	282	66,527	7,168	11,670	7,891	700	1,615	667	1,152	106,902
	1980	460	91,017	10,998	17,585	10,733	90	466	121	44	145,120
	1990	1,083	118,433	18,301	25,411	11,771	613	1,027	230	238	195,507
	2000	1,133	137,678	17,870	25,673	10,568	426	539	411	222	218,153
Delaware	1970	955	4,734	121,594	16,686	70,206	1,317	3,928	1,028	1,704	231,255
	1980	816	8,937	137,338	17,854	64,828	441	1,677	667	68	241,314
	1990	1,994	14,558	144,062	23,934	59,652	1,246	2,699	976	279	261,607
	2000	2,060	18,504	137,988	28,144	48,151	1,306	2,287	1,251	345	253,922
Montgomery	1970	8,488	5,900	5,897	158,986	54,489	1,632	3,089	883	1,877	251,137
	1980	14,325	10,525	7,773	204,673	55,598	532	1,643	225	354	304,326
	1990	20,986	17,920	10,933	229,923	55,956	1,484	2,808	474	1,024	352,960
	2000	23,722	25,006	11,758	245,619	54,576	1,559	1,844	405	1,298	379,832
Philadelphia	1970	9,926	2,301	17,474	40,858	635,478	4,617	13,738	2,505	4,196	741,998
	1980	15,531	3,117	12,009	37,869	519,442	2,329	7,326	852	937	608,391
	1990	23,866	5,303	15,161	54,113	513,167	4,820	10,083	1,394	1,953	640,577
	2000	23,248	7,810	21,802	59,970	429,667	5,087	7,196	1,502	1,676	569,761
Burlington	1970	2,550	88	465	1,291	16,002	85,700	14,244	1,099	7,701	133,887
	1980	3,584	128	807	1,935	18,186	97,172	23,209	1,411	10,738	165,874
	1990	4,148	503	1,612	3,007	17,142	116,439	27,941	2,229	16,711	205,132
	2000	4,526	584	1,771	3,053	17,661	116,422	26,164	2,849	17,158	207,471
Camden	1970	654	213	1,915	1,964	41,634	8,739	103,751	5,631	3,006	172,969
	1980	1,259	261	2,139	1,983	38,224	14,040	114,846	8,836	1,113	192,374
	1990	2,223	863	2,754	3,835	38,252	26,712	130,616	13,076	1,949	234,532
	2000	1,989	867	3,232	3,910	32,961	31,765	123,735	15,234	2,472	230,408
Gloucester	1970	165	98	799	426	11,701	734	10,140	32,801	319	62,798
	1980	238	108	1,511	558	12,136	1,895	15,759	41,161	199	82,046
	1990	952	521	2,442	1,412	13,501	5,179	21,708	51,372	679	110,693
	2000	745	726	3,179	1,991	13,778	7,564	22,737	56,676	764	122,267
Mercer	1970	3,348	37	262	316	662	3,174	791	173	104,458	123,815
	1980	3,169	32	89	242	927	2,335	367	56	114,251	138,963
	1990	2,935	122	182	518	1,229	2,746	540	76	124,761	162,920
	2000	3,865	94	244	704	1,548	3,765	588	136	112,449	163,257
Outside DVRPC Region	1970	3,091	4,320	5,030	8,261	11,222	3,795	3,636	2,222	12,171	53,748
	1980	5,051	7,945	7,011	11,831	9,186	3,829	4,216	2,933	21,454	73,456
	1990	10,493	15,708	9,862	22,892	19,882	8,152	7,065	7,571	33,072	134,697
	2000	12,225	21,160	15,461	29,334	19,248	10,940	9,058	10,729	43,029	171,184
Total Employed Persons at Work	1970	117,067	84,622	162,242	259,209	876,481	112,761	157,164	47,589	150,486	73,774
	1980	170,284	122,964	181,036	325,158	760,156	124,544	170,904	56,495	164,836	95,363
	1990	220,820	175,975	207,309	406,931	761,244	171,279	207,286	78,012	204,826	144,494
	2000	241,603	215,465	216,059	446,812	660,050	183,084	196,187	89,555	200,225	170,801

Source: U.S. Bureau of the Census

**Table A-2. 1990 and 2000 County-to-County Commuting Patterns in the DVRPC Region**

County of Residence	Year	Intra County Commuters	Total County-to-County Commuters	Percent of Intra County Commuters
<b>Bucks</b>	1990	152,140	279,551	54.4%
	2000	168,090	303,586	55.4%
<b>Chester</b>	1990	118,433	195,507	60.6%
	2000	137,678	218,153	63.1%
<b>Delaware</b>	1990	144,062	261,607	55.1%
	2000	137,988	253,922	54.3%
<b>Montgomery</b>	1990	229,923	352,960	65.1%
	2000	245,619	379,832	64.7%
<b>Philadelphia</b>	1990	513,167	640,577	80.1%
	2000	429,667	569,761	75.4%
<b>Burlington</b>	1990	116,439	205,132	56.8%
	2000	116,422	207,471	56.1%
<b>Camden</b>	1990	130,616	234,532	55.7%
	2000	123,735	230,408	53.7%
<b>Gloucester</b>	1990	51,372	110,693	46.4%
	2000	56,676	122,267	46.4%
<b>Mercer</b>	1990	124,761	162,920	76.6%
	2000	112,449	163,257	68.9%
<b>Total DVRPC Region</b>	1990	1,580,913	2,443,479	64.7%
	2000	1,528,324	2,448,657	62.4%

Source: U.S. Bureau of the Census



## APPENDIX B



### Distribution of Resident Workers by Place of Work



Delaware Valley Regional  
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**Table B-1. 1980, 1990 and 2000 Distribution of Bucks County Resident Workers by Place of Work**

Place of Work	Census Year			Percent Change	
	1980	1990	2000	'80-'90	'90-'00
<b>Bucks</b>	125,851	152,140	168,090	20.9%	10.5%
<b>Chester</b>	894	2,044	3,036	128.6%	48.5%
<b>Delaware</b>	1,361	2,000	2,754	47.0%	37.7%
<b>Montgomery</b>	30,628	41,886	48,414	36.8%	15.6%
<b>Philadelphia</b>	30,896	30,692	31,892	-0.7%	3.9%
<b>PA Total</b>	<b>189,630</b>	<b>228,762</b>	<b>254,186</b>	<b>20.6%</b>	<b>11.1%</b>
<b>Burlington</b>	1,881	3,888	4,250	106.7%	9.3%
<b>Camden</b>	1,395	2,799	2,039	100.6%	-27.2%
<b>Gloucester</b>	233	614	362	163.5%	-41.0%
<b>Mercer</b>	15,678	24,160	20,812	54.1%	-13.9%
<b>NJ Total</b>	<b>19,187</b>	<b>31,461</b>	<b>27,463</b>	<b>64.0%</b>	<b>-12.7%</b>
<b>Total DVRPC Region</b>	<b>208,817</b>	<b>260,223</b>	<b>281,649</b>	<b>24.6%</b>	<b>8.2%</b>
<b>Lehigh Co., PA</b>	1,301	2,031	2,655	56.1%	30.7%
<b>Middlesex Co., NJ</b>	942	2,869	3,795	204.6%	32.3%
<b>Northampton Co., PA</b>	1,080	892	912	-17.4%	2.2%
<b>Hunterdon Co., NJ</b>	1,262	2,343	2,107	85.7%	-10.1%
<b>New York City, NY</b>	1,592	2,804	2,447	76.1%	-12.7%
<b>Other</b>	4,882	8,389	10,021	71.8%	19.5%
<b>Total External</b>	<b>11,059</b>	<b>19,328</b>	<b>21,937</b>	<b>74.8%</b>	<b>13.5%</b>
<b>Total Workers</b>	<b>219,876</b>	<b>279,551</b>	<b>303,586</b>	<b>27.1%</b>	<b>8.6%</b>

Source: U.S. Bureau of the Census



**Table B-2. 1980, 1990 and 2000 Distribution of Chester County  
Resident Workers by Place of Work**

Place of Work	Census Year			Percent Change	
	1980	1990	2000	'80-'90	'90-'00
<b>Bucks</b>	460	1,083	1,133	135.4%	4.6%
<b>Chester</b>	91,017	118,433	137,678	30.1%	16.2%
<b>Delaware</b>	10,998	18,301	17,870	66.4%	-2.4%
<b>Montgomery</b>	17,585	25,411	25,673	44.5%	1.0%
<b>Philadelphia</b>	10,733	11,771	10,568	9.7%	-10.2%
<b>PA Total</b>	<b>130,793</b>	<b>174,999</b>	<b>192,922</b>	<b>33.8%</b>	<b>10.2%</b>
<b>Burlington</b>	90	613	426	581.1%	-30.5%
<b>Camden</b>	466	1,027	539	120.4%	-47.5%
<b>Gloucester</b>	121	230	411	90.1%	78.7%
<b>Mercer</b>	44	238	222	440.9%	-6.7%
<b>NJ Total</b>	<b>721</b>	<b>2,108</b>	<b>1,598</b>	<b>192.4%</b>	<b>-24.2%</b>
<b>Total DVRPC Region</b>	<b>131,514</b>	<b>177,107</b>	<b>194,520</b>	<b>34.7%</b>	<b>9.8%</b>
<b>Berks Co., PA</b>	1,050	1,729	1,916	64.7%	10.8%
<b>Cecil Co., MD</b>	198	479	557	141.9%	16.3%
<b>New Castle Co., DE</b>	6,051	10,354	12,976	71.1%	25.3%
<b>Lancaster Co., PA</b>	1,393	2,060	2,828	47.9%	37.3%
<b>Other</b>	4,914	3,778	5,356	-23.1%	41.8%
<b>Total External</b>	<b>13,606</b>	<b>18,400</b>	<b>23,633</b>	<b>35.2%</b>	<b>28.4%</b>
<b>Total Workers</b>	<b>145,120</b>	<b>195,507</b>	<b>218,153</b>	<b>34.7%</b>	<b>11.6%</b>

Source: U.S. Bureau of the Census





**Table B-3. 1980, 1990 and 2000 Distribution of Delaware County  
Resident Workers by Place of Work**

Place of Work	Census Year			Percent Change	
	1980	1990	2000	'80-'90	'90-'00
<b>Bucks</b>	816	1,994	2,060	144.4%	3.3%
<b>Chester</b>	8,937	14,558	18,504	62.9%	27.1%
<b>Delaware</b>	137,338	144,062	137,988	4.9%	-4.2%
<b>Montgomery</b>	17,854	23,934	28,144	34.1%	17.6%
<b>Philadelphia</b>	64,828	59,652	48,151	-8.0%	-19.3%
<b>PA Total</b>	<b>229,773</b>	<b>244,200</b>	<b>234,847</b>	<b>6.3%</b>	<b>-3.8%</b>
<b>Burlington</b>	441	1,246	1,306	182.5%	4.8%
<b>Camden</b>	1,677	2,699	2,287	60.9%	-15.3%
<b>Gloucester</b>	667	976	1,251	46.3%	28.2%
<b>Mercer</b>	68	279	345	310.3%	23.7%
<b>NJ Total</b>	<b>2,853</b>	<b>5,200</b>	<b>5,189</b>	<b>82.3%</b>	<b>-0.2%</b>
<b>Total DVRPC Region</b>	<b>232,626</b>	<b>249,400</b>	<b>240,036</b>	<b>7.2%</b>	<b>-3.8%</b>
<b>New Castle Co., DE</b>	5,838	7,556	9,002	29.4%	19.1%
<b>Salem Co., NJ</b>	277	283	245	2.2%	-13.4%
<b>York Co., PA</b>	202	103	69	-49.0%	-33.0%
<b>New York City, NY</b>	175	347	349	98.3%	0.6%
<b>Other</b>	2,196	3,918	4,221	78.4%	7.7%
<b>Total External</b>	<b>8,688</b>	<b>12,207</b>	<b>13,886</b>	<b>40.5%</b>	<b>13.8%</b>
<b>Total Workers</b>	<b>241,314</b>	<b>261,607</b>	<b>253,922</b>	<b>8.4%</b>	<b>-2.9%</b>

Source: U.S. Bureau of the Census



**Table B-4. 1980, 1990 and 2000 Distribution of Montgomery County Resident Workers by Place of Work**

Place of Work	Census Year			Percent Change	
	1980	1990	2000	'80-'90	'90-'00
Bucks	14,325	20,986	23,722	46.5%	13.0%
Chester	10,525	17,920	25,006	70.3%	39.5%
Delaware	7,773	10,933	11,758	40.7%	7.5%
Montgomery	204,673	229,923	245,619	12.3%	6.8%
Philadelphia	55,598	55,956	54,576	0.6%	-2.5%
<b>PA Total</b>	<b>292,894</b>	<b>335,718</b>	<b>360,681</b>	<b>14.6%</b>	<b>7.4%</b>
Burlington	532	1,484	1,559	178.9%	5.1%
Camden	1,643	2,808	1,844	70.9%	-34.3%
Gloucester	225	474	405	110.7%	-14.6%
Mercer	354	1,024	1,298	189.3%	26.8%
<b>NJ Total</b>	<b>2,754</b>	<b>5,790</b>	<b>5,106</b>	<b>110.2%</b>	<b>-11.8%</b>
<b>Total DVRPC Region</b>	<b>295,648</b>	<b>341,508</b>	<b>365,787</b>	<b>15.5%</b>	<b>7.1%</b>
Berks Co., PA	3,070	3,670	4,231	19.5%	15.3%
Lancaster Co., PA	172	162	379	-5.8%	134.0%
Lehigh Co., PA	773	1,390	2,004	79.8%	44.2%
New Castle Co., DE	282	580	1,201	105.7%	107.1%
Northampton Co., PA	196	326	420	66.3%	28.8%
Other	4,185	5,324	5,810	27.2%	9.1%
<b>Total External</b>	<b>8,678</b>	<b>11,452</b>	<b>14,045</b>	<b>32.0%</b>	<b>22.6%</b>
<b>Total Workers</b>	<b>304,326</b>	<b>352,960</b>	<b>379,832</b>	<b>16.0%</b>	<b>7.6%</b>

Source: U.S. Bureau of the Census



**Table B-5. 1980, 1990 and 2000 Distribution of Philadelphia County Resident Workers by Place of Work**

Place of Work	Census Year			Percent Change	
	1980	1990	2000	'80-'90	'90-'00
<b>Bucks</b>	15,531	23,866	23,248	53.7%	-2.6%
<b>Chester</b>	3,117	5,303	7,810	70.1%	47.3%
<b>Delaware</b>	12,009	15,161	21,802	26.2%	43.8%
<b>Montgomery</b>	37,869	54,113	59,970	42.9%	10.8%
<b>Philadelphia</b>	519,442	513,167	429,667	-1.2%	-16.3%
<b>PA Total</b>	<b>587,968</b>	<b>611,610</b>	<b>542,497</b>	<b>4.0%</b>	<b>-11.3%</b>
<b>Burlington</b>	532	1,484	5,087	178.9%	242.8%
<b>Camden</b>	1,643	2,808	7,196	70.9%	156.3%
<b>Gloucester</b>	225	474	1,502	110.7%	216.9%
<b>Mercer</b>	354	1,024	1,676	189.3%	63.7%
<b>NJ Total</b>	<b>2,754</b>	<b>5,790</b>	<b>15,461</b>	<b>110.2%</b>	<b>167.0%</b>
<b>Total DVRPC Region</b>	<b>590,722</b>	<b>617,400</b>	<b>557,958</b>	<b>4.5%</b>	<b>-9.6%</b>
<b>Atlantic Co., NJ</b>	370	949	831	156.5%	-12.4%
<b>New York City, NY</b>	934	1,135	819	21.5%	-27.8%
<b>New Castle Co., DE</b>	555	1,158	1,856	108.6%	60.3%
<b>Lehigh Co., PA</b>	139	188	293	35.3%	55.9%
<b>Northampton Co., PA</b>	164	241	133	47.0%	-44.8%
<b>Other</b>	6,817	7,046	7,871	3.4%	11.7%
<b>Total External</b>	<b>8,979</b>	<b>10,717</b>	<b>11,803</b>	<b>19.4%</b>	<b>10.1%</b>
<b>Total Workers</b>	<b>599,701</b>	<b>628,117</b>	<b>569,761</b>	<b>4.7%</b>	<b>-9.3%</b>

Source: U.S. Bureau of the Census



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**Table B-6. 1980, 1990 and 2000 Distribution of Burlington County  
Resident Workers by Place of Work**

Place of Work	Census Year			Percent Change	
	1980	1990	2000	'80-'90	'90-'00
<b>Bucks</b>	3,584	4,148	4,526	15.7%	9.1%
<b>Chester</b>	128	503	584	293.0%	16.1%
<b>Delaware</b>	807	1,612	1,771	99.8%	9.9%
<b>Montgomery</b>	1,935	3,007	3,053	55.4%	1.5%
<b>Philadelphia</b>	18,186	17,142	17,661	-5.7%	3.0%
<b>PA Total</b>	<b>24,640</b>	<b>26,412</b>	<b>27,595</b>	<b>7.2%</b>	<b>4.5%</b>
<b>Burlington</b>	97,172	116,439	116,422	19.8%	0.0%
<b>Camden</b>	23,209	27,941	26,164	20.4%	-6.4%
<b>Gloucester</b>	1,411	2,229	2,849	58.0%	27.8%
<b>Mercer</b>	10,738	16,711	17,158	55.6%	2.7%
<b>NJ Total</b>	<b>132,530</b>	<b>163,320</b>	<b>162,593</b>	<b>23.2%</b>	<b>-0.4%</b>
<b>Total DVRPC Region</b>	<b>157,170</b>	<b>189,732</b>	<b>190,188</b>	<b>20.7%</b>	<b>0.2%</b>
<b>Atlantic Co., NJ</b>	1,195	2,168	2,082	81.4%	-4.0%
<b>Middlesex Co., NJ</b>	1,352	2,958	3,929	118.8%	32.8%
<b>Monmouth Co., NJ</b>	643	1,070	1,304	66.4%	21.9%
<b>New York City, NY</b>	1,097	1,231	1,653	12.2%	34.3%
<b>Ocean Co., NJ</b>	1,189	2,099	2,042	76.5%	-2.7%
<b>Other</b>	3,228	5,874	6,273	82.0%	6.8%
<b>Total External</b>	<b>8,704</b>	<b>15,400</b>	<b>17,283</b>	<b>76.9%</b>	<b>12.2%</b>
<b>Total Workers</b>	<b>165,874</b>	<b>205,132</b>	<b>207,471</b>	<b>23.7%</b>	<b>1.1%</b>

Source: U.S. Bureau of the Census



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**Table B-7. 1980, 1990 and 2000 Distribution of Camden County  
Resident Workers by Place of Work**

Place of Work	Census Year			Percent Change	
	1980	1990	2000	'80-'90	'90-'00
<b>Bucks</b>	1,259	2,223	1,989	76.6%	-10.5%
<b>Chester</b>	261	863	867	230.7%	0.5%
<b>Delaware</b>	2,139	2,754	3,232	28.8%	17.4%
<b>Montgomery</b>	1,983	3,835	3,910	93.4%	2.0%
<b>Philadelphia</b>	38,224	38,252	32,961	0.1%	-13.8%
<b>PA Total</b>	<b>43,866</b>	<b>47,927</b>	<b>42,959</b>	<b>9.3%</b>	<b>-10.4%</b>
<b>Burlington</b>	14,040	26,712	31,765	90.3%	18.9%
<b>Camden</b>	114,846	130,616	123,735	13.7%	-5.3%
<b>Gloucester</b>	8,836	13,076	15,234	48.0%	16.5%
<b>Mercer</b>	1,113	1,949	2,472	75.1%	26.8%
<b>NJ Total</b>	<b>138,835</b>	<b>172,353</b>	<b>173,206</b>	<b>24.1%</b>	<b>0.5%</b>
<b>Total DVRPC Region</b>	<b>182,701</b>	<b>220,280</b>	<b>216,165</b>	<b>20.6%</b>	<b>-1.9%</b>
<b>Atlantic Co., NJ</b>	2,502	6,540	4,976	161.4%	-23.9%
<b>Cumberland Co., NJ</b>	811	982	1,151	21.1%	17.2%
<b>Middlesex Co., NJ</b>	281	673	846	139.5%	25.7%
<b>New Castle Co., DE</b>	434	794	1,286	82.9%	62.0%
<b>Salem Co., NJ</b>	986	740	785	-24.9%	6.1%
<b>Other</b>	4,659	4,523	5,199	-2.9%	14.9%
<b>Total External</b>	<b>9,673</b>	<b>14,252</b>	<b>14,243</b>	<b>47.3%</b>	<b>-0.1%</b>
<b>Total Workers</b>	<b>192,374</b>	<b>234,532</b>	<b>230,408</b>	<b>21.9%</b>	<b>-1.8%</b>

Source: U.S. Bureau of the Census



**Table B-8. 1980, 1990 and 2000 Distribution of Gloucester County Resident Workers by Place of Work**

Place of Work	Census Year			Percent Change	
	1980	1990	2000	'80-'90	'90-'00
<b>Bucks</b>	238	952	745	300.0%	-21.7%
<b>Chester</b>	108	521	726	382.4%	39.3%
<b>Delaware</b>	1,511	2,442	3,179	61.6%	30.2%
<b>Montgomery</b>	558	1,412	1,991	153.0%	41.0%
<b>Philadelphia</b>	12,136	13,501	13,778	11.2%	2.1%
<b>PA Total</b>	<b>14,551</b>	<b>18,828</b>	<b>20,419</b>	<b>29.4%</b>	<b>8.5%</b>
<b>Burlington</b>	1,895	5,179	7,564	173.3%	46.1%
<b>Camden</b>	15,759	21,708	22,727	37.7%	4.7%
<b>Gloucester</b>	41,161	51,372	56,676	24.8%	10.3%
<b>Mercer</b>	199	679	764	241.2%	12.5%
<b>NJ Total</b>	<b>59,014</b>	<b>78,938</b>	<b>87,731</b>	<b>33.8%</b>	<b>11.1%</b>
<b>Total DVRPC Region</b>	<b>73,565</b>	<b>97,766</b>	<b>108,150</b>	<b>32.9%</b>	<b>10.6%</b>
<b>Atlantic Co., NJ</b>	1,666	3,182	3,193	91.0%	0.3%
<b>Cumberland Co., NJ</b>	2,847	3,388	3,667	19.0%	8.2%
<b>New Castle Co., DE</b>	791	1,029	1,662	30.1%	61.5%
<b>Salem Co., NJ</b>	2,692	2,694	2,554	0.1%	-5.2%
<b>Other</b>	81	2,634	3,031	3151.9%	15.1%
<b>Total External</b>	<b>8,077</b>	<b>12,927</b>	<b>14,107</b>	<b>60.0%</b>	<b>9.1%</b>
<b>Total Workers</b>	<b>81,642</b>	<b>110,693</b>	<b>122,257</b>	<b>35.6%</b>	<b>10.4%</b>

Source: U.S. Bureau of the Census



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**Table B-9. 1980, 1990 and 2000 Distribution of Mercer County  
Resident Workers by Place of Work**

Place of Work	Census Year			Percent Change	
	1980	1990	2000	'80-'90	'90-'00
<b>Bucks</b>	3,169	2,935	3,865	-7.4%	31.7%
<b>Chester</b>	32	122	94	281.3%	-23.0%
<b>Delaware</b>	89	182	244	104.5%	34.1%
<b>Montgomery</b>	242	518	704	114.0%	35.9%
<b>Philadelphia</b>	927	1,229	1,548	32.6%	26.0%
<b>PA Total</b>	<b>4,459</b>	<b>4,986</b>	<b>6,455</b>	<b>11.8%</b>	<b>29.5%</b>
<b>Burlington</b>	2,335	2,746	3,765	17.6%	37.1%
<b>Camden</b>	367	540	588	47.1%	8.9%
<b>Gloucester</b>	56	76	136	35.7%	78.9%
<b>Mercer</b>	114,251	124,761	112,449	9.2%	-9.9%
<b>NJ Total</b>	<b>117,009</b>	<b>128,123</b>	<b>116,938</b>	<b>9.5%</b>	<b>-8.7%</b>
<b>Total DVRPC Region</b>	<b>121,468</b>	<b>133,109</b>	<b>123,393</b>	<b>9.6%</b>	<b>-7.3%</b>
<b>New York City, NY</b>	3,957	5,586	6,545	41.2%	17.2%
<b>Hunterdon Co., NJ</b>	547	1,116	1,194	104.0%	7.0%
<b>Middlesex Co., NJ</b>	7,108	12,137	16,597	70.8%	36.7%
<b>Monmouth Co., NJ</b>	981	1,834	2,483	87.0%	35.4%
<b>Somerset Co., NJ</b>	1,758	3,266	5,364	85.8%	64.2%
<b>Other</b>	3,144	5,872	7,681	86.8%	30.8%
<b>Total External</b>	<b>17,495</b>	<b>29,811</b>	<b>39,864</b>	<b>70.4%</b>	<b>33.7%</b>
<b>Total Workers</b>	<b>138,963</b>	<b>162,920</b>	<b>163,257</b>	<b>17.2%</b>	<b>0.2%</b>

Source: U.S. Bureau of the Census



**Table B-10. 1990 and 2000 Distribution of City of Chester  
Resident Workers by Place of Work**

Place of Work	Census Year				1990 - 2000 Percent Change
	1990 Number of Workers	Share of Total	2000 Number of Workers	Share of Total	
Chester City, Delaware Co. PA	4,621	30.5%	2,946	23.0%	-36.2%
Philadelphia City, PA	1,620	10.7%	1,020	8.0%	-37.0%
Middletown Twp, Delaware Co. PA	1,111	7.3%	1,112	8.7%	0.1%
Upland Bor., Delaware Co. PA	653	4.3%	442	3.5%	-32.3%
Media Bor., Delaware Co. PA	486	3.2%	551	4.3%	13.4%
Aston Twp., Delaware Co. PA	434	2.9%	279	2.2%	-35.7%
Marcus Hook Bor., Delaware Co. PA	415	2.7%	40	0.3%	-90.4%
Springfield Twp., Delaware Co. PA	392	2.6%	559	4.4%	42.6%
Ridley Twp., Delaware Co. PA	368	2.4%	401	3.1%	9.0%
Nether Providence Twp., Del. Co. PA	250	1.7%	169	1.3%	-32.4%
Swarthmore Bor., Delaware Co. PA	228	1.5%	180	1.4%	-21.1%
<b>Subtotal</b>	<b>10,578</b>	<b>69.9%</b>	<b>7,699</b>	<b>60.2%</b>	<b>-27.2%</b>
New Castle County, DE	713	4.7%	522	4.1%	-26.8%
<b>Other</b>	<b>3,847</b>	<b>25.4%</b>	<b>4,578</b>	<b>35.8%</b>	<b>19.0%</b>
<b>Total Workers</b>	<b>15,138</b>	<b>100%</b>	<b>12,799</b>	<b>100%</b>	<b>-15.5%</b>

Source: U.S. Bureau of the Census



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**Table B-11. 1990 and 2000 Distribution of City of Camden  
Resident Workers by Place of Work**

Place of Work	Census Year				1990 - 2000 Percent Change
	1990 Number of Workers	Share of Total	2000 Number of Workers	Share of Total	
Camden City, Camden Co. NJ	10,349	39.3%	6,889	31.1%	-33.4%
Pennsauken Twp., Camden Co. NJ	3,142	11.9%	2,740	12.4%	-12.8%
Philadelphia City, PA	2,601	9.9%	1,696	7.7%	-34.8%
Cherry Hill Twp., Camden Co. NJ	2,533	9.6%	2,884	13.0%	13.9%
Mount Laurel Twp., Burlington Co. NJ	670	2.5%	597	2.7%	-10.9%
Moorestown Twp., Burlington Co. NJ	535	2.0%	521	2.4%	-2.6%
Haddon Twp., Camden Co. NJ	437	1.7%	237	1.1%	-45.8%
Gloucester Twp., Camden Co. NJ	436	1.7%	561	2.5%	28.7%
Bellmawr Bor., Camden Co. NJ	335	1.3%	223	1.0%	-33.4%
Collingswood Bor., Camden Co. NJ	261	1.0%	22	0.1%	-91.6%
Cinnaminson Twp., Burlington Co. NJ	223	0.8%	133	0.6%	-40.4%
<b>Subtotal</b>	<b>21,522</b>	<b>81.8%</b>	<b>16,503</b>	<b>74.5%</b>	<b>-23.3%</b>
Atlantic City, Atlantic Co. NJ	286	1.1%	168	0.8%	-41.3%
Other	4,506	17.1%	5,490	24.8%	21.8%
<b>Total Workers</b>	<b>26,314</b>	<b>100.0%</b>	<b>22,161</b>	<b>100.0%</b>	<b>-15.8%</b>

Source: U.S. Bureau of the Census



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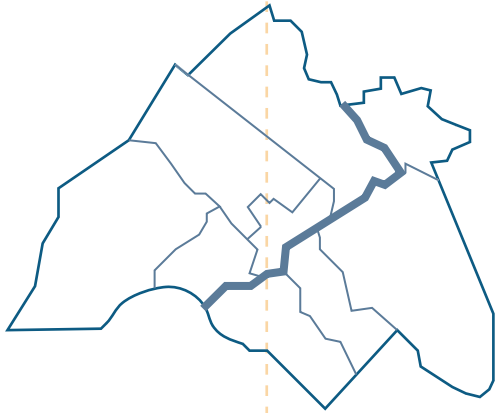
**Table B-12. 1990 and 2000 Distribution of City of Trenton  
Resident Workers by Place of Work**

Place of Work	Census Year				1990 - 2000 Percent Change
	1990 Number of Workers	Share of Total	2000 Number of Workers	Share of Total	
Trenton City, Mercer Co. NJ	17,844	49.4%	11,651	37.1%	-34.7%
Hamilton Twp., Mercer Co. NJ	3,934	10.9%	4,000	12.8%	1.7%
Ewing Twp., Mercer Co. NJ	3,433	9.5%	2,575	8.2%	-25.0%
Lawrence Twp., Mercer Co. NJ	2,678	7.4%	2,259	7.2%	-15.6%
Princeton Bor., Mercer Co. NJ	1,564	4.3%	1,401	4.5%	-10.4%
West Windsor Twp., Mercer Co. NJ	451	1.2%	1,316	4.2%	191.8%
Princeton Twp., Mercer Co. NJ	363	1.0%	485	1.5%	33.6%
East Windsor Twp., Mercer Co. NJ	330	0.9%	405	1.3%	22.7%
Morrisville Bor., Bucks Co. PA	248	0.7%	151	0.5%	-39.1%
<b>Subtotal</b>	<b>30,845</b>	<b>85.3%</b>	<b>24,243</b>	<b>77.3%</b>	<b>-21.4%</b>
South Brunswick Twp., Middlesex Co. NJ	350	1.0%	306	1.0%	-12.6%
New York City (Manhattan), NY	237	0.7%	339	1.1%	43.0%
Montgomery Twp., Somerset Co. NJ	228	0.6%	141	0.4%	-38.2%
<b>Other</b>	<b>4,481</b>	<b>12.4%</b>	<b>6,335</b>	<b>20.2%</b>	<b>41.4%</b>
<b>Total Workers</b>	<b>36,141</b>	<b>100.0%</b>	<b>31,364</b>	<b>100.0%</b>	<b>-13.2%</b>

Source: U.S. Bureau of the Census



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## APPENDIX C



### Distribution of Employed Persons by Place of Residence



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**Table C-1. Distribution of Employed Persons in Bucks County  
by Place of Residence**

County of Residence	Census Year			Percent Change '90-'00
	1980	1990	2000	
<b>Bucks</b>	125,851	152,140	168,090	10.5%
<b>Chester</b>	460	1,083	1,133	4.6%
<b>Delaware</b>	816	1,994	2,060	3.3%
<b>Montgomery</b>	14,325	20,986	23,722	13.0%
<b>Philadelphia</b>	15,531	23,866	23,248	-2.6%
<b>Total PA Counties</b>	<b>156,983</b>	<b>200,069</b>	<b>218,253</b>	<b>9.1%</b>
<b>Burlington</b>	3,584	4,148	4,526	9.1%
<b>Camden</b>	1,259	2,223	1,989	-10.5%
<b>Gloucester</b>	238	952	745	-21.7%
<b>Mercer</b>	3,169	2,935	3,865	31.7%
<b>Total NJ Counties</b>	<b>8,250</b>	<b>10,258</b>	<b>11,125</b>	<b>8.5%</b>
<b>Total DVRPC Region</b>	<b>165,233</b>	<b>210,327</b>	<b>229,378</b>	<b>9.1%</b>
<b>Lehigh Co., PA</b>	2,125	3,832	3,976	3.8%
<b>Northampton Co., PA</b>	721	1,929	1,953	1.2%
<b>Hunterdon, NJ</b>	668	875	935	6.9%
<b>Berks Co., PA</b>	218	825	675	-18.2%
<b>New Castle Co., DE</b>	92	251	261	4.0%
<b>Ocean Co., NJ</b>	186	242	367	51.7%
<b>Middlesex Co., NJ</b>	169	201	418	108.0%
<b>Atlantic Co., NJ</b>	91	135	198	46.7%
<b>Lancaster Co., PA</b>	79	129	154	19.4%
<b>Somerset Co., NJ</b>	61	112	251	124.1%
<b>Carbon Co., PA</b>	N/A	109	149	36.7%
<b>Other</b>	641	1,853	2,888	55.9%
<b>Total Outside Region</b>	<b>5,051</b>	<b>10,493</b>	<b>12,225</b>	<b>16.5%</b>
<b>GRAND TOTAL</b>	<b>170,284</b>	<b>220,820</b>	<b>241,603</b>	<b>9.4%</b>

Source: U.S. Bureau of the Census

**Table C-2. Distribution of Employed Persons in Chester County  
by Place of Residence**

County of Residence	Census Year			Percent Change '90-'00
	1980	1990	2000	
<b>Bucks</b>	894	2,044	3,036	48.5%
<b>Chester</b>	91,017	118,433	137,678	16.2%
<b>Delaware</b>	8,937	14,558	18,504	27.1%
<b>Montgomery</b>	10,525	17,920	25,006	39.5%
<b>Philadelphia</b>	3,117	5,303	7,810	47.3%
<b>Total PA Counties</b>	<b>114,490</b>	<b>158,258</b>	<b>192,034</b>	<b>21.3%</b>
<b>Burlington</b>	128	503	584	16.1%
<b>Camden</b>	261	863	867	0.5%
<b>Gloucester</b>	108	521	726	39.3%
<b>Mercer</b>	32	122	94	-23.0%
<b>Total NJ Counties</b>	<b>529</b>	<b>2,009</b>	<b>2,271</b>	<b>13.0%</b>
<b>Total DVRPC Region</b>	<b>115,019</b>	<b>160,267</b>	<b>194,305</b>	<b>21.2%</b>
<b>Lancaster Co., PA</b>	3,019	5,174	6,134	18.6%
<b>New Castle Co., DE</b>	2,503	3,514	4,738	34.8%
<b>Berks Co., PA</b>	1,502	3,140	5,596	78.2%
<b>Cecil Co., MD</b>	398	796	941	18.2%
<b>Schuylkill Co., PA</b>	N/A	453	47	-89.6%
<b>Lehigh Co., PA</b>	132	243	464	90.9%
<b>Northampton Co., PA</b>	21	119	200	68.1%
<b>Other</b>	370	2,269	3,040	34.0%
<b>Total Outside Region</b>	<b>7,945</b>	<b>15,708</b>	<b>21,160</b>	<b>34.7%</b>
<b>GRAND TOTAL</b>	<b>122,964</b>	<b>175,975</b>	<b>215,465</b>	<b>22.4%</b>

Source: U.S. Bureau of the Census



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**Table C-3. Distribution of Employed Persons in Delaware County  
by Place of Residence**

County of Residence	Census Year			Percent Change '90-'00
	1980	1990	2000	
Bucks	1,361	2,000	2,754	37.7%
Chester	10,998	18,301	17,870	-2.4%
Delaware	137,338	144,062	137,988	-4.2%
Montgomery	7,773	10,933	11,758	7.5%
Philadelphia	12,009	15,161	21,802	43.8%
<b>Total PA Counties</b>	<b>169,479</b>	<b>190,457</b>	<b>192,172</b>	<b>0.9%</b>
Burlington	807	1,612	1,771	9.9%
Camden	2,139	2,754	3,232	17.4%
Gloucester	1,511	2,442	3,179	30.2%
Mercer	89	182	244	34.1%
<b>Total NJ Counties</b>	<b>4,546</b>	<b>6,990</b>	<b>8,426</b>	<b>20.5%</b>
<b>Total DVRPC Region</b>	<b>174,025</b>	<b>197,447</b>	<b>200,598</b>	<b>1.6%</b>
New Castle Co., DE	5,854	6,188	8,150	31.7%
Salem Co., NJ	44	394	486	23.4%
Berks Co., PA	267	383	505	31.9%
Lancaster Co., PA	100	369	615	66.7%
Cecil Co., MD	226	258	373	44.6%
Atlantic Co., NJ	164	186	314	68.8%
Cape May Co., NJ	62	119	224	88.2%
Other	294	1,965	4,794	144.0%
<b>Total Outside Region</b>	<b>7,011</b>	<b>9,862</b>	<b>15,461</b>	<b>56.8%</b>
<b>GRAND TOTAL</b>	<b>181,036</b>	<b>207,309</b>	<b>216,059</b>	<b>4.2%</b>

Source: U.S. Bureau of the Census



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**Table C-4. Distribution of Employed Persons in Montgomery County  
by Place of Residence**

County of Residence	Census Year			Percent Change '90-'00
	1980	1990	2000	
Bucks	30,628	41,886	48,414	15.6%
Chester	17,585	25,411	25,673	1.0%
Delaware	17,854	23,934	28,144	17.6%
Montgomery	204,673	229,923	245,619	6.8%
Philadelphia	37,869	54,113	59,970	10.8%
<b>Total PA Counties</b>	<b>308,609</b>	<b>375,267</b>	<b>407,820</b>	<b>8.7%</b>
Burlington	1,935	3,007	3,053	1.5%
Camden	1,983	3,835	3,910	2.0%
Gloucester	558	1,412	1,991	41.0%
Mercer	242	518	704	35.9%
<b>Total NJ Counties</b>	<b>4,718</b>	<b>8,772</b>	<b>9,658</b>	<b>10.1%</b>
<b>Total DVRPC Region</b>	<b>313,327</b>	<b>384,039</b>	<b>417,478</b>	<b>8.7%</b>
Berks Co., PA	7,751	10,966	12,727	16.1%
Lehigh Co., PA	1,759	3,506	4,880	NA
New Castle Co., DE	542	903	1,851	105.0%
Allegheny Co., PA	N/A	867	314	NA
Northampton Co., PA	378	847	1,150	NA
Lancaster Co., PA	227	617	745	NA
Atlantic Co., NJ	119	251	452	80.1%
Luzerne Co., PA	N/A	177	281	58.8%
Ocean Co., NJ	99	172	295	NA
York Co., PA	77	171	126	-26.3%
Schuylkill Co., PA	N/A	170	220	29.4%
Monmouth Co., NJ	107	154	187	21.4%
Cape May Co., NJ	119	151	280	85.4%
Middlesex Co., NJ	33	150	210	40.0%
Somerset Co., NJ	30	148	115	-22.3%
Carbon Co., PA	N/A	145	335	131.0%
Hunterdon Co., NJ	87	145	269	85.5%
Salem Co., NJ	37	108	226	109.3%
Other	466	3,244	4,671	44.0%
<b>Total Outside Region</b>	<b>11,831</b>	<b>22,892</b>	<b>29,334</b>	<b>28.1%</b>
<b>GRAND TOTAL</b>	<b>325,158</b>	<b>406,931</b>	<b>446,812</b>	<b>9.8%</b>

Source: U.S. Bureau of the Census



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**Table C-5. Distribution of Employed Persons in Philadelphia County  
by Place of Residence**

County of Residence	Census Year			Percent Change
	1980	1990	2000	'90-'00
Bucks	30,896	30,692	31,892	3.9%
Chester	10,733	11,771	10,568	-10.2%
Delaware	64,828	59,652	48,151	-19.3%
Montgomery	55,598	55,956	54,576	-2.5%
Philadelphia	519,442	513,167	429,667	-16.3%
<b>Total PA Counties</b>	<b>681,497</b>	<b>671,238</b>	<b>574,854</b>	<b>-14.4%</b>
Burlington	18,186	17,142	17,661	3.0%
Camden	38,224	38,252	32,961	-13.8%
Gloucester	12,136	13,501	13,778	2.1%
Mercer	927	1,229	1,548	26.0%
<b>Total NJ Counties</b>	<b>69,473</b>	<b>70,124</b>	<b>65,948</b>	<b>-6.0%</b>
<b>Total DVRPC Region</b>	<b>750,970</b>	<b>741,362</b>	<b>640,802</b>	<b>-13.6%</b>
New Castle Co., DE	3,055	4,697	5,386	14.7%
Atlantic Co., NJ	1,205	1,120	1,359	21.3%
Cape May Co., NJ	725	715	711	-0.6%
Lancaster Co., PA	181	690	607	-12.0%
Berks Co., PA	355	657	702	6.8%
Salem Co., NJ	338	490	615	25.5%
Ocean Co., NJ	518	467	491	5.1%
Lehigh Co., PA	215	458	578	26.2%
Cumberland Co., NJ	272	405	618	52.6%
Allegheny Co., PA	N/A	366	152	-58.5%
Middlesex Co., NJ	244	343	416	21.3%
Cecil Co., MD	88	324	254	-21.6%
Monmouth Co., NJ	219	307	622	102.6%
Luzerne Co., PA	N/A	205	137	-33.2%
Northampton Co., PA	129	198	244	23.2%
Dauphin Co., PA	N/A	172	144	-16.3%
Schuylkill Co., PA	N/A	156	72	-53.8%
Essex Co., NJ	N/A	153	83	-45.8%
Baltimore (city), MD	N/A	145	65	-55.2%
Bergen Co., NJ	N/A	135	128	-5.2%
Baltimore Co., MD	N/A	135	105	-22.2%
Hunterdon Co., NJ	93	133	172	29.3%
Somerset Co., NJ	161	128	148	15.6%
Montgomery Co., MD	N/A	124	57	-54.0%
Kent Co., DE	N/A	122	83	-32.0%
York Co., PA	56	122	92	-24.6%
Carbon Co., PA	N/A	107	146	36.4%
Other	1,332	6,808	5,061	-25.7%
<b>Total Outside Region</b>	<b>9,186</b>	<b>19,882</b>	<b>19,248</b>	<b>-3.2%</b>
<b>GRAND TOTAL</b>	<b>760,156</b>	<b>761,244</b>	<b>660,050</b>	<b>-13.3%</b>

Source: U.S. Bureau of the Census



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**Table C-6. Distribution of Employed Persons in Burlington County  
by Place of Residence**

County of Residence	Census Year			Percent Change '90-'00
	1980	1990	2000	
Bucks	1,881	3,888	4,250	9.3%
Chester	90	613	426	-30.5%
Delaware	441	1,246	1,306	4.8%
Montgomery	532	1,484	1,559	5.1%
Philadelphia	2,329	4,820	5,087	5.5%
<b>Total PA Counties</b>	<b>5,273</b>	<b>12,051</b>	<b>12,628</b>	<b>4.8%</b>
Burlington	97,172	116,439	116,422	0.0%
Camden	14,040	26,712	31,765	18.9%
Gloucester	1,895	5,179	7,564	46.1%
Mercer	2,335	2,746	3,765	37.1%
<b>Total NJ Counties</b>	<b>115,442</b>	<b>151,076</b>	<b>159,516</b>	<b>5.6%</b>
<b>Total DVRPC Region</b>	<b>120,715</b>	<b>163,127</b>	<b>172,144</b>	<b>5.5%</b>
Ocean Co., NJ	1,681	2,419	3,150	30.2%
Atlantic Co., NJ	521	806	1,416	75.7%
Monmouth Co., NJ	319	626	780	24.6%
Middlesex Co., NJ	269	483	712	47.4%
Salem Co., NJ	102	326	532	63.2%
Cumberland Co., NJ	65	285	537	88.4%
New Castle Co., DE	133	254	475	87.0%
Cape May Co., NJ	77	220	322	46.4%
Essex Co., NJ	N/A	172	172	0.0%
Bergen Co., NJ	N/A	115	113	-1.7%
Other	662	2,446	2,731	11.7%
<b>Total Outside Region</b>	<b>3,829</b>	<b>8,152</b>	<b>10,940</b>	<b>34.2%</b>
<b>GRAND TOTAL</b>	<b>124,544</b>	<b>171,279</b>	<b>183,084</b>	<b>6.9%</b>

Source: U.S. Bureau of the Census



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**Table C-7. Distribution of Employed Persons in Camden County  
by Place of Residence**

County of Residence	Census Year			Percent Change '90-'00
	1980	1990	2000	
Bucks	1,395	2,799	2,039	-27.2%
Chester	466	1,027	539	-47.5%
Delaware	1,677	2,699	2,287	-15.3%
Montgomery	1,643	2,808	1,844	-34.3%
Philadelphia	7,326	10,083	7,196	-28.6%
<b>Total PA Counties</b>	<b>12,507</b>	<b>19,416</b>	<b>13,905</b>	<b>-28.4%</b>
Burlington	23,209	27,941	26,164	-6.4%
Camden	114,846	130,616	123,735	-5.3%
Gloucester	15,759	21,708	22,737	4.7%
Mercer	367	540	588	8.9%
<b>Total NJ Counties</b>	<b>154,181</b>	<b>180,805</b>	<b>173,224</b>	<b>-4.2%</b>
<b>Total DVRPC Region</b>	<b>166,688</b>	<b>200,221</b>	<b>187,129</b>	<b>-6.5%</b>
Atlantic Co., NJ	1,661	1,853	2,820	52.2%
Salem Co., NJ	377	724	936	29.3%
Cumberland Co., NJ	559	594	1,091	83.7%
New Castle Co., DE	421	558	434	-22.2%
Ocean Co., NJ	338	532	778	46.2%
Cape May Co., NJ	240	513	578	12.7%
Middlesex Co., NJ	101	311	236	-24.1%
Monmouth Co., NJ	207	282	374	32.6%
Other	312	1,698	1,811	6.7%
<b>Total Outside Region</b>	<b>4,216</b>	<b>7,065</b>	<b>9,058</b>	<b>28.2%</b>
<b>GRAND TOTAL</b>	<b>170,904</b>	<b>207,286</b>	<b>196,187</b>	<b>-5.4%</b>

Source: U.S. Bureau of the Census



**Table C-8. Distribution of Employed Persons in Gloucester County  
by Place of Residence**

County of Residence	Census Year			Percent Change '90-'00
	1980	1990	2000	
Bucks	233	614	362	-41.0%
Chester	121	230	411	78.7%
Delaware	667	976	1,251	28.2%
Montgomery	225	474	405	-14.6%
Philadelphia	852	1,394	1,502	7.7%
<b>Total PA Counties</b>	<b>2,098</b>	<b>3,688</b>	<b>3,931</b>	<b>6.6%</b>
Burlington	1,411	2,229	2,849	27.8%
Camden	8,836	13,076	15,234	16.5%
Gloucester	41,161	51,372	56,676	10.3%
Mercer	56	76	136	78.9%
<b>Total NJ Counties</b>	<b>51,464</b>	<b>66,753</b>	<b>74,895</b>	<b>12.2%</b>
<b>Total DVRPC Region</b>	<b>53,562</b>	<b>70,441</b>	<b>78,826</b>	<b>11.9%</b>
Salem Co., NJ	261	3,052	4,343	42.3%
Cumberland Co., NJ	1,001	1,734	2,239	29.1%
Atlantic Co., NJ	604	1,024	1,306	27.5%
New Castle Co., DE	253	562	750	33.5%
Cape May Co., NJ	95	174	336	93.1%
Other	719	1,025	1,755	71.2%
<b>Total Outside Region</b>	<b>2,933</b>	<b>7,571</b>	<b>10,729</b>	<b>41.7%</b>
<b>GRAND TOTAL</b>	<b>56,495</b>	<b>78,012</b>	<b>89,555</b>	<b>14.8%</b>

Source: U.S. Bureau of the Census



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**Table C-9. Distribution of Employed Persons in Mercer County  
by Place of Residence**

County of Residence	Census Year			Percent Change '90-'00
	1980	1990	2000	
Bucks	15,678	24,160	20,812	-13.9%
Chester	44	238	222	-6.7%
Delaware	68	279	345	23.7%
Montgomery	354	1,024	1,298	26.8%
Philadelphia	937	1,953	1,676	-14.2%
<b>Total PA Counties</b>	<b>17,081</b>	<b>27,654</b>	<b>24,353</b>	<b>-11.9%</b>
Burlington	10,738	16,711	17,158	2.7%
Camden	1,113	1,949	2,472	26.8%
Gloucester	199	679	764	12.5%
Mercer	114,251	124,761	112,449	-9.9%
<b>Total NJ Counties</b>	<b>126,301</b>	<b>144,100</b>	<b>132,843</b>	<b>-7.8%</b>
<b>Total DVRPC Region</b>	<b>143,382</b>	<b>171,754</b>	<b>157,196</b>	<b>-8.5%</b>
Middlesex Co., NJ	6,754	10,264	12,952	26.2%
Monmouth Co., NJ	3,404	5,102	6,393	25.3%
Somerset Co., NJ	3,114	4,376	5,575	27.4%
Ocean Co., NJ	2,655	3,933	5,865	49.1%
Hunterdon Co., NJ	2,659	3,518	3,492	-0.7%
Union Co., NJ	608	811	1,066	31.4%
Essex Co., NJ	N/A	689	846	22.8%
Morris Co., NJ		531	783	47.5%
Atlantic Co., NJ	128	326	274	-16.0%
Hudson Co., NJ		304	681	124.0%
Bergen Co., NJ	N/A	296	768	159.5%
Passaic Co., NJ		280	506	80.7%
Warren Co., NJ		250	405	62.0%
Cumberland Co., NJ	67	153	64	-58.2%
Northampton Co., PA	50	101	161	59.4%
Other	2,015	2,138	3,198	49.6%
<b>Total Outside Region</b>	<b>21,454</b>	<b>33,072</b>	<b>43,029</b>	<b>30.1%</b>
<b>GRAND TOTAL</b>	<b>164,836</b>	<b>204,826</b>	<b>200,225</b>	<b>-2.2%</b>

Source: U.S. Bureau of the Census



**Table C-10. Distribution of Employed Persons in the City of Chester  
by Place of Residence**

Place of Residence	Census Year				1990 - 2000 Percent Change
	1990 Number of Workers	Share of Total	2000 Number of Workers	Share of Total	
Chester (city), Delaware Co. PA	4,621	29.3%	2,946	28.3%	-36.2%
Philadelphia City, PA	923	5.8%	851	8.2%	-7.8%
Aston Twp., Delaware Co. PA	700	4.4%	204	2.0%	-70.9%
Ridley Twp., Delaware Co. PA	659	4.2%	364	3.5%	-44.8%
Upper Chichester Twp., Del. Co. PA	609	3.9%	351	3.4%	-42.4%
Chester Twp., Delaware Co. PA	424	2.7%	156	1.5%	-63.2%
Nether Providence Twp., Del. Co. PA	384	2.4%	200	1.9%	-47.9%
Upper Darby Twp., Delaware Co. PA	308	2.0%	322	3.1%	4.5%
Brookhaven Bor., Delaware Co. PA	270	1.7%	143	1.4%	-47.0%
Middletown Twp., Delaware Co. PA	226	1.4%	113	1.1%	-50.0%
Trainer Bor., Delaware Co. PA	196	1.2%	84	0.8%	-57.1%
<b>Subtotal</b>	<b>9,320</b>	<b>59.0%</b>	<b>5,734</b>	<b>55.0%</b>	<b>-38.5%</b>
New Castle County, DE	556	3.5%	815	7.8%	46.6%
<b>Other</b>	<b>5,912</b>	<b>37.4%</b>	<b>3,875</b>	<b>37.2%</b>	<b>-34.5%</b>
<b>Total</b>	<b>15,788</b>	<b>100.0%</b>	<b>10,424</b>	<b>100.0%</b>	<b>-34.0%</b>

Source: U.S. Bureau of the Census



**Table C-11. Distribution of Employed Persons in the City of Camden  
by Place of Residence**

Place of Residence	Census Year				1990 - 2000 Percent Change
	1990 Number of Workers	Share of Total	2000 Number of Workers	Share of Total	
Camden City, Camden Co. NJ	10,349	27.0%	6,889	22.8%	-33.4%
Philadelphia City, PA	2,583	6.7%	1,339	4.4%	-48.2%
Cherry Hill Twp., Camden Co. NJ	2,181	5.7%	1,699	5.6%	-22.1%
Pennsauken Twp., Camden Co. NJ	1,667	4.3%	1,486	4.9%	-10.9%
Gloucester Twp., Camden Co. NJ	1,393	3.6%	1,737	5.7%	24.7%
Washington Twp, Gloucester Co.	863	2.2%	705	2.3%	-18.3%
Collingswood Bor., Camden Co. NJ	841	2.2%	628	2.1%	-25.3%
Voorhees Twp., Camden Co. NJ	775	2.0%	562	1.9%	-27.5%
Mount Laurel Twp., Burlington Co. NJ	664	1.7%	613	2.0%	-7.7%
Lindenwold Bor., Camden Co. NJ	628	1.6%	428	1.4%	-31.8%
Gloucester City, Camden Co. NJ	625	1.6%	363	1.2%	-41.9%
Haddon Twp., Camden Co. NJ	619	1.6%	466	1.5%	-24.7%
<b>Subtotal</b>	<b>23,188</b>	<b>60.4%</b>	<b>16,915</b>	<b>55.9%</b>	<b>-27.1%</b>
<b>Other</b>	<b>15,181</b>	<b>39.6%</b>	<b>13,324</b>	<b>44.1%</b>	<b>-12.2%</b>
<b>Total</b>	<b>38,369</b>	<b>100%</b>	<b>30,239</b>	<b>100%</b>	<b>-21.2%</b>

Source: U.S. Bureau of the Census



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**Table C-12. Distribution of Employed Persons in the City of Trenton  
by Place of Residence**

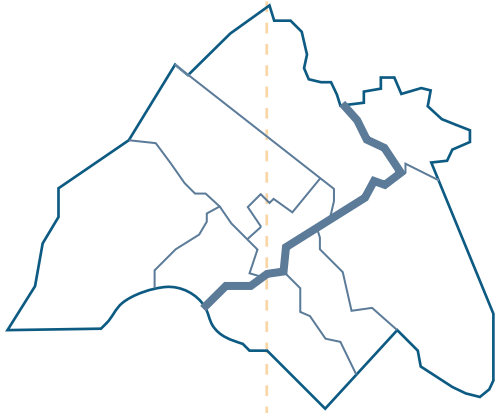
Place of Residence	Census Year				1990 - 2000 Percent Change
	1990 Number of Workers	Share of Total	2000 Number of Workers	Share of Total	
Trenton City, Mercer Co. NJ	17,844	30.9%	11,651	23.1%	-34.7%
Hamilton Twp., Mercer Co. NJ	10,899	18.9%	8,132	16.1%	-25.4%
Ewing Twp., Mercer Co. NJ	4,351	7.5%	3,615	7.2%	-16.9%
Lawrence Twp., Mercer Co. NJ	1,632	2.8%	1,584	3.1%	-2.9%
Falls Twp., Bucks Co. PA	1,532	2.7%	943	1.9%	-38.4%
Lower Makefield Twp., Bucks Co. PA	1,235	2.1%	952	1.9%	-22.9%
Bristol Twp., Bucks Co. PA	992	1.7%	721	1.4%	-27.3%
Morrisville Bor., Bucks Co. PA	886	1.5%	554	1.1%	-37.5%
Willingboro Twp., Burlington Co. NJ	881	1.5%	746	1.5%	-15.3%
Middletown Twp, Bucks Co. PA	660	1.1%	614	1.2%	-7.0%
Bordentown Twp., Burlington Co. NJ	651	1.1%	680	1.3%	4.5%
Hopewell Twp., Mercer Co. NJ	607	1.1%	851	1.7%	40.2%
<b>Subtotal</b>	<b>42,170</b>	<b>72.9%</b>	<b>31,043</b>	<b>61.4%</b>	<b>-26.4%</b>
<b>Other</b>	<b>15,638</b>	<b>27.1%</b>	<b>19,501</b>	<b>38.6%</b>	<b>24.7%</b>
<b>Total</b>	<b>57,808</b>	<b>100%</b>	<b>50,544</b>	<b>100%</b>	<b>-12.6%</b>

Source: U.S. Bureau of the Census



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## APPENDIX D



### 1990 and 2000 Distribution of Resident Workers by Means of Transportation and Travel Time



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**Table D-1. 1990 and 2000 Distribution of Resident Workers in Bucks County  
by Means of Transportation and Travel Time**

Means of Transportation to Work	Number of Workers		Share of Workers		Average Travel Time (min)		1990 - 2000 Percent Change	
	1990	2000	1990	2000	1990	2000	Share of Workers	Travel Time
<b>All Modes</b>								
Drove alone	225,298	252,000	82.6%	86.1%	23.7	27.5	3.5%	16.1%
2-person carpool	25,328	21,894	9.3%	7.5%	24.1	27.3	-1.8%	13.3%
3-person carpool	3,361	2,141	1.2%	0.7%	28.2	32.7	-0.5%	15.8%
4-person carpool	912	705	0.3%	0.2%	34.1	30.9	-0.1%	-9.5%
5-or-6-person carpool	285	266	0.1%	0.1%	32.7	36.8	0.0%	12.8%
7-or-more-person carpool	545	210	0.2%	0.1%	46.1	38.8	-0.1%	-15.8%
Bus or trolley bus	1,014	1,051	0.4%	0.4%	34.7	51.9	0.0%	49.5%
Streetcar or trolley car	36	44	0.0%	0.0%	38.6	58.6	0.0%	51.9%
Subway or elevated	334	417	0.1%	0.1%	53.9	67.3	0.0%	24.9%
Railroad	6,326	6,781	2.3%	2.3%	52.6	76.9	0.0%	46.2%
Ferryboat	12	12	0.0%	0.0%	38.8	13.3	0.0%	-65.6%
Bicycle	658	540	0.2%	0.2%	16.1	15.4	-0.1%	-4.0%
Walked	6,876	5,020	2.5%	1.7%	9.9	9.7	-0.8%	-1.9%
Taxicab	116	119	0.0%	0.0%	13.7	17.7	0.0%	28.5%
Motorcycle	259	199	0.1%	0.1%	20.2	16.8	0.0%	-16.6%
Other means	1,278	1,175	0.5%	0.4%	18.8	54.3	-0.1%	189.1%
Worked at home	6,913	10,769	----	----	0.0	0.0	----	----
<b>Total excluding "Worked at Home"</b>	<b>272,638</b>	<b>292,574</b>	<b>100%</b>	<b>100%</b>	<b>23.6</b>	<b>28.6</b>	<b>0.0%</b>	<b>21.1%</b>
<b>Major Modes</b>								
Drove alone	225,298	252,000	82.6%	86.1%	23.7	27.5	3.5%	16.1%
Carpool / Vanpool	30,431	25,216	11.2%	8.6%	25.3	28.1	-2.5%	10.7%
Bus / Trolley / Streetcar / Taxi	1,166	1,214	0.4%	0.4%	32.8	48.8	0.0%	49.0%
Subway / Elevated	334	417	0.1%	0.1%	53.9	67.3	0.0%	24.9%
Railroad	6,326	6,781	2.3%	2.3%	52.6	76.9	0.0%	46.2%
Bicycle	658	540	0.2%	0.2%	16.1	15.4	-0.1%	-4.0%
Walked	6,876	5,020	2.5%	1.7%	9.9	9.7	-0.8%	-1.9%
Other means	1,549	1,386	0.6%	0.5%	19.2	48.5	-0.1%	153.3%
<b>Total excluding "Worked at Home"</b>	<b>272,638</b>	<b>292,574</b>	<b>100%</b>	<b>100%</b>	<b>23.6</b>	<b>28.6</b>	<b>0.0%</b>	<b>21.1%</b>
<b>Highway / Transit Modes</b>								
Highway	263,522	282,975	96.7%	96.7%	23.5	27.2	0.1%	15.7%
Transit	7,838	8,424	2.9%	2.9%	49.7	72.3	0.0%	45.5%
Other Means	1,278	1,175	0.5%	0.4%	18.8	54.3	-0.1%	189.1%
<b>Total excluding "Worked at Home"</b>	<b>272,638</b>	<b>292,574</b>	<b>100%</b>	<b>100%</b>	<b>23.6</b>	<b>28.6</b>	<b>0.0%</b>	<b>21.1%</b>

Source: U.S. Bureau of the Census



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**Table D-2. 1990 and 2000 Distribution of Resident Workers in Chester County  
by Means of Transportation and Travel Time**

Means of Transportation to Work	Number of Workers		Share of Workers		Average Travel Time (min)		1990 - 2000 Percent Change	
	1990	2000	1990	2000	1990	2000	Share of Workers	Travel Time
<b>All Modes</b>								
Drove alone	154,100	176,090	81.6%	84.9%	23.6	26.9	3.4%	13.8%
2-person carpool	16,095	15,180	8.5%	7.3%	23.6	26.4	-1.2%	12.0%
3-person carpool	2,286	2,322	1.2%	1.1%	26.3	27.0	-0.1%	2.5%
4-person carpool	596	570	0.3%	0.3%	27.2	25.3	0.0%	-6.8%
5-or-6-person carpool	368	347	0.2%	0.2%	29.2	32.7	0.0%	12.3%
7-or-more-person carpool	444	281	0.2%	0.1%	32.0	25.1	-0.1%	-21.4%
Bus or trolley bus	973	990	0.5%	0.5%	34.2	44.0	0.0%	28.7%
Streetcar or trolley car	32	10	0.0%	0.0%	46.9	50.0	0.0%	6.6%
Subway or elevated	183	299	0.1%	0.1%	51.5	57.1	0.0%	10.9%
Railroad	4,362	4,267	2.3%	2.1%	56.0	66.5	-0.3%	18.7%
Ferryboat	0	29	0.0%	0.0%	----	53.4	0.0%	----
Bicycle	312	172	0.2%	0.1%	17.4	21.8	-0.1%	24.9%
Walked	7,647	5,509	4.0%	2.7%	8.4	9.3	-1.4%	10.8%
Taxicab	145	69	0.1%	0.0%	12.6	15.5	0.0%	22.3%
Motorcycle	247	134	0.1%	0.1%	17.8	18.5	-0.1%	4.0%
Other means	1,128	1,063	0.6%	0.5%	23.1	52.7	-0.1%	127.8%
Worked at home	6,589	10,696	----	----	0.0	0.0	----	----
<b>Total excluding "Worked at Home"</b>	<b>188,918</b>	<b>207,332</b>	<b>100%</b>	<b>100%</b>	<b>23.1</b>	<b>27.5</b>	<b>0.0%</b>	<b>19.0%</b>
<b>Major Modes</b>								
Drove alone	154,100	176,090	81.6%	84.9%	23.6	26.9	3.4%	13.8%
Carpool / Vanpool	19,789	18,700	10.5%	9.0%	24.3	26.6	-1.5%	9.2%
Bus / Trolley / Streetcar / Taxi	1,150	1,069	0.6%	0.5%	31.8	42.3	-0.1%	32.7%
Subway / Elevated	183	299	0.1%	0.1%	51.5	57.1	0.0%	10.9%
Railroad	4,362	4,267	2.3%	2.1%	56.0	66.5	-0.3%	18.7%
Bicycle	312	172	0.2%	0.1%	17.4	21.8	-0.1%	24.9%
Walked	7,647	5,509	4.0%	2.7%	8.4	9.3	-1.4%	10.8%
Other means	1,375	1,226	0.7%	0.6%	22.2	49.0	-0.1%	120.9%
<b>Total excluding "Worked at Home"</b>	<b>188,918</b>	<b>207,332</b>	<b>100%</b>	<b>100%</b>	<b>23.1</b>	<b>27.5</b>	<b>0.0%</b>	<b>19.0%</b>
<b>Highway / Transit Modes</b>								
Highway	182,095	200,605	96.4%	96.8%	23.1	26.2	0.4%	13.4%
Transit	5,695	5,664	3.0%	2.7%	51.0	61.3	-0.3%	20.2%
Other Means	1,128	1,063	0.6%	0.5%	23.1	52.7	-0.1%	127.8%
<b>Total excluding "Worked at Home"</b>	<b>188,918</b>	<b>207,332</b>	<b>100%</b>	<b>100%</b>	<b>23.1</b>	<b>27.5</b>	<b>0.0%</b>	<b>19.0%</b>

Source: U.S. Bureau of the Census



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**Table D-3. 1990 and 2000 Distribution of Resident Workers in Delaware County  
by Means of Transportation and Travel Time**

Means of Transportation to Work	Number of Workers		Share of Workers		Average Travel Time (min)		1990 - 2000 Percent Change	
	1990	2000	1990	2000	1990	2000	Share of Workers	Travel Time
<b>All Modes</b>								
Drove alone	185,360	191,434	72.3%	77.5%	23.4	26.0	5.2%	11.2%
2-person carpool	25,761	20,435	10.1%	8.3%	24.4	26.7	-1.8%	9.6%
3-person carpool	3,707	2,785	1.4%	1.1%	27.1	30.6	-0.3%	12.9%
4-person carpool	1,164	680	0.5%	0.3%	27.9	31.2	-0.2%	11.9%
5-or-6-person carpool	410	387	0.2%	0.2%	31.5	29.6	0.0%	-6.0%
7-or-more-person carpool	629	225	0.2%	0.1%	33.4	42.9	-0.2%	28.5%
Bus or trolley bus	8,109	8,229	3.2%	3.3%	36.4	44.8	0.2%	22.9%
Streetcar or trolley car	1,347	836	0.5%	0.3%	42.4	44.0	-0.2%	3.8%
Subway or elevated	5,931	3,651	2.3%	1.5%	42.6	43.5	-0.8%	2.0%
Railroad	8,751	6,967	3.4%	2.8%	41.8	47.4	-0.6%	13.4%
Ferryboat	7	39	0.0%	0.0%	20.0	50.1	0.0%	150.6%
Bicycle	635	475	0.2%	0.2%	15.0	16.1	-0.1%	7.2%
Walked	12,698	9,384	5.0%	3.8%	11.0	10.6	-1.2%	-3.7%
Taxicab	99	151	0.0%	0.1%	26.8	21.0	0.0%	-21.8%
Motorcycle	304	180	0.1%	0.1%	18.4	21.1	0.0%	14.6%
Other means	1,407	1,112	0.5%	0.5%	22.4	36.7	-0.1%	63.9%
Worked at home	5,288	6,745	----	----	0.0	0.0	----	----
<b>Total excluding "Worked at Home"</b>	<b>256,319</b>	<b>246,970</b>	<b>100%</b>	<b>100%</b>	<b>24.0</b>	<b>27.1</b>	<b>0.0%</b>	<b>12.9%</b>
<b>Major Modes</b>								
Drove alone	185,360	191,434	72.3%	77.5%	23.4	26.0	5.2%	11.2%
Carpool / Vanpool	31,671	24,512	12.4%	9.9%	25.1	27.5	-2.4%	9.5%
Bus / Trolley / Streetcar / Taxi	9,555	9,216	3.7%	3.7%	37.2	44.3	0.0%	19.2%
Subway / Elevated	5,931	3,651	2.3%	1.5%	42.6	43.5	-0.8%	2.0%
Railroad	8,751	6,967	3.4%	2.8%	41.8	47.4	-0.6%	13.4%
Bicycle	635	475	0.2%	0.2%	15.0	16.1	-0.1%	7.2%
Walked	12,698	9,384	5.0%	3.8%	11.0	10.6	-1.2%	-3.7%
Other means	1,718	1,331	0.7%	0.5%	21.7	35.0	-0.1%	61.4%
<b>Total excluding "Worked at Home"</b>	<b>256,319</b>	<b>246,970</b>	<b>100%</b>	<b>100%</b>	<b>24.0</b>	<b>27.1</b>	<b>0.0%</b>	<b>12.9%</b>
<b>Highway / Transit Modes</b>								
Highway	230,668	225,985	90.0%	91.5%	22.9	25.5	1.5%	11.3%
Transit	24,244	19,873	9.5%	8.0%	40.2	45.2	-1.4%	12.7%
Other Means	1,407	1,112	0.5%	0.5%	22.4	36.7	-0.1%	63.9%
<b>Total excluding "Worked at Home"</b>	<b>256,319</b>	<b>246,970</b>	<b>100%</b>	<b>100%</b>	<b>24.0</b>	<b>27.1</b>	<b>0.0%</b>	<b>12.9%</b>

Source: U.S. Bureau of the Census

**Table D-4. 1990 and 2000 Distribution of Resident Workers in Montgomery County  
by Means of Transportation and Travel Time**

Means of Transportation to Work	Number of Workers		Share of Workers		Average Travel Time (min)		1990 - 2000 Percent Change	
	1990	2000	1990	2000	1990	2000	Share of Workers	Travel Time
<b>All Modes</b>								
Drove alone	278,380	305,955	81.2%	83.6%	21.8	25.8	2.4%	18.5%
2-person carpool	29,608	26,151	8.6%	7.1%	22.8	25.5	-1.5%	11.8%
3-person carpool	3,461	3,508	1.0%	1.0%	25.7	27.9	-0.1%	8.5%
4-person carpool	1,144	986	0.3%	0.3%	30.5	29.2	-0.1%	-4.4%
5-or-6-person carpool	437	437	0.1%	0.1%	24.7	33.2	0.0%	34.2%
7-or-more-person carpool	546	225	0.2%	0.1%	36.5	49.7	-0.1%	36.2%
Bus or trolley bus	3,471	3,890	1.0%	1.1%	36.8	40.5	0.0%	10.1%
Streetcar or trolley car	91	58	0.0%	0.0%	46.0	75.5	0.0%	64.1%
Subway or elevated	1,258	1,141	0.4%	0.3%	42.0	46.4	-0.1%	10.5%
Railroad	9,774	11,246	2.9%	3.1%	47.4	51.8	0.2%	9.3%
Ferryboat	7	0	0.0%	0.0%	65.0	----	0.0%	----
Bicycle	607	681	0.2%	0.2%	15.7	20.0	0.0%	27.3%
Walked	11,920	9,913	3.5%	2.7%	9.3	10.5	-0.8%	13.2%
Taxicab	272	159	0.1%	0.0%	19.6	19.7	0.0%	0.3%
Motorcycle	307	136	0.1%	0.0%	14.1	18.8	-0.1%	33.5%
Other means	1,382	1,513	0.4%	0.4%	19.2	42.9	0.0%	123.5%
Worked at home	10,295	13,532	----	----	0.0	0.0	----	----
<b>Total excluding "Worked at Home"</b>	<b>342,665</b>	<b>365,999</b>	<b>100%</b>	<b>100%</b>	<b>21.8</b>	<b>26.5</b>	<b>0.0%</b>	<b>21.5%</b>
<b>Major Modes</b>								
Drove alone	278,380	305,955	81.2%	83.6%	21.8	25.8	2.4%	18.5%
Carpool / Vanpool	35,196	31,307	10.3%	8.6%	23.6	26.2	-1.7%	11.0%
Bus / Trolley / Streetcar / Taxi	3,834	4,107	1.1%	1.1%	35.8	40.2	0.0%	12.3%
Subway / Elevated	1,258	1,141	0.4%	0.3%	42.0	46.4	-0.1%	10.5%
Railroad	9,774	11,246	2.9%	3.1%	47.4	51.8	0.2%	9.3%
Bicycle	607	681	0.2%	0.2%	15.7	20.0	0.0%	27.3%
Walked	11,920	9,913	3.5%	2.7%	9.3	10.5	-0.8%	13.2%
Other means	1,696	1,649	0.5%	0.5%	18.4	40.9	0.0%	121.6%
<b>Total excluding "Worked at Home"</b>	<b>342,665</b>	<b>365,999</b>	<b>100%</b>	<b>100%</b>	<b>21.8</b>	<b>26.5</b>	<b>0.0%</b>	<b>21.5%</b>
<b>Highway / Transit Modes</b>								
Highway	326,410	347,992	95.3%	95.1%	21.5	25.4	-0.2%	18.1%
Transit	14,873	16,494	4.3%	4.5%	43.9	48.5	0.2%	10.4%
Other Means	1,382	1,513	0.4%	0.4%	19.2	42.9	0.0%	123.5%
<b>Total excluding "Worked at Home"</b>	<b>342,665</b>	<b>365,999</b>	<b>100%</b>	<b>100%</b>	<b>21.8</b>	<b>26.5</b>	<b>0.0%</b>	<b>21.5%</b>

Source: U.S. Bureau of the Census

**Table D-5. 1990 and 2000 Distribution of Resident Workers in Philadelphia County  
by Means of Transportation and Travel Time**

Means of Transportation to Work	Number of Workers		Share of Workers		Average Travel Time (min)		1990 - 2000 Percent Change	
	1990	2000	1990	2000	1990	2000	Share of Workers	Travel Time
<b>All Modes</b>								
Drove alone	286,068	280,266	45.5%	50.2%	24.5	28.4	4.7%	15.9%
2-person carpool	64,515	55,847	10.3%	10.0%	25.3	29.5	-0.3%	16.4%
3-person carpool	12,740	10,662	2.0%	1.9%	28.3	33.1	-0.1%	16.9%
4-person carpool	4,306	3,817	0.7%	0.7%	28.8	32.0	0.0%	10.9%
5-or-6-person carpool	1,547	1,459	0.2%	0.3%	32.5	37.5	0.0%	15.4%
7-or-more-person carpool	1,314	1,241	0.2%	0.2%	40.9	45.6	0.0%	11.6%
Bus or trolley bus	118,528	99,358	18.8%	17.8%	37.2	46.9	-1.1%	26.0%
Streetcar or trolley car	8,063	3,624	1.3%	0.6%	35.5	38.8	-0.6%	9.2%
Subway or elevated	44,901	27,261	7.1%	4.9%	38.5	41.4	-2.3%	7.5%
Railroad	11,386	13,137	1.8%	2.4%	41.8	53.0	0.5%	26.6%
Ferryboat	21	45	0.0%	0.0%	37.1	141.6	0.0%	281.1%
Bicycle	3,637	4,864	0.6%	0.9%	17.4	19.5	0.3%	12.3%
Walked	66,446	51,550	10.6%	9.2%	13.6	14.9	-1.3%	10.1%
Taxicab	816	1,379	0.1%	0.2%	19.4	22.1	0.1%	13.6%
Motorcycle	558	435	0.1%	0.1%	19.6	23.0	0.0%	17.3%
Other means	4,028	3,640	0.6%	0.7%	22.8	36.3	0.0%	58.9%
Worked at home	11,703	10,783	----	----	0.0	0.0	----	----
<b>Total excluding "Worked at Home"</b>	<b>628,874</b>	<b>558,585</b>	<b>100%</b>	<b>100%</b>	<b>26.9</b>	<b>32.0</b>	<b>0.0%</b>	<b>19.0%</b>
<b>Major Modes</b>								
Drove alone	286,068	280,266	45.5%	50.2%	24.5	28.4	4.7%	15.9%
Carpool / Vanpool	84,422	73,026	13.4%	13.1%	26.3	30.6	-0.4%	16.1%
Bus / Trolley / Streetcar / Taxi	127,407	104,361	20.3%	18.7%	37.0	46.3	-1.6%	25.1%
Subway / Elevated	44,901	27,261	7.1%	4.9%	38.5	41.4	-2.3%	7.5%
Railroad	11,386	13,137	1.8%	2.4%	41.8	53.0	0.5%	26.6%
Bicycle	3,637	4,864	0.6%	0.9%	17.4	19.5	0.3%	12.3%
Walked	66,446	51,550	10.6%	9.2%	13.6	14.9	-1.3%	10.1%
Other means	4,607	4,120	0.7%	0.7%	22.5	36.0	0.0%	60.1%
<b>Total excluding "Worked at Home"</b>	<b>628,874</b>	<b>558,585</b>	<b>100%</b>	<b>100%</b>	<b>26.9</b>	<b>32.0</b>	<b>0.0%</b>	<b>19.0%</b>
<b>Highway / Transit Modes</b>								
Highway	441,131	410,141	70.1%	73.4%	23.2	27.0	3.3%	16.6%
Transit	183,715	144,804	29.2%	25.9%	37.7	46.0	-3.3%	22.1%
Other Means	4,028	3,640	0.6%	0.7%	22.8	36.3	0.0%	58.9%
<b>Total excluding "Worked at Home"</b>	<b>628,874</b>	<b>558,585</b>	<b>100%</b>	<b>100%</b>	<b>26.9</b>	<b>32.0</b>	<b>0.0%</b>	<b>19.0%</b>

Source: U.S. Bureau of the Census

**Table D-6. 1990 and 2000 Distribution of Resident Workers in DVRPC Region Five PA Counties by Means of Transportation and Travel Time**

Means of Transportation to Work	Number of Workers		Share of Workers		Average Travel Time (min)		1990 - 2000 Percent Change	
	1990	2000	1990	2000	1990	2000	Share of Workers	Travel Time
<b>All Modes</b>								
Drove alone	1,129,206	1,205,745	66.8%	72.1%	23.4	27.0	5.3%	15.3%
2-person carpool	161,307	139,507	9.5%	8.3%	24.3	27.7	-1.2%	13.6%
3-person carpool	25,555	21,418	1.5%	1.3%	27.6	31.2	-0.2%	13.1%
4-person carpool	8,122	6,758	0.5%	0.4%	29.4	30.8	-0.1%	4.8%
5-or-6-person carpool	3,047	2,896	0.2%	0.2%	30.9	35.2	0.0%	14.0%
7-or-more-person carpool	3,478	2,182	0.2%	0.1%	38.5	42.5	-0.1%	10.3%
Bus or trolley bus	132,095	113,518	7.8%	6.8%	37.1	46.6	-1.0%	25.4%
Streetcar or trolley car	9,569	4,572	0.6%	0.3%	36.7	40.4	-0.3%	10.3%
Subway or elevated	52,607	32,769	3.1%	2.0%	39.2	42.3	-1.2%	7.8%
Railroad	40,599	42,398	2.4%	2.5%	46.3	56.9	0.1%	22.8%
Ferryboat	47	125	0.0%	0.0%	39.1	80.3	0.0%	105.1%
Bicycle	5,849	6,732	0.3%	0.4%	16.8	19.1	0.1%	13.4%
Walked	105,587	81,376	6.2%	4.9%	12.2	13.2	-1.4%	8.5%
Taxicab	1,448	1,877	0.1%	0.1%	18.8	21.3	0.0%	12.9%
Motorcycle	1,675	1,084	0.1%	0.1%	18.2	20.5	0.0%	12.5%
Other means	9,223	8,503	0.5%	0.5%	21.7	42.0	0.0%	93.9%
Worked at home	40,788	52,525	----	----	0.0	0.0	----	----
<b>Total excluding "Worked at Home"</b>	<b>1,689,414</b>	<b>1,671,460</b>	<b>100%</b>	<b>100%</b>	<b>24.5</b>	<b>28.9</b>	<b>0.0%</b>	<b>18.2%</b>
<b>Major Modes</b>								
Drove alone	1,129,206	1,205,745	66.8%	72.1%	23.4	27.0	5.3%	15.3%
Carpool / Vanpool	201,509	172,761	11.9%	10.3%	25.3	28.5	-1.6%	12.8%
Bus / Trolley / Streetcar / Taxi	143,112	119,967	8.5%	7.2%	36.9	45.9	-1.3%	24.5%
Subway / Elevated	52,607	32,769	3.1%	2.0%	39.2	42.3	-1.2%	7.8%
Railroad	40,599	42,398	2.4%	2.5%	46.3	56.9	0.1%	22.8%
Bicycle	5,849	6,732	0.3%	0.4%	16.8	19.1	0.1%	13.4%
Walked	105,587	81,376	6.2%	4.9%	12.2	13.2	-1.4%	8.5%
Other means	10,945	9,712	0.6%	0.6%	21.2	40.1	-0.1%	89.0%
<b>Total excluding "Worked at Home"</b>	<b>1,689,414</b>	<b>1,671,460</b>	<b>100%</b>	<b>100%</b>	<b>24.5</b>	<b>28.9</b>	<b>0.0%</b>	<b>18.2%</b>
<b>Highway / Transit Modes</b>								
Highway	1,443,826	1,467,698	85.5%	87.8%	22.8	26.3	2.3%	15.6%
Transit	236,365	195,259	14.0%	11.7%	39.0	47.7	-2.3%	22.2%
Other Means	9,223	8,503	0.5%	0.5%	21.7	42.0	0.0%	93.9%
<b>Total excluding "Worked at Home"</b>	<b>1,689,414</b>	<b>1,671,460</b>	<b>100%</b>	<b>100%</b>	<b>24.5</b>	<b>28.9</b>	<b>0.0%</b>	<b>18.2%</b>

Source: U.S. Bureau of the Census



**Table D-7. 1990 and 2000 Distribution of Resident Workers in Burlington County  
by Means of Transportation and Travel Time**

Means of Transportation to Work	Number of Workers		Share of Workers		Average Travel Time (min)		1990 - 2000 Percent Change	
	1990	2000	1990	2000	1990	2000	Share of Workers	Travel Time
<b>All Modes</b>								
Drove alone	160,023	171,600	79.7%	85.2%	24.0	27.1	5.5%	12.8%
2-person carpool	20,501	15,545	10.2%	7.7%	24.3	27.8	-2.5%	14.4%
3-person carpool	2,800	2,205	1.4%	1.1%	30.5	34.6	-0.3%	13.5%
4-person carpool	979	919	0.5%	0.5%	32.7	45.5	0.0%	39.3%
5-or-6-person carpool	281	310	0.1%	0.2%	38.4	44.6	0.0%	16.1%
7-or-more-person carpool	506	153	0.3%	0.1%	43.2	42.1	-0.2%	-2.4%
Bus or trolley bus	2,711	2,852	1.3%	1.4%	39.4	62.4	0.1%	58.1%
Streetcar or trolley car	39	71	0.0%	0.0%	24.9	49.5	0.0%	99.2%
Subway or elevated	1,301	1,305	0.6%	0.6%	51.0	57.9	0.0%	13.5%
Railroad	1,366	1,709	0.7%	0.8%	53.1	72.1	0.2%	35.8%
Ferryboat	7	4	0.0%	0.0%	2.0	5.0	0.0%	150.0%
Bicycle	659	330	0.3%	0.2%	13.3	15.7	-0.2%	18.1%
Walked	8,140	3,292	4.1%	1.6%	9.2	12.1	-2.4%	30.4%
Taxicab	103	75	0.1%	0.0%	14.2	31.1	0.0%	119.3%
Motorcycle	201	146	0.1%	0.1%	20.4	16.9	0.0%	-16.9%
Other means	1,251	933	0.6%	0.5%	16.6	35.0	-0.2%	110.5%
Worked at home	4,264	5,786	----	----	0.0	0.0	----	----
<b>Total excluding "Worked at Home"</b>	<b>200,868</b>	<b>201,449</b>	<b>100%</b>	<b>100%</b>	<b>23.6</b>	<b>28.2</b>	<b>0.0%</b>	<b>19.3%</b>
<b>Major Modes</b>								
Drove alone	160,023	171,600	79.7%	85.2%	24.0	27.1	5.5%	12.8%
Carpool / Vanpool	25,067	19,132	12.5%	9.5%	25.8	29.8	-3.0%	15.4%
Bus / Trolley / Streetcar / Taxi	2,853	2,998	1.4%	1.5%	38.3	61.3	0.1%	59.8%
Subway / Elevated	1,301	1,305	0.6%	0.6%	51.0	57.9	0.0%	13.5%
Railroad	1,366	1,709	0.7%	0.8%	53.1	72.1	0.2%	35.8%
Bicycle	659	330	0.3%	0.2%	13.3	15.7	-0.2%	18.1%
Walked	8,140	3,292	4.1%	1.6%	9.2	12.1	-2.4%	30.4%
Other means	1,459	1,083	0.7%	0.5%	17.1	32.5	-0.2%	90.1%
<b>Total excluding "Worked at Home"</b>	<b>200,868</b>	<b>201,449</b>	<b>100%</b>	<b>100%</b>	<b>23.6</b>	<b>28.2</b>	<b>0.0%</b>	<b>19.3%</b>
<b>Highway / Transit Modes</b>								
Highway	194,090	194,500	96.6%	96.6%	23.6	27.1	-0.1%	14.8%
Transit	5,527	6,016	2.8%	3.0%	44.9	63.6	0.2%	41.6%
Other Means	1,251	933	0.6%	0.5%	16.6	35.0	-0.2%	110.5%
<b>Total excluding "Worked at Home"</b>	<b>200,868</b>	<b>201,449</b>	<b>100%</b>	<b>100%</b>	<b>23.6</b>	<b>28.2</b>	<b>0.0%</b>	<b>19.3%</b>

Source: U.S. Bureau of the Census

**Table D-8. 1990 and 2000 Distribution of Resident Workers in Camden County  
by Means of Transportation and Travel Time**

Means of Transportation to Work	Number of Workers		Share of Workers		Average Travel Time (min)		1990 - 2000 Percent Change	
	1990	2000	1990	2000	1990	2000	Share of Workers	Travel Time
<b>All Modes</b>								
Drove alone	168,438	170,419	73.3%	75.8%	22.3	25.9	2.5%	15.9%
2-person carpool	24,460	21,018	10.6%	9.3%	23.7	27.1	-1.3%	14.4%
3-person carpool	4,303	3,035	1.9%	1.3%	27.0	30.3	-0.5%	12.1%
4-person carpool	1,534	1,146	0.7%	0.5%	29.6	34.6	-0.2%	17.0%
5-or-6-person carpool	326	567	0.1%	0.3%	27.6	36.2	0.1%	31.5%
7-or-more-person carpool	488	392	0.2%	0.2%	39.8	46.7	0.0%	17.3%
Bus or trolley bus	7,532	8,224	3.3%	3.7%	35.2	46.4	0.4%	31.7%
Streetcar or trolley car	119	67	0.1%	0.0%	33.2	60.1	0.0%	81.0%
Subway or elevated	7,581	6,898	3.3%	3.1%	40.1	44.6	-0.2%	11.1%
Railroad	4,903	4,739	2.1%	2.1%	42.9	54.9	0.0%	28.2%
Ferryboat	32	34	0.0%	0.0%	28.4	61.9	0.0%	117.6%
Bicycle	595	404	0.3%	0.2%	15.8	20.5	-0.1%	30.2%
Walked	7,476	5,840	3.3%	2.6%	11.3	14.5	-0.7%	28.6%
Taxicab	200	258	0.1%	0.1%	20.8	21.9	0.0%	5.4%
Motorcycle	171	132	0.1%	0.1%	14.0	22.8	0.0%	62.8%
Other means	1,766	1,662	0.8%	0.7%	23.3	35.5	0.0%	52.5%
Worked at home	4,592	5,393	---	---	0.0	0.0	---	---
<b>Total excluding "Worked at Home"</b>	<b>229,924</b>	<b>224,835</b>	<b>100%</b>	<b>100%</b>	<b>23.3</b>	<b>27.9</b>	<b>0.0%</b>	<b>19.8%</b>
<b>Major Modes</b>								
Drove alone	168,438	170,419	73.3%	75.8%	22.3	25.9	2.5%	15.9%
Carpool / Vanpool	31,111	26,158	13.5%	11.6%	24.7	28.3	-1.9%	14.4%
Bus / Trolley / Streetcar / Taxi	7,851	8,549	3.4%	3.8%	34.8	45.8	0.4%	31.4%
Subway / Elevated	7,581	6,898	3.3%	3.1%	40.1	44.6	-0.2%	11.1%
Railroad	4,903	4,739	2.1%	2.1%	42.9	54.9	0.0%	28.2%
Bicycle	595	404	0.3%	0.2%	15.8	20.5	-0.1%	30.2%
Walked	7,476	5,840	3.3%	2.6%	11.3	14.5	-0.7%	28.6%
Other means	1,969	1,828	0.9%	0.8%	22.6	35.1	0.0%	55.5%
<b>Total excluding "Worked at Home"</b>	<b>229,924</b>	<b>224,835</b>	<b>100%</b>	<b>100%</b>	<b>23.3</b>	<b>27.9</b>	<b>0.0%</b>	<b>19.8%</b>
<b>Highway / Transit Modes</b>								
Highway	207,791	202,953	90.3%	90.3%	22.3	25.9	-0.1%	16.1%
Transit	20,367	20,220	8.9%	9.0%	38.7	47.5	0.1%	22.8%
Other Means	1,766	1,662	0.8%	0.7%	23.3	35.5	0.0%	52.5%
<b>Total excluding "Worked at Home"</b>	<b>229,924</b>	<b>224,835</b>	<b>100%</b>	<b>100%</b>	<b>23.3</b>	<b>27.9</b>	<b>0.0%</b>	<b>19.8%</b>

Source: U.S. Bureau of the Census



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**Table D-9. 1990 and 2000 Distribution of Resident Workers in Gloucester County  
by Means of Transportation and Travel Time**

Means of Transportation to Work	Number of Workers		Share of Workers		Average Travel Time (min)		1990 - 2000 Percent Change	
	1990	2000	1990	2000	1990	2000	Share of Workers	Travel Time
<b>All Modes</b>								
Drove alone	87,476	100,290	80.8%	84.2%	23.6	27.3	3.5%	15.7%
2-person carpool	11,387	9,874	10.5%	8.3%	26.5	29.2	-2.2%	10.2%
3-person carpool	1,561	1,569	1.4%	1.3%	31.3	39.1	-0.1%	24.8%
4-person carpool	570	270	0.5%	0.2%	35.2	39.7	-0.3%	13.0%
5-or-6-person carpool	237	122	0.2%	0.1%	32.8	44.2	-0.1%	34.9%
7-or-more-person carpool	177	228	0.2%	0.2%	50.2	39.5	0.0%	-21.4%
Bus or trolley bus	1,663	1,866	1.5%	1.6%	42.0	46.6	0.0%	10.9%
Streetcar or trolley car	21	0	0.0%	0.0%	34.1	----	0.0%	----
Subway or elevated	587	688	0.5%	0.6%	50.8	67.2	0.0%	32.3%
Railroad	456	489	0.4%	0.4%	51.4	58.8	0.0%	14.4%
Ferryboat	153	10	0.1%	0.0%	22.6	90.0	-0.1%	298.9%
Bicycle	237	217	0.2%	0.2%	15.4	14.5	0.0%	-6.0%
Walked	2,851	2,474	2.6%	2.1%	9.3	11.0	-0.6%	18.2%
Taxicab	68	76	0.1%	0.1%	26.6	13.0	0.0%	-51.2%
Motorcycle	134	106	0.1%	0.1%	18.3	19.1	0.0%	4.1%
Other means	730	774	0.7%	0.7%	21.3	33.1	0.0%	55.6%
Worked at home	2,401	3,087	----	----	0.0	0.0	----	----
<b>Total excluding "Worked at Home"</b>	<b>108,308</b>	<b>119,053</b>	<b>100%</b>	<b>100%</b>	<b>23.8</b>	<b>28.0</b>	<b>0.0%</b>	<b>18.0%</b>
<b>Major Modes</b>								
Drove alone	87,476	100,290	80.8%	84.2%	23.6	27.3	3.5%	15.7%
Carpool / Vanpool	13,932	12,063	12.9%	10.1%	27.8	31.1	-2.7%	11.8%
Bus / Trolley / Streetcar / Taxi	1,752	1,942	1.6%	1.6%	41.3	45.3	0.0%	9.6%
Subway / Elevated	587	688	0.5%	0.6%	50.8	67.2	0.0%	32.3%
Railroad	456	489	0.4%	0.4%	51.4	58.8	0.0%	14.4%
Bicycle	237	217	0.2%	0.2%	15.4	14.5	0.0%	-6.0%
Walked	2,851	2,474	2.6%	2.1%	9.3	11.0	-0.6%	18.2%
Other means	1,017	890	0.9%	0.7%	21.1	32.1	-0.2%	52.2%
<b>Total excluding "Worked at Home"</b>	<b>108,308</b>	<b>119,053</b>	<b>100%</b>	<b>100%</b>	<b>23.8</b>	<b>28.0</b>	<b>0.0%</b>	<b>18.0%</b>
<b>Highway / Transit Modes</b>								
Highway	104,630	115,150	96.6%	96.7%	23.8	27.4	0.1%	15.1%
Transit	2,948	3,129	2.7%	2.6%	43.8	52.4	-0.1%	19.6%
Other Means	730	774	0.7%	0.7%	21.3	33.1	0.0%	55.6%
<b>Total excluding "Worked at Home"</b>	<b>108,308</b>	<b>119,053</b>	<b>100%</b>	<b>100%</b>	<b>23.8</b>	<b>28.0</b>	<b>0.0%</b>	<b>18.0%</b>

Source: U.S. Bureau of the Census

**Table D-10. 1990 and 2000 Distribution of Resident Workers in Mercer County  
by Means of Transportation and Travel Time**

Means of Transportation to Work	Number of Workers		Share of Workers		Average Travel Time (min)		1990 - 2000 Percent Change	
	1990	2000	1990	2000	1990	2000	Share of Workers	Travel Time
<b>All Modes</b>								
Drove alone	116,525	119,759	73.3%	75.7%	21.3	24.3	2.4%	14.1%
2-person carpool	16,447	13,280	10.4%	8.4%	20.7	24.1	-2.0%	16.3%
3-person carpool	2,477	2,201	1.6%	1.4%	22.2	27.2	-0.2%	22.5%
4-person carpool	700	978	0.4%	0.6%	30.6	32.6	0.2%	6.7%
5-or-6-person carpool	360	866	0.2%	0.5%	28.2	42.9	0.3%	52.1%
7-or-more-person carpool	690	651	0.4%	0.4%	39.9	41.6	0.0%	4.3%
Bus or trolley bus	5,021	4,648	3.2%	2.9%	31.0	43.7	-0.2%	40.9%
Streetcar or trolley car	68	32	0.0%	0.0%	23.4	54.2	0.0%	131.9%
Subway or elevated	200	148	0.1%	0.1%	26.4	66.3	0.0%	150.6%
Railroad	4,794	6,145	3.0%	3.9%	58.1	89.3	0.9%	53.6%
Ferryboat	16	4	0.0%	0.0%	25.0	15.0	0.0%	-40.0%
Bicycle	754	810	0.5%	0.5%	15.0	15.9	0.0%	6.2%
Walked	9,550	7,335	6.0%	4.6%	10.0	10.8	-1.4%	8.1%
Taxicab	115	239	0.1%	0.2%	15.2	16.3	0.1%	7.3%
Motorcycle	166	84	0.1%	0.1%	17.3	14.1	-0.1%	-18.2%
Other means	996	919	0.6%	0.6%	22.7	40.6	0.0%	79.1%
Worked at home	4,041	5,120	----	----	0.0	0.0	----	----
<b>Total excluding "Worked at Home"</b>	<b>158,879</b>	<b>158,099</b>	<b>100%</b>	<b>100%</b>	<b>21.5</b>	<b>27.1</b>	<b>0.0%</b>	<b>25.7%</b>
<b>Major Modes</b>								
Drove alone	116,525	119,759	73.3%	75.7%	21.3	24.3	2.4%	14.1%
Carpool / Vanpool	20,674	17,976	13.0%	11.4%	22.0	26.5	-1.6%	20.3%
Bus / Trolley / Streetcar / Taxi	5,204	4,919	3.3%	3.1%	30.6	42.4	-0.2%	38.9%
Subway / Elevated	200	148	0.1%	0.1%	26.4	66.3	0.0%	150.6%
Railroad	4,794	6,145	3.0%	3.9%	58.1	89.3	0.9%	53.6%
Bicycle	754	810	0.5%	0.5%	15.0	15.9	0.0%	6.2%
Walked	9,550	7,335	6.0%	4.6%	10.0	10.8	-1.4%	8.1%
Other means	1,178	1,007	0.7%	0.6%	21.9	38.3	-0.1%	74.5%
<b>Total excluding "Worked at Home"</b>	<b>158,879</b>	<b>158,099</b>	<b>100%</b>	<b>100%</b>	<b>21.5</b>	<b>27.1 0</b>	<b>0.0%</b>	<b>25.7%</b>
<b>Highway / Transit Modes</b>								
Highway	147,669	145,964	92.9%	92.3%	20.6	23.8	-0.6%	15.6%
Transit	10,214	11,216	6.4%	7.1%	43.4	68.4	0.7%	57.6%
Other Means	996	919	0.6%	0.6%	22.7	40.6	0.0%	79.1%
<b>Total excluding "Worked at Home"</b>	<b>158,879</b>	<b>158,099</b>	<b>100%</b>	<b>100%</b>	<b>21.5</b>	<b>27.1 0</b>	<b>0.0%</b>	<b>25.7%</b>

Source: U.S. Bureau of the Census

**Table D-11. 1990 and 2000 Distribution of Resident Workers in DVRPC Region Four NJ Counties by Means of Transportation and Travel Time**

Means of Transportation to Work	Number of Workers		Share of Workers		Average Travel Time (min)		1990 - 2000 Percent Change	
	1990	2000	1990	2000	1990	2000	Share of Workers	Travel Time
<b>All Modes</b>								
Drove alone	532,462	562,068	76.3%	79.9%	22.8	26.2	3.6%	14.7%
2-person carpool	72,795	59,717	10.4%	8.5%	23.6	27.0	-1.9%	14.1%
3-person carpool	11,141	9,010	1.6%	1.3%	27.4	32.1	-0.3%	17.1%
4-person carpool	3,783	3,313	0.5%	0.5%	31.4	37.5	-0.1%	19.3%
5-or-6-person carpool	1,204	1,865	0.2%	0.3%	31.3	41.2	0.1%	31.7%
7-or-more-person carpool	1,861	1,424	0.3%	0.2%	41.7	42.7	-0.1%	2.4%
Bus or trolley bus	16,927	17,590	2.4%	2.5%	35.3	48.3	0.1%	36.7%
Streetcar or trolley car	247	170	0.0%	0.0%	29.3	54.6	0.0%	86.5%
Subway or elevated	9,669	9,039	1.4%	1.3%	41.9	48.6	-0.1%	15.8%
Railroad	11,519	13,082	1.7%	1.9%	50.8	73.5	0.2%	44.7%
Ferryboat	208	52	0.0%	0.0%	23.0	59.3	0.0%	158.3%
Bicycle	2,245	1,761	0.3%	0.3%	14.8	16.8	-0.1%	13.7%
Walked	28,017	18,941	4.0%	2.7%	10.1	12.2	-1.3%	21.2%
Taxicab	486	648	0.1%	0.1%	18.9	19.9	0.0%	5.2%
Motorcycle	672	468	0.1%	0.1%	17.6	18.6	0.0%	5.6%
Other means	4,743	4,288	0.7%	0.6%	21.1	36.1	-0.1%	71.0%
Worked at home	15,298	19,386	----	----	0.0	0.0	----	----
<b>Total excluding "Worked at Home"</b>	<b>697,979</b>	<b>703,436</b>	<b>100%</b>	<b>100%</b>	<b>23.1</b>	<b>27.8</b>	<b>0.0%</b>	<b>20.7%</b>
<b>Major Modes</b>								
Drove alone	532,462	562,068	76.3%	79.9%	22.8	26.2	3.6%	14.7%
Carpool / Vanpool	90,784	75,329	13.0%	10.7%	24.9	28.7	-2.3%	15.3%
Bus / Trolley / Streetcar / Taxi	17,660	18,408	2.5%	2.6%	34.8	47.4	0.1%	36.1%
Subway / Elevated	9,669	9,039	1.4%	1.3%	41.9	48.6	-0.1%	15.8%
Railroad	11,519	13,082	1.7%	1.9%	50.8	73.5	0.2%	44.7%
Bicycle	2,245	1,761	0.3%	0.3%	14.8	16.8	-0.1%	13.7%
Walked	28,017	18,941	4.0%	2.7%	10.1	12.2	-1.3%	21.2%
Other means	5,623	4,808	0.8%	0.7%	20.7	34.6	-0.1%	66.9%
<b>Total excluding "Worked at Home"</b>	<b>697,979</b>	<b>703,436</b>	<b>100%</b>	<b>100%</b>	<b>23.1</b>	<b>27.8</b>	<b>0.0%</b>	<b>20.7%</b>
<b>Highway / Transit Modes</b>								
Highway	654,180	658,567	93.7%	93.6%	22.5	26.0	-0.1%	15.5%
Transit	39,056	40,581	5.6%	5.8%	41.2	56.1	0.2%	36.0%
Other Means	4,743	4,288	0.7%	0.6%	21.1	36.1	-0.1%	71.0%
<b>Total excluding "Worked at Home"</b>	<b>697,979</b>	<b>703,436</b>	<b>100%</b>	<b>100%</b>	<b>23.1</b>	<b>27.8</b>	<b>0.0%</b>	<b>20.7%</b>

Source: U.S. Bureau of the Census

**Table D-12. 1990 and 2000 Distribution of Resident Workers in DVRPC Region  
by Means of Transportation and Travel Time**

Means of Transportation to Work	Number of Workers		Share of Workers		Average Travel Time (min)		1990 - 2000 Percent Change	
	1990	2000	1990	2000	1990	2000	Share of Workers	Travel Time
<b>All Modes</b>								
Drove alone	1,661,668	1,767,813	69.6%	74.4%	23.2	26.7	4.8%	15.1%
2-person carpool	234,102	199,224	9.8%	8.4%	24.1	27.4	-1.4%	13.8%
3-person carpool	36,696	30,428	1.5%	1.3%	27.5	31.5	-0.3%	14.3%
4-person carpool	11,905	10,071	0.5%	0.4%	30.0	33.0	-0.1%	9.8%
5-or-6-person carpool	4,251	4,761	0.2%	0.2%	31.0	37.6	0.0%	21.1%
7-or-more-person carpool	5,339	3,606	0.2%	0.2%	39.6	42.6	-0.1%	7.4%
Bus or trolley bus	149,022	131,108	6.2%	5.5%	36.9	46.8	-0.7%	26.7%
Streetcar or trolley car	9,816	4,742	0.4%	0.2%	36.5	40.9	-0.2%	12.3%
Subway or elevated	62,276	41,808	2.6%	1.8%	39.6	43.6	-0.8%	10.1%
Railroad	52,118	55,480	2.2%	2.3%	47.3	60.8	0.2%	28.5%
Ferryboat	255	177	0.0%	0.0%	25.9	74.1	0.0%	185.7%
Bicycle	8,094	8,493	0.3%	0.4%	16.2	18.6	0.0%	14.5%
Walked	133,604	100,317	5.6%	4.2%	11.7	13.0	-1.4%	11.0%
Taxicab	1,934	2,525	0.1%	0.1%	18.8	20.9	0.0%	10.9%
Motorcycle	2,347	1,552	0.1%	0.1%	18.0	19.9	0.0%	10.4%
Other means	13,966	12,791	0.6%	0.5%	21.5	40.0	0.0%	86.4%
Worked at home	56,086	71,911	----	----	0.0	0.0	----	----
<b>Total excluding "Worked at Home"</b>	<b>2,387,393</b>	<b>2,374,896</b>	<b>100%</b>	<b>100%</b>	<b>24.1</b>	<b>28.6</b>	<b>0.0%</b>	<b>18.9%</b>
<b>Major Modes</b>								
Drove alone	1,661,668	1,767,813	69.6%	74.4%	23.2	26.7	4.8%	15.1%
Carpool / Vanpool	292,293	248,090	12.2%	10.4%	25.2	28.6	-1.8%	13.5%
Bus / Trolley / Streetcar / Taxi	160,772	138,375	6.7%	5.8%	36.7	46.1	-0.9%	25.8%
Subway / Elevated	62,276	41,808	2.6%	1.8%	39.6	43.6	-0.8%	10.1%
Railroad	52,118	55,480	2.2%	2.3%	47.3	60.8	0.2%	28.5%
Bicycle	8,094	8,493	0.3%	0.4%	16.2	18.6	0.0%	14.5%
Walked	133,604	100,317	5.6%	4.2%	11.7	13.0	-1.4%	11.0%
Other means	16,568	14,520	0.7%	0.6%	21.1	38.3	-0.1%	81.9%
<b>Total excluding "Worked at Home"</b>	<b>2,387,393</b>	<b>2,374,896</b>	<b>100%</b>	<b>100%</b>	<b>24.1</b>	<b>28.6</b>	<b>0.0%</b>	<b>18.9%</b>
<b>Highway / Transit Modes</b>								
Highway	2,098,006	2,126,265	87.9%	89.5%	22.7	26.2	1.7%	15.6%
Transit	275,421	235,840	11.5%	9.9%	39.4	49.2	-1.6%	24.9%
Other Means	13,966	12,791	0.6%	0.5%	21.5	40.0	0.0%	86.4%
<b>Total excluding "Worked at Home"</b>	<b>2,387,393</b>	<b>2,374,896</b>	<b>100%</b>	<b>100%</b>	<b>24.1</b>	<b>28.6</b>	<b>0.0%</b>	<b>18.9%</b>

Source: U.S. Bureau of the Census



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**Table D-13. 1990 and 2000 Distribution of Resident Workers in Center City Philadelphia (CBD) by Means of Transportation and Travel Time**

Means of Transportation to Work	Number of Workers		Share of Workers		Average Travel Time (min)		1990 - 2000 Percent Change	
	1990	2000	1990	2000	1990	2000	Share of Workers	Travel Time
<b>All Modes</b>								
Drove alone	5,267	6,709	19.8%	24.0%	25.2	29.4	4.3%	17.0%
2-person carpool	1,031	878	3.9%	3.1%	19.3	21.0	-0.7%	8.9%
3-person carpool	74	104	0.3%	0.4%	31.8	26.2	0.1%	-17.7%
4-person carpool	21	30	0.1%	0.1%	10.4	20.0	0.0%	91.8%
5-or-6-person carpool	0	34	0.0%	0.1%	----	16.4	0.1%	----
7-or-more-person carpool	6	43	0.0%	0.2%	60.0	25.5	0.1%	-57.6%
Bus or trolley bus	3,167	2,749	11.9%	9.9%	23.1	30.9	-2.1%	33.7%
Streetcar or trolley car	98	162	0.4%	0.6%	19.6	20.9	0.2%	6.3%
Subway or elevated	1,711	1,771	6.4%	6.3%	29.6	25.9	-0.1%	-12.5%
Railroad	634	782	2.4%	2.8%	45.9	69.6	0.4%	51.5%
Ferryboat	0	0	0.0%	0.0%	----	----	0.0%	----
Bicycle	400	888	1.5%	3.2%	14.1	15.3	1.7%	8.9%
Walked	13,750	13,104	51.7%	47.0%	13.6	14.8	-4.7%	8.5%
Taxicab	217	373	0.8%	1.3%	14.3	13.0	0.5%	-9.2%
Motorcycle	23	50	0.1%	0.2%	20.0	13.2	0.1%	-34.1%
Other means	207	223	0.8%	0.8%	22.6	64.8	0.0%	186.5%
Worked at home	1,268	1,555	----	----	0.0	0.0	----	----
<b>Total excluding "Worked at Home"</b>	<b>26,606</b>	<b>27,900</b>	<b>100%</b>	<b>100%</b>	<b>18.3</b>	<b>22.8</b>	<b>0.0%</b>	<b>24.4%</b>
<b>Major Modes</b>								
Drove alone	5,267	6,709	19.8%	24.0%	25.2	29.4	4.3%	17.0%
Carpool / Vanpool	1,132	1,089	4.3%	3.9%	20.2	21.5	-0.4%	6.6%
Bus / Trolley / Streetcar / Taxi	3,482	3,284	13.1%	11.8%	22.5	28.4	-1.3%	26.3%
Subway / Elevated	1,711	1,771	6.4%	6.3%	29.6	25.9	-0.1%	-12.5%
Railroad	634	782	2.4%	2.8%	45.9	69.6	0.4%	51.5%
Bicycle	400	888	1.5%	3.2%	14.1	15.3	1.7%	8.9%
Walked	13,750	13,104	51.7%	47.0%	13.6	14.8	-4.7%	8.5%
Other means	230	273	0.9%	1.0%	22.3	55.3	0.1%	147.6%
<b>Total excluding "Worked at Home"</b>	<b>26,606</b>	<b>27,900</b>	<b>100%</b>	<b>100%</b>	<b>18.3</b>	<b>22.8</b>	<b>0.0%</b>	<b>24.4%</b>
<b>Highway / Transit Modes</b>								
Highway	20,572	21,840	77.3%	78.3%	16.9	19.6	1.0%	15.8%
Transit	5,827	5,837	21.9%	20.9%	27.1	33.1	-1.0%	22.2%
Other Means	207	223	0.8%	0.8%	22.6	64.8	0.0%	186.5%
<b>Total excluding "Worked at Home"</b>	<b>26,606</b>	<b>27,900</b>	<b>100%</b>	<b>100%</b>	<b>18.3</b>	<b>22.8</b>	<b>0.0%</b>	<b>24.4%</b>

Source: U.S. Bureau of the Census



**Table D-14. 1990 and 2000 Distribution of Resident Workers in the City of Chester  
by Means of Transportation and Travel Time**

Means of Transportation to Work	Number of Workers		Share of Workers		Average Travel Time (min)		1990 - 2000 Percent Change	
	1990	2000	1990	2000	1990	2000	Share of Workers	Travel Time
<b>All Modes</b>								
Drove alone	8,604	7,170	56.9%	56.9%	20.2	23.6	-0.1%	16.6%
2-person carpool	2,124	1,785	14.1%	14.2%	20.8	20.6	0.1%	-1.2%
3-person carpool	355	387	2.3%	3.1%	22.5	28.5	0.7%	26.6%
4-person carpool	270	75	1.8%	0.6%	25.6	32.5	-1.2%	26.9%
5-or-6-person carpool	76	101	0.5%	0.8%	23.1	35.8	0.3%	55.2%
7-or-more-person carpool	264	28	1.7%	0.2%	28.1	12.9	-1.5%	-54.3%
Bus or trolley bus	1,509	1,975	10.0%	15.7%	32.8	43.9	5.7%	33.6%
Streetcar or trolley car	0	0	0.0%	0.0%	----	----	0.0%	----
Subway or elevated	26	18	0.2%	0.1%	34.0	60.0	0.0%	76.3%
Railroad	392	107	2.6%	0.8%	49.1	----	-1.7%	----
Ferryboat	0	0	0.0%	0.0%	----	60.9	0.0%	----
Bicycle	60	10	0.4%	0.1%	8.3	30.0	-0.3%	260.0%
Walked	1,246	815	8.2%	6.5%	15.1	16.1	-1.8%	6.9%
Taxicab	0	0	0.0%	0.0%	----	----	0.0%	----
Motorcycle	18	34	0.1%	0.3%	11.7	7.9	0.2%	-31.9%
Other means	165	100	1.1%	0.8%	19.5	26.3	-0.3%	34.8%
Worked at home	133	164	----	----	0.0	0.0	----	----
<b>Total excluding "Worked at Home"</b>	<b>15,109</b>	<b>12,605</b>	<b>100%</b>	<b>100%</b>	<b>22.0</b>	<b>26.5</b>	<b>0.0%</b>	<b>20.6%</b>
<b>Major Modes</b>								
Drove alone	8,604	7,170	56.9%	56.9%	20.2	23.6	-0.1%	16.6%
Carpool / Vanpool	3,089	2,376	20.4%	18.8%	22.1	22.8	-1.6%	3.1%
Bus / Trolley / Streetcar / Taxi	1,509	1,975	10.0%	15.7%	32.8	43.9	5.7%	33.6%
Subway / Elevated	26	18	0.2%	0.1%	34.0	60.0	0.0%	76.3%
Railroad	392	107	2.6%	0.8%	49.1	----	-1.7%	----
Bicycle	60	10	0.4%	0.1%	8.3	30.0	-0.3%	260.0%
Walked	1,246	815	8.2%	6.5%	15.1	16.1	-1.8%	6.9%
Other means	183	134	1.2%	1.1%	18.8	21.7	-0.1%	15.5%
<b>Total excluding "Worked at Home"</b>	<b>15,109</b>	<b>12,605</b>	<b>100%</b>	<b>100%</b>	<b>22.0</b>	<b>26.5</b>	<b>0.0%</b>	<b>20.6%</b>
<b>Highway / Transit Modes</b>								
Highway	13,017	10,405	86.2%	82.5%	20.1	22.8	-3.6%	13.2%
Transit	1,927	2,100	12.8%	16.7%	36.2	44.9	3.9%	24.1%
Other Means	165	100	1.1%	0.8%	19.5	26.3	-0.3%	34.8%
<b>Total excluding "Worked at Home"</b>	<b>15,109</b>	<b>12,605</b>	<b>100%</b>	<b>100%</b>	<b>22.0</b>	<b>26.5</b>	<b>0.0%</b>	<b>20.6%</b>

Source: U.S. Bureau of the Census



**Table D-15. 1990 and 2000 Distribution of Resident Workers in the City of Camden  
by Means of Transportation and Travel Time**

Means of Transportation to Work	Number of Workers		Share of Workers		Average Travel Time (min)		1990 - 2000 Percent Change	
	1990	2000	1990	2000	1990	2000	Share of Workers	Travel Time
<b>All Modes</b>								
Drove alone	12,609	10,100	47.9%	46.0%	19.3	22.5	-1.9%	16.5%
2-person carpool	3,944	3,205	15.0%	14.6%	19.4	24.6	-0.4%	26.7%
3-person carpool	1,024	947	3.9%	4.3%	20.9	24.4	0.4%	16.8%
4-person carpool	589	352	2.2%	1.6%	23.9	22.1	-0.6%	-7.6%
5-or-6-person carpool	97	241	0.4%	1.1%	18.5	31.3	0.7%	69.0%
7-or-more-person carpool	128	147	0.5%	0.7%	27.9	42.8	0.2%	53.0%
Bus or trolley bus	3,939	3,955	15.0%	18.0%	34.7	41.1	3.1%	18.3%
Streetcar or trolley car	14	0	0.1%	0.0%	51.4	----	-0.1%	----
Subway or elevated	644	423	2.4%	1.9%	31.9	38.5	-0.5%	20.8%
Railroad	147	80	0.6%	0.4%	42.5	61.9	-0.2%	45.5%
Ferryboat	0	34	0.0%	0.2%	----	68.7	0.2%	----
Bicycle	105	57	0.4%	0.3%	15.7	17.7	-0.1%	12.8%
Walked	2,595	1,890	9.9%	8.6%	13.1	18.1	-1.2%	38.3%
Taxicab	54	109	0.2%	0.5%	35.0	16.3	0.3%	-53.4%
Motorcycle	31	0	0.1%	0.0%	11.1	----	-0.1%	----
Other means	394	400	1.5%	1.8%	20.1	29.5	0.3%	47.2%
Worked at home	201	190	----	----	0.0	0.0	----	----
<b>Total excluding "Worked at Home"</b>	<b>26,314</b>	<b>21,940</b>	<b>100%</b>	<b>100%</b>	<b>21.5</b>	<b>26.7</b>	<b>0.0%</b>	<b>24.0%</b>
<b>Major Modes</b>								
Drove alone	12,609	10,100	47.9%	46.0%	19.3	22.5	-1.9%	16.5%
Carpool / Vanpool	5,782	4,892	22.0%	22.3%	20.3	25.3	0.3%	24.4%
Bus / Trolley / Streetcar / Taxi	4,007	4,064	15.2%	18.5%	34.8	40.4	3.3%	16.2%
Subway / Elevated	644	423	2.4%	1.9%	31.9	38.5	-0.5%	20.8%
Railroad	147	80	0.6%	0.4%	42.5	61.9	-0.2%	45.5%
Bicycle	105	57	0.4%	0.3%	15.7	17.7	-0.1%	12.8%
Walked	2,595	1,890	9.9%	8.6%	13.1	18.1	-1.2%	38.3%
Other means	425	434	1.6%	2.0%	19.4	32.1	0.4%	65.2%
<b>Total excluding "Worked at Home"</b>	<b>26,314</b>	<b>21,940</b>	<b>100%</b>	<b>100%</b>	<b>21.5</b>	<b>26.7</b>	<b>0.0%</b>	<b>24.0%</b>
<b>Highway / Transit Modes</b>								
Highway	21,122	16,939	80.3%	77.2%	18.8	22.8	-3.1%	21.3%
Transit	4,798	4,601	18.2%	21.0%	34.6	40.9	2.7%	18.1%
Other Means	394	400	1.5%	1.8%	20.1	29.5	0.3%	47.2%
<b>Total excluding "Worked at Home"</b>	<b>26,314</b>	<b>21,940</b>	<b>100%</b>	<b>100%</b>	<b>21.5</b>	<b>26.7</b>	<b>0.0%</b>	<b>24.0%</b>

Source: U.S. Bureau of the Census

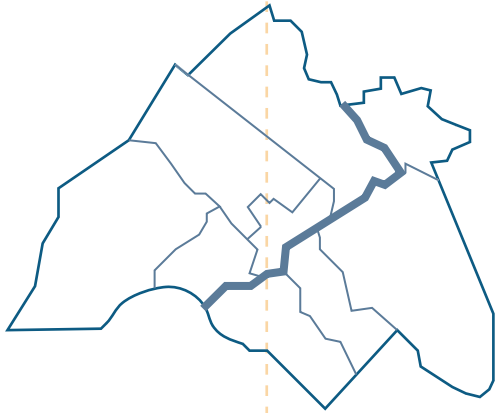


Delaware Valley Regional  
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August 2005

**Table D-16. 1990 and 2000 Distribution of Resident Workers in the City of Trenton  
by Means of Transportation and Travel Time**

Means of Transportation to Work	Number of Workers		Share of Workers		Average Travel Time (min)		1990 - 2000 Percent Change	
	1990	2000	1990	2000	1990	2000	Share of Workers	Travel Time
<b>All Modes</b>								
Drove alone	22,252	18,584	61.6%	60.2%	18.7	21.1	-1.4%	13.2%
2-person carpool	5,126	3,975	14.2%	12.9%	18.1	21.9	-1.3%	21.2%
3-person carpool	932	972	2.6%	3.1%	20.2	25.5	0.6%	26.1%
4-person carpool	343	563	0.9%	1.8%	32.0	28.0	0.9%	-12.5%
5-or-6-person carpool	97	429	0.3%	1.4%	19.8	46.3	1.1%	133.2%
7-or-more-person carpool	326	374	0.9%	1.2%	31.2	34.1	0.3%	9.1%
Bus or trolley bus	3,172	2,984	8.8%	9.7%	27.1	36.6	0.9%	35.2%
Streetcar or trolley car	28	28	0.1%	0.1%	15.0	57.7	0.0%	284.5%
Subway or elevated	78	34	0.2%	0.1%	27.5	29.4	-0.1%	6.7%
Railroad	366	458	1.0%	1.5%	47.6	79.4	0.5%	66.9%
Ferryboat	16	0	0.0%	0.0%	25.0	----	0.0%	----
Bicycle	177	207	0.5%	0.7%	19.8	18.0	0.2%	-8.9%
Walked	2,704	1,838	7.5%	6.0%	13.6	14.3	-1.5%	4.8%
Taxicab	63	127	0.2%	0.4%	17.3	13.8	0.2%	-20.5%
Motorcycle	33	0	0.1%	0.0%	16.1	----	-0.1%	----
Other means	428	314	1.2%	1.0%	21.3	35.9	-0.2%	68.2%
Worked at home	419	474	----	----	0.0	0.0	----	----
<b>Total excluding "Worked at Home"</b>	<b>36,141</b>	<b>30,887</b>	<b>100%</b>	<b>100%</b>	<b>19.3</b>	<b>24.1</b>	<b>0.0%</b>	<b>24.5%</b>
<b>Major Modes</b>								
Drove alone	22,252	18,584	61.6%	60.2%	18.7	21.1	-1.4%	13.2%
Carpool / Vanpool	6,824	6,313	18.9%	20.4%	19.7	25.4	1.6%	28.7%
Bus / Trolley / Streetcar / Taxi	3,263	3,139	9.0%	10.2%	26.8	35.9	1.1%	33.9%
Subway / Elevated	78	34	0.2%	0.1%	27.5	29.4	-0.1%	6.7%
Railroad	366	458	1.0%	1.5%	47.6	79.4	0.5%	66.9%
Bicycle	177	207	0.5%	0.7%	19.8	18.0	0.2%	-8.9%
Walked	2,704	1,838	7.5%	6.0%	13.6	14.3	-1.5%	4.8%
Other means	477	314	1.3%	1.0%	21.1	35.9	-0.3%	70.1%
<b>Total excluding "Worked at Home"</b>	<b>36,141</b>	<b>30,887</b>	<b>100%</b>	<b>100%</b>	<b>19.3</b>	<b>24.1</b>	<b>0.0%</b>	<b>24.5%</b>
<b>Highway / Transit Modes</b>								
Highway	31,990	26,942	88.5%	87.2%	18.5	21.6	-1.3%	17.2%
Transit	3,723	3,631	10.3%	11.8%	28.9	41.3	1.5%	43.2%
Other Means	428	314	1.2%	1.0%	21.3	35.9	-0.2%	68.2%
<b>Total excluding "Worked at Home"</b>	<b>36,141</b>	<b>30,887</b>	<b>100%</b>	<b>100%</b>	<b>19.3</b>	<b>24.1</b>	<b>0.0%</b>	<b>24.5%</b>

Source: U.S. Bureau of the Census



## APPENDIX E



### 2000 Distribution of Commuters by Means of Transportation and Place of Work



Delaware Valley Regional  
Planning Commission



**Table E-1. 2000 Distribution of Bucks County Commuters by Means of Transportation and Place of Work\***

Place of Work	Total Worker	Total Commuters	Drove Alone	Carpool	Bus	Streetcar	Subway	Railroad	Ferryboat	Bicycle	Walked	Taxicab	Motorcycle	Other
Bucks Co.	168,090	157,295	135,710	14,785	575	0	0	105	20	475	4,730	50	150	695
Chester Co.	3,035	3,044	2,755	250	0	0	0	35	0	0	0	0	0	4
Delaware Co.	2,755	2,759	2,410	280	10	0	0	35	0	0	4	0	0	20
Montgomery Co.	48,415	48,414	44,615	3,470	45	0	0	70	0	25	95	4	40	50
Philadelphia Co.	31,890	31,889	23,705	2,835	260	25	320	4,635	0	4	45	10	15	35
<b>PA Total</b>	<b>254,185</b>	<b>243,401</b>	<b>209,195</b>	<b>21,620</b>	<b>890</b>	<b>25</b>	<b>320</b>	<b>4,880</b>	<b>20</b>	<b>504</b>	<b>4,874</b>	<b>64</b>	<b>205</b>	<b>804</b>
Burlington Co.	4,250	4,247	3,900	339	4	0	0	0	0	4	0	0	0	0
Camden Co.	2,040	2,045	1,945	100	0	0	0	0	0	0	0	0	0	0
Gloucester Co.	360	364	330	34	0	0	0	0	0	0	0	0	0	0
Mercer Co.	20,810	20,799	19,125	1,530	40	0	4	25	0	25	25	0	0	25
<b>NJ Total</b>	<b>27,460</b>	<b>27,455</b>	<b>25,300</b>	<b>2,003</b>	<b>44</b>	<b>0</b>	<b>4</b>	<b>25</b>	<b>0</b>	<b>29</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>Total DVRPC Region</b>	<b>281,645</b>	<b>270,856</b>	<b>234,495</b>	<b>23,623</b>	<b>934</b>	<b>25</b>	<b>324</b>	<b>4,905</b>	<b>20</b>	<b>533</b>	<b>4,899</b>	<b>64</b>	<b>205</b>	<b>829</b>
Middlesex Co., NJ	3,795	3,789	3,405	304	0	0	0	80	0	0	0	0	0	0
Lehigh Co., PA	2,655	2,654	2,490	149	0	0	0	0	0	0	15	0	0	0
New York (city), NY	2,445	2,428	580	120	90	20	70	1,484	0	0	20	4	0	40
Somerset Co., NJ	2,305	2,307	2,130	177	0	0	0	0	0	0	0	0	0	0
Hunterdon Co., NJ	2,105	2,102	1,915	169	0	0	0	0	0	4	10	0	0	4
Northampton Co., PA	910	903	855	44	0	0	0	0	0	0	4	0	0	0
<b>Other</b>	<b>7,705</b>	<b>6,730</b>	<b>5,454</b>	<b>540</b>	<b>28</b>	<b>0</b>	<b>50</b>	<b>311</b>	<b>0</b>	<b>14</b>	<b>112</b>	<b>45</b>	<b>0</b>	<b>176</b>
<b>Total External</b>	<b>21,920</b>	<b>20,913</b>	<b>16,829</b>	<b>1,503</b>	<b>118</b>	<b>20</b>	<b>120</b>	<b>1,875</b>	<b>0</b>	<b>18</b>	<b>161</b>	<b>49</b>	<b>0</b>	<b>220</b>
<b>Total Workers</b>	<b>303,565</b>	<b>291,769</b>	<b>251,324</b>	<b>25,126</b>	<b>1,052</b>	<b>45</b>	<b>444</b>	<b>6,780</b>	<b>20</b>	<b>551</b>	<b>5,060</b>	<b>113</b>	<b>205</b>	<b>1,049</b>

\* A few County-to-County worker flows by means of transportation have been suppressed by the Census Bureau due to the disclosure requirements

**Source:** U.S. Bureau of the Census

**Table E-2. 2000 Distribution of Chester County Commuters by Means of Transportation and Place of Work\***

Place of Work	Total Worker	Total Commuters	Drove Alone	Carpool	Bus	Streetcar	Subway	Railroad	Ferryboat	Bicycle	Walked	Taxicab	Motorcycle	Other
Bucks Co.	1,135	1,134	1,020	79	0	0	0	15	10	0	10	0	0	0
Chester Co.	137,680	126,964	107,190	12,920	635	0	4	145	0	140	5,095	60	110	665
Delaware Co.	17,870	17,878	16,410	1,200	50	0	4	105	0	0	75	0	4	30
Montgomery Co.	25,675	25,679	23,400	1,890	130	0	0	70	10	35	105	4	15	20
Philadelphia Co.	10,570	10,564	5,865	580	120	0	265	3,695	10	0	25	0	0	4
<b>PA Total</b>	<b>192,930</b>	<b>182,219</b>	<b>153,885</b>	<b>16,669</b>	<b>935</b>	<b>0</b>	<b>273</b>	<b>4,030</b>	<b>30</b>	<b>175</b>	<b>5,310</b>	<b>64</b>	<b>129</b>	<b>719</b>
Burlington Co.	425	424	370	50	0	0	0	0	0	0	0	0	0	4
Camden Co.	540	545	495	30	0	0	10	10	0	0	0	0	0	0
Gloucester Co.	410	415	370	45	0	0	0	0	0	0	0	0	0	0
Mercer Co.	220	219	200	19	0	0	0	0	0	0	0	0	0	0
<b>NJ Total</b>	<b>1,595</b>	<b>1,603</b>	<b>1,435</b>	<b>144</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Total DVRPC Region</b>	<b>194,525</b>	<b>183,822</b>	<b>155,320</b>	<b>16,813</b>	<b>935</b>	<b>0</b>	<b>283</b>	<b>4,040</b>	<b>30</b>	<b>175</b>	<b>5,310</b>	<b>64</b>	<b>129</b>	<b>723</b>
New Castle Co., DE	12,975	12,973	11,940	934	45	0	0	10	0	10	4	0	0	30
Lancaster Co., PA	2,830	2,832	2,445	299	20	10	0	15	4	0	20	4	0	15
Berks Co., PA	1,915	1,912	1,735	140	4	0	0	0	0	4	4	0	0	25
Cecil Co., MD	555	555	495	60	0	0	0	0	0	0	0	0	0	0
New York (city), NY	325	328	104	20	0	0	10	190	0	0	4	0	0	0
Lehigh Co., PA	265	265	240	25	0	0	0	0	0	0	0	0	0	0
<b>Other</b>	<b>4,719</b>	<b>3,732</b>	<b>3,078</b>	<b>316</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>10</b>	<b>0</b>	<b>188</b>
<b>Total External</b>	<b>23,584</b>	<b>22,597</b>	<b>20,037</b>	<b>1,794</b>	<b>73</b>	<b>10</b>	<b>10</b>	<b>259</b>	<b>4</b>	<b>14</b>	<b>124</b>	<b>14</b>	<b>0</b>	<b>258</b>
<b>Total Workers</b>	<b>218,109</b>	<b>206,419</b>	<b>175,357</b>	<b>18,607</b>	<b>1,008</b>	<b>10</b>	<b>293</b>	<b>4,299</b>	<b>34</b>	<b>189</b>	<b>5,434</b>	<b>78</b>	<b>129</b>	<b>981</b>

\* A few County-to-County worker flows by means of transportation have been suppressed by the Census Bureau due to the disclosure requirements

**Source:** U.S. Bureau of the Census

**Table E-3. 2000 Distribution of Delaware County Commuters by Means of Transportation and Place of Work\***

Place of Work	Total Worker	Total Commuters	Drove Alone	Carpool	Bus	Streetcar	Subway	Railroad	Ferryboat	Bicycle	Walked	Taxicab	Motorcycle	Other
Bucks Co.	2,060	2,053	1,910	133	0	0	0	10	0	0	0	0	0	0
Chester Co.	18,505	18,499	16,625	1,480	140	0	15	65	0	0	95	0	4	75
Delaware Co.	137,990	131,244	102,190	13,660	4,800	265	145	400	4	410	8,490	90	120	670
Montgomery Co.	28,145	28,140	24,680	2,180	625	65	90	125	0	10	305	10	10	40
Philadelphia Co.	48,150	48,150	29,715	5,530	2,550	455	3,360	6,015	30	45	265	55	35	95
<b>PA Total</b>	<b>234,850</b>	<b>228,086</b>	<b>175,120</b>	<b>22,983</b>	<b>8,115</b>	<b>785</b>	<b>3,610</b>	<b>6,615</b>	<b>34</b>	<b>465</b>	<b>9,155</b>	<b>155</b>	<b>169</b>	<b>880</b>
Burlington Co.	1,305	1,302	1,165	109	10	0	0	4	0	0	4	0	0	10
Camden Co.	2,285	2,293	2,080	134	20	20	4	35	0	0	0	0	0	0
Gloucester Co.	1,250	1,258	1,125	118	0	0	0	0	0	0	0	0	0	15
Mercer Co.	345	344	270	55	0	0	0	15	0	0	0	0	4	0
<b>NJ Total</b>	<b>5,185</b>	<b>5,197</b>	<b>4,640</b>	<b>416</b>	<b>30</b>	<b>20</b>	<b>4</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>25</b>
<b>Total DVRPC Region</b>	<b>240,035</b>	<b>233,283</b>	<b>179,760</b>	<b>23,399</b>	<b>8,145</b>	<b>805</b>	<b>3,614</b>	<b>6,669</b>	<b>34</b>	<b>465</b>	<b>9,159</b>	<b>155</b>	<b>173</b>	<b>905</b>
New Castle Co., DE	9,000	9,000	8,160	684	20	0	0	55	0	4	60	0	4	10
New York (city), NY	350	325	75	15	4	20	20	170	0	10	4	0	0	0
Salem Co. NJ	245	245	210	35	0	0	0	0	0	0	0	0	0	0
Atlantic Co., NJ	230	230	165	40	0	0	4	0	0	0	15	0	0	4
Cecil Co., MD	190	190	155	30	0	0	0	4	0	0	0	0	0	0
Berks Co., PA	185	185	155	15	0	0	0	0	0	0	20	0	0	0
<b>Other</b>	<b>3,633</b>	<b>2,835</b>	<b>2,288</b>	<b>249</b>	<b>36</b>	<b>15</b>	<b>15</b>	<b>72</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>99</b>
<b>Total External</b>	<b>13,833</b>	<b>13,010</b>	<b>11,208</b>	<b>1,068</b>	<b>60</b>	<b>35</b>	<b>39</b>	<b>301</b>	<b>0</b>	<b>24</b>	<b>158</b>	<b>0</b>	<b>4</b>	<b>113</b>
<b>Total Workers</b>	<b>253,868</b>	<b>246,293</b>	<b>190,968</b>	<b>24,467</b>	<b>8,205</b>	<b>840</b>	<b>3,653</b>	<b>6,970</b>	<b>34</b>	<b>489</b>	<b>9,317</b>	<b>155</b>	<b>177</b>	<b>1,018</b>

\* A few County-to-County worker flows by means of transportation have been suppressed by the Census Bureau due to the disclosure requirements

**Source:** U.S. Bureau of the Census

**Table E-4. 2000 Distribution of Montgomery County Commuters by Means of Transportation and Place of Work\***

Place of Work	Total Worker	Total Commuters	Drove Alone	Carpool	Bus	Streetcar	Subway	Railroad	Ferryboat	Bicycle	Walked	Taxicab	Motorcycle	Other
Bucks Co.	23,720	23,725	21,345	2,030	75	0	0	95	0	15	95	0	20	50
Chester Co.	25,005	25,005	22,855	1,815	75	0	0	90	0	0	90	0	20	60
Delaware Co.	11,760	11,759	10,675	824	30	10	35	75	0	10	70	15	0	15
Montgomery Co.	245,620	232,080	197,580	20,575	2,415	15	40	510	0	605	9,200	115	85	940
Philadelphia Co.	54,575	54,570	37,290	4,495	1,280	35	1,000	9,910	0	90	300	10	25	135
<b>PA Total</b>	<b>360,680</b>	<b>347,139</b>	<b>289,745</b>	<b>29,739</b>	<b>3,875</b>	<b>60</b>	<b>1,075</b>	<b>10,680</b>	<b>0</b>	<b>720</b>	<b>9,755</b>	<b>140</b>	<b>150</b>	<b>1,200</b>
Burlington Co.	1,560	1,555	1,410	125	0	0	0	10	0	0	10	0	0	0
Camden Co.	1,845	1,839	1,690	124	0	0	0	25	0	0	0	0	0	0
Gloucester Co.	405	399	375	24	0	0	0	0	0	0	0	0	0	0
Mercer Co.	1,300	1,293	1,185	74	0	0	0	20	0	0	10	0	0	4
<b>NJ Total</b>	<b>5,110</b>	<b>5,086</b>	<b>4,660</b>	<b>347</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Total DVRPC Region</b>	<b>365,790</b>	<b>352,225</b>	<b>294,405</b>	<b>30,086</b>	<b>3,875</b>	<b>60</b>	<b>1,075</b>	<b>10,735</b>	<b>0</b>	<b>720</b>	<b>9,775</b>	<b>140</b>	<b>150</b>	<b>1,204</b>
Berks Co., PA	4,230	4,230	3,825	375	0	0	0	0	0	0	30	0	0	0
Lehigh Co., PA	2,005	2,005	1,820	165	0	0	0	0	0	0	0	0	0	20
New Castle Co., DE	1,200	1,200	1,115	80	0	0	0	4	0	0	0	0	0	0
New York (city), NY	704	700	189	12	30	0	45	400	0	0	4	4	0	4
Northampton Co., PA	420	420	375	35	0	0	0	0	0	0	10	0	0	0
Lancaster Co., PA	380	380	345	25	0	0	0	0	0	0	4	0	0	4
Middlesex Co., NJ	365	365	320	34	0	0	0	10	0	0	0	0	0	0
<b>Other</b>	<b>4,701</b>	<b>3,715</b>	<b>2,872</b>	<b>444</b>	<b>8</b>	<b>4</b>	<b>27</b>	<b>58</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>30</b>	<b>0</b>	<b>194</b>
<b>Total External</b>	<b>14,005</b>	<b>13,015</b>	<b>10,861</b>	<b>1,170</b>	<b>38</b>	<b>4</b>	<b>72</b>	<b>472</b>	<b>0</b>	<b>15</b>	<b>127</b>	<b>34</b>	<b>0</b>	<b>222</b>
<b>Total Workers</b>	<b>379,795</b>	<b>365,240</b>	<b>305,266</b>	<b>31,256</b>	<b>3,913</b>	<b>64</b>	<b>1,147</b>	<b>11,207</b>	<b>0</b>	<b>735</b>	<b>9,902</b>	<b>174</b>	<b>150</b>	<b>1,426</b>

\* A few County-to-County worker flows by means of transportation have been suppressed by the Census Bureau due to the disclosure requirements

**Source:** U.S. Bureau of the Census



**Table E-5. 2000 Distribution of Philadelphia County Commuters by Means of Transportation and Place of Work\***

Place of Work	Total Worker	Total Commuters	Drove Alone	Carpool	Bus	Streetcar	Subway	Railroad	Ferryboat	Bicycle	Walked	Taxicab	Motorcycle	Other
Bucks Co.	23,250	23,244	17,410	3,870	1,350	10	105	175	0	15	125	4	10	170
Chester Co.	7,810	7,809	4,775	1,375	935	25	115	330	0	10	190	0	4	50
Delaware Co.	21,800	21,795	12,895	3,035	3,605	185	660	710	0	90	380	65	35	135
Montgomery Co.	59,970	59,980	39,405	9,020	8,135	170	720	1,275	0	75	780	40	30	330
Philadelphia Co.	429,665	418,915	187,385	51,760	83,450	3,205	25,355	9,685	45	4,655	49,255	1,210	345	2,565
<b>PA Total</b>	<b>542,495</b>	<b>531,743</b>	<b>261,870</b>	<b>69,060</b>	<b>97,475</b>	<b>3,595</b>	<b>26,955</b>	<b>12,175</b>	<b>45</b>	<b>4,845</b>	<b>50,730</b>	<b>1,319</b>	<b>424</b>	<b>3,250</b>
Burlington Co.	5,085	5,085	3,975	755	205	10	45	20	0	0	60	0	0	15
Camden Co.	7,195	7,190	5,075	1,235	520	0	110	45	0	25	110	20	15	35
Gloucester Co.	1,500	1,505	1,050	315	45	15	15	0	0	0	35	10	0	20
Mercer Co.	1,675	1,674	1,420	135	30	0	0	65	0	0	4	0	0	20
<b>NJ Total</b>	<b>15,455</b>	<b>15,454</b>	<b>11,520</b>	<b>2,440</b>	<b>800</b>	<b>25</b>	<b>170</b>	<b>130</b>	<b>0</b>	<b>25</b>	<b>209</b>	<b>30</b>	<b>15</b>	<b>90</b>
<b>Total DVRPC Region</b>	<b>557,950</b>	<b>547,197</b>	<b>273,390</b>	<b>71,500</b>	<b>98,275</b>	<b>3,620</b>	<b>27,125</b>	<b>12,305</b>	<b>45</b>	<b>4,870</b>	<b>50,939</b>	<b>1,349</b>	<b>439</b>	<b>3,340</b>
New Castle Co., DE	1,855	1,855	1,425	245	20	0	0	130	0	10	15	0	0	10
Atlantic Co., NJ	830	830	560	119	85	4	20	20	0	4	0	0	0	10
New York (city), NY	820	810	69	24	80	4	84	395	0	4	85	14	0	35
Middlesex Co., NJ	490	490	350	74	0	0	0	50	0	0	0	0	0	15
Cape May Co., NJ	325	325	255	25	35	0	0	0	0	0	10	0	0	0
Lehigh Co., PA	295	295	215	60	20	0	0	0	0	0	0	0	0	0
<b>Other</b>	<b>7,159</b>	<b>5,959</b>	<b>3,388</b>	<b>903</b>	<b>721</b>	<b>35</b>	<b>67</b>	<b>266</b>	<b>0</b>	<b>10</b>	<b>423</b>	<b>4</b>	<b>0</b>	<b>167</b>
<b>Total External</b>	<b>11,774</b>	<b>10,564</b>	<b>6,262</b>	<b>1,450</b>	<b>961</b>	<b>43</b>	<b>171</b>	<b>861</b>	<b>0</b>	<b>28</b>	<b>533</b>	<b>18</b>	<b>0</b>	<b>237</b>
<b>Total Workers</b>	<b>569,724</b>	<b>557,761</b>	<b>279,652</b>	<b>72,950</b>	<b>99,236</b>	<b>3,663</b>	<b>27,296</b>	<b>13,166</b>	<b>45</b>	<b>4,898</b>	<b>51,472</b>	<b>1,367</b>	<b>439</b>	<b>3,577</b>

\* A few County-to-County worker flows by means of transportation have been suppressed by the Census Bureau due to the disclosure requirements

**Source:** U.S. Bureau of the Census

**Table E-6. 2000 Distribution of DVRPC Region Five PA Counties Commuters  
by Means of Transportation and Place of Work\***

Place of Work	Total Worker	Total Commuters	Drove Alone	Carpool	Bus	Streetcar	Subway	Railroad	Ferryboat	Bicycle	Walked	Taxicab	Motorcycle	Other
Bucks Co.	218,255	207,451	177,395	20,897	2,000	10	105	400	30	505	4,960	54	180	915
Chester Co.	192,035	181,321	154,200	17,840	1,785	25	134	665	0	150	5,470	60	138	854
Delaware Co.	192,175	185,435	144,580	13,999	8,495	460	844	1,325	4	510	9,019	170	159	870
Montgomery Co.	407,825	394,293	329,680	37,135	11,350	250	850	2,050	10	750	10,485	173	180	1,380
Philadelphia Co.	574,850	564,088	283,960	65,200	87,660	3,720	30,300	33,940	85	4,794	49,890	1,285	420	2,834
<b>PA Total</b>	<b>1,585,140</b>	<b>1,532,568</b>	<b>1,089,815</b>	<b>160,071</b>	<b>111,290</b>	<b>4,465</b>	<b>32,233</b>	<b>38,380</b>	<b>129</b>	<b>6,709</b>	<b>79,824</b>	<b>1,742</b>	<b>1,077</b>	<b>6,853</b>
Burlington Co.	12,625	12,613	10,820	1,378	219	10	45	34	0	4	74	0	0	29
Camden Co.	13,905	13,912	11,285	1,623	540	20	124	115	0	25	110	20	15	35
Gloucester Co.	3,925	3,941	3,250	536	45	15	15	0	0	0	35	10	0	35
Mercer Co.	24,350	24,329	22,200	1,813	70	0	4	125	0	25	39	0	4	49
<b>NJ Total</b>	<b>54,805</b>	<b>54,795</b>	<b>47,555</b>	<b>5,350</b>	<b>874</b>	<b>45</b>	<b>188</b>	<b>274</b>	<b>0</b>	<b>54</b>	<b>258</b>	<b>30</b>	<b>19</b>	<b>148</b>
<b>Total DVRPC Region</b>	<b>1,639,945</b>	<b>1,587,363</b>	<b>1,137,370</b>	<b>165,421</b>	<b>112,164</b>	<b>4,510</b>	<b>32,421</b>	<b>38,654</b>	<b>129</b>	<b>6,763</b>	<b>80,082</b>	<b>1,772</b>	<b>1,096</b>	<b>7,001</b>
New Castle Co., DE	25,525	25,518	23,070	1,977	85	0	0	229	0	24	79	0	4	50
Berks Co., PA	6,985	6,981	6,235	615	24	0	0	0	0	4	78	0	0	25
Lehigh Co., PA	5,325	5,322	4,840	423	20	0	0	0	0	0	19	0	0	20
Middlesex Co., NJ	4,820	4,809	4,230	416	0	0	0	144	0	0	0	0	0	19
New York (city), NY	4,644	4,556	1,017	191	204	44	229	2,639	0	14	117	22	0	79
Lancaster Co., PA	3,745	3,744	3,215	388	30	10	0	25	4	0	49	4	0	19
Somerset Co., NJ	2,860	2,866	2,580	231	30	15	0	10	0	0	0	0	0	0
Hunterdon Co., NJ	2,390	2,381	2,145	218	0	0	0	0	0	4	10	0	0	4
Northampton Co., PA	1,635	1,623	1,470	109	30	0	0	0	0	0	14	0	0	0
Atlantic Co., NJ	1,485	1,473	1,065	218	89	4	24	20	0	4	25	0	0	24
Essex Co., NJ	960	964	725	80	0	0	0	159	0	0	0	0	0	0
Morris Co., NJ	855	849	785	45	15	0	0	4	0	0	0	0	0	0
Cecil Co., MD	815	811	654	115	14	0	0	28	0	0	0	0	0	0
Cape May Co., NJ	675	673	545	64	35	0	0	0	0	0	29	0	0	0
Union Co., NJ	645	623	520	54	0	0	0	35	0	0	10	0	0	4
Monmouth Co., NJ	615	611	515	92	0	0	0	0	0	0	0	0	0	4
Salem Co., NJ	580	588	520	68	0	0	0	0	0	0	0	0	0	0
Bergen Co., NJ	535	528	505	23	0	0	0	0	0	0	0	0	0	0
Hudson Co., NJ	410	408	210	34	0	0	25	129	0	0	0	0	0	10
Cumberland Co., NJ	375	377	305	24	20	0	0	0	0	0	28	0	0	0
Ocean Co., NJ	355	333	265	58	0	0	0	0	0	0	10	0	0	0
<b>Other</b>	<b>18,882</b>	<b>14,061</b>	<b>9,781</b>	<b>1,542</b>	<b>654</b>	<b>39</b>	<b>134</b>	<b>346</b>	<b>0</b>	<b>49</b>	<b>635</b>	<b>89</b>	<b>0</b>	<b>792</b>
<b>Total External</b>	<b>85,116</b>	<b>80,099</b>	<b>65,197</b>	<b>6,985</b>	<b>1,250</b>	<b>112</b>	<b>412</b>	<b>3,768</b>	<b>4</b>	<b>99</b>	<b>1,103</b>	<b>115</b>	<b>4</b>	<b>1,050</b>
<b>Total Workers</b>	<b>1,725,061</b>	<b>1,667,482</b>	<b>1,202,567</b>	<b>172,406</b>	<b>113,414</b>	<b>4,622</b>	<b>32,833</b>	<b>42,422</b>	<b>133</b>	<b>6,862</b>	<b>81,185</b>	<b>1,887</b>	<b>1,100</b>	<b>8,051</b>

\* A few County-to-County worker flows by means of transportation have been suppressed by the Census Bureau due to the disclosure requirements

**Source:** U.S. Bureau of the Census

**Table E-7. 2000 Distribution of Burlington County Commuters by Means of Transportation and Place of Work\***

Place of Work	Total Worker	Total Commuters	Drove Alone	Carpool	Bus	Streetcar	Subway	Railroad	Ferryboat	Bicycle	Walked	Taxicab	Motorcycle	Other
Bucks Co.	4,525	4,518	4,120	380	10	0	0	4	0	0	4	0	0	0
Chester Co.	585	582	505	73	0	0	0	0	0	0	0	0	0	4
Delaware Co.	1,770	1,775	1,585	140	30	0	10	10	0	0	0	0	0	0
Montgomery Co.	3,055	3,044	2,770	254	0	0	0	10	0	0	10	0	0	0
Philadelphia Co.	17,660	17,664	12,560	1,574	855	45	1,275	1,265	0	10	40	0	0	40
<b>PA Total</b>	<b>27,595</b>	<b>27,583</b>	<b>21,540</b>	<b>2,421</b>	<b>895</b>	<b>45</b>	<b>1,285</b>	<b>1,289</b>	<b>0</b>	<b>10</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>44</b>
Burlington Co.	116,420	110,639	94,655	11,000	840	15	30	10	4	315	3,010	65	85	610
Camden Co.	26,165	26,153	24,020	1,805	160	0	0	30	0	10	35	4	4	85
Gloucester Co.	2,850	2,849	2,660	150	10	0	0	0	0	0	4	0	0	25
Mercer Co.	17,160	17,160	14,990	1,870	220	0	0	0	0	0	10	0	25	45
<b>NJ Total</b>	<b>162,595</b>	<b>156,801</b>	<b>136,325</b>	<b>14,825</b>	<b>1,230</b>	<b>15</b>	<b>30</b>	<b>40</b>	<b>4</b>	<b>325</b>	<b>3,059</b>	<b>69</b>	<b>114</b>	<b>765</b>
<b>Total DVRPC Region</b>	<b>190,190</b>	<b>184,384</b>	<b>157,865</b>	<b>17,246</b>	<b>2,125</b>	<b>60</b>	<b>1,315</b>	<b>1,329</b>	<b>4</b>	<b>335</b>	<b>3,113</b>	<b>69</b>	<b>114</b>	<b>809</b>
Middlesex Co., NJ	3,930	3,930	3,450	369	35	0	0	20	0	0	35	0	15	0
Atlantic Co., NJ	2,080	2,080	1,760	234	4	0	0	60	0	0	10	0	4	4
Ocean Co., NJ	2,040	2,040	1,745	278	10	0	0	0	0	10	0	0	0	10
New York (city), NY	1,650	1,650	615	166	599	10	25	214	0	0	8	0	0	10
Monmouth Co., NJ	1,305	1,305	1,070	235	0	0	0	0	0	0	0	0	0	0
Somerset Co., NJ	705	705	660	34	4	0	0	0	0	0	4	0	0	0
Essex Co., NJ	610	610	485	68	0	0	4	45	0	0	0	0	0	0
New Castle Co., DE	595	595	525	65	10	0	0	0	0	0	0	0	0	0
Union Co., NJ	500	500	445	49	0	0	0	10	0	0	0	0	0	0
<b>Other</b>	<b>3,837</b>	<b>3,004</b>	<b>2,418</b>	<b>313</b>	<b>69</b>	<b>0</b>	<b>4</b>	<b>44</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>10</b>	<b>0</b>	<b>54</b>
<b>Total External</b>	<b>17,252</b>	<b>16,419</b>	<b>13,173</b>	<b>1,811</b>	<b>731</b>	<b>10</b>	<b>33</b>	<b>393</b>	<b>0</b>	<b>20</b>	<b>141</b>	<b>10</b>	<b>19</b>	<b>78</b>
<b>Total Workers</b>	<b>207,442</b>	<b>200,803</b>	<b>171,038</b>	<b>19,057</b>	<b>2,856</b>	<b>70</b>	<b>1,348</b>	<b>1,722</b>	<b>4</b>	<b>355</b>	<b>3,254</b>	<b>79</b>	<b>133</b>	<b>887</b>

\* A few County-to-County worker flows by means of transportation have been suppressed by the Census Bureau due to the disclosure requirements

**Source:** U.S. Bureau of the Census



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**Table E-8. 2000 Distribution of Camden County Commuters by Means of Transportation and Place of Work\***

Place of Work	Total Worker	Total Commuters	Drove Alone	Carpool	Bus	Streetcar	Subway	Railroad	Ferryboat	Bicycle	Walked	Taxicab	Motorcycle	Other
Bucks Co.	1,990	1,988	1,635	270	45	0	15	4	0	15	0	0	0	4
Chester Co.	865	863	815	40	4	0	0	4	0	0	0	0	0	0
Delaware Co.	3,230	3,234	2,730	309	85	0	45	40	0	0	10	0	0	15
Montgomery Co.	3,910	3,901	3,325	423	45	10	35	35	0	0	4	0	4	20
Philadelphia Co.	32,960	32,960	17,850	3,665	1,335	50	5,870	3,765	0	20	125	20	15	245
<b>PA Total</b>	<b>42,955</b>	<b>42,946</b>	<b>26,355</b>	<b>4,707</b>	<b>1,514</b>	<b>60</b>	<b>5,965</b>	<b>3,848</b>	<b>0</b>	<b>35</b>	<b>139</b>	<b>20</b>	<b>19</b>	<b>284</b>
Burlington Co.	31,765	31,774	27,345	3,320	660	4	95	0	10	35	150	20	20	115
Camden Co.	123,735	118,345	91,115	14,595	4,800	0	730	270	25	305	5,315	185	65	940
Gloucester Co.	15,235	15,233	12,830	1,614	480	0	0	0	0	40	125	45	4	95
Mercer Co.	2,470	2,468	2,135	305	20	0	0	0	0	0	4	0	0	4
<b>NJ Total</b>	<b>173,205</b>	<b>167,820</b>	<b>133,425</b>	<b>19,834</b>	<b>5,960</b>	<b>4</b>	<b>825</b>	<b>270</b>	<b>35</b>	<b>380</b>	<b>5,594</b>	<b>250</b>	<b>89</b>	<b>1,154</b>
<b>Total DVRPC Region</b>	<b>216,160</b>	<b>210,766</b>	<b>159,780</b>	<b>24,541</b>	<b>7,474</b>	<b>64</b>	<b>6,790</b>	<b>4,118</b>	<b>35</b>	<b>415</b>	<b>5,733</b>	<b>270</b>	<b>108</b>	<b>1,438</b>
Atlantic Co., NJ	4,975	4,975	3,510	594	265	4	55	455	0	0	25	10	0	55
New Castle Co., DE	1,285	1,285	1,170	99	15	0	0	0	0	0	0	0	0	0
Cumberland Co., NJ	1,150	1,150	1,040	104	4	0	0	0	0	0	0	0	0	0
Middlesex Co., NJ	845	845	730	89	4	0	0	10	0	0	0	0	0	15
Salem Co., NJ	785	785	630	119	20	0	0	0	0	0	0	0	10	0
New York (city), NY	719	705	185	72	340	0	10	80	0	4	10	0	0	4
Ocean Co., NJ	360	360	280	75	0	0	0	0	0	0	0	0	4	0
Monmouth CO., NJ	350	350	275	59	15	0	0	0	0	0	0	0	0	0
<b>Other</b>	<b>3,734</b>	<b>2,870</b>	<b>2,165</b>	<b>434</b>	<b>103</b>	<b>0</b>	<b>24</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>52</b>
<b>Total External</b>	<b>14,203</b>	<b>13,325</b>	<b>9,985</b>	<b>1,645</b>	<b>766</b>	<b>4</b>	<b>89</b>	<b>594</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>10</b>	<b>14</b>	<b>126</b>
<b>Total Workers</b>	<b>230,363</b>	<b>224,091</b>	<b>169,765</b>	<b>26,186</b>	<b>8,240</b>	<b>68</b>	<b>6,879</b>	<b>4,712</b>	<b>35</b>	<b>419</b>	<b>5,821</b>	<b>280</b>	<b>122</b>	<b>1,564</b>

\* A few County-to-County worker flows by means of transportation have been suppressed by the Census Bureau due to the disclosure requirements

**Source:** U.S. Bureau of the Census



Delaware Valley Regional  
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**Table E-9. 2000 Distribution of Gloucester County Commuters by Means of Transportation and Place of Work\***

Place of Work	Total Worker	Total Commuters	Drove Alone	Carpool	Bus	Streetcar	Subway	Railroad	Ferryboat	Bicycle	Walked	Taxicab	Motorcycle	Other
Bucks Co.	745	744	655	70	15	0	0	0	0	0	4	0	0	0
Chester Co.	725	730	690	40	0	0	0	0	0	0	0	0	0	0
Delaware Co.	3,180	3,180	2,920	235	15	0	0	0	0	0	10	0	0	0
Montgomery Co.	1,990	1,988	1,770	204	4	0	0	0	0	0	0	0	0	10
Philadelphia Co.	13,780	13,775	10,010	2,050	520	0	665	410	0	15	30	0	10	65
<b>PA Total</b>	<b>20,420</b>	<b>20,417</b>	<b>16,045</b>	<b>2,599</b>	<b>554</b>	<b>0</b>	<b>665</b>	<b>410</b>	<b>0</b>	<b>15</b>	<b>44</b>	<b>0</b>	<b>10</b>	<b>75</b>
Burlington Co.	7,565	7,569	6,730	770	15	0	0	0	0	4	20	0	10	20
Camden Co.	22,735	22,729	20,200	2,045	270	0	0	4	0	10	80	15	20	85
Gloucester Co.	56,675	53,560	44,705	5,030	775	0	35	25	0	200	2,215	60	30	485
Mercer Co.	765	770	625	135	0	0	0	0	0	0	10	0	0	0
<b>NJ Total</b>	<b>87,740</b>	<b>84,628</b>	<b>72,260</b>	<b>7,980</b>	<b>1,060</b>	<b>0</b>	<b>35</b>	<b>29</b>	<b>0</b>	<b>214</b>	<b>2,325</b>	<b>75</b>	<b>60</b>	<b>590</b>
<b>Total DVRPC Region</b>	<b>108,160</b>	<b>105,045</b>	<b>88,305</b>	<b>10,579</b>	<b>1,614</b>	<b>0</b>	<b>700</b>	<b>439</b>	<b>0</b>	<b>229</b>	<b>2,369</b>	<b>75</b>	<b>70</b>	<b>665</b>
Cumberland Co., NJ	3,665	3,665	3,235	374	15	0	0	0	0	0	25	4	0	15
Atlantic Co., NJ	3,195	3,195	2,675	379	95	0	4	15	0	0	10	0	4	15
Salem Co., NJ	2,555	2,555	2,230	275	15	0	0	0	0	0	15	0	10	4
New Castle Co., DE	1,660	1,660	1,450	179	25	0	0	0	0	0	4	0	0	0
Middlesex Co., NJ	375	375	320	23	4	0	0	4	0	0	20	0	0	0
Cape May Co., NJ	335	335	295	44	0	0	0	0	0	0	0	0	0	0
New York (city), NY	315	300	185	4	85	0	0	20	0	0	0	0	0	0
<b>Other</b>	<b>1,980</b>	<b>1,458</b>	<b>1,194</b>	<b>175</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>20</b>	<b>42</b>
<b>Total External</b>	<b>14,080</b>	<b>13,543</b>	<b>11,584</b>	<b>1,453</b>	<b>243</b>	<b>0</b>	<b>4</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>34</b>	<b>76</b>
<b>Total Workers</b>	<b>122,240</b>	<b>118,588</b>	<b>99,889</b>	<b>12,032</b>	<b>1,857</b>	<b>0</b>	<b>704</b>	<b>492</b>	<b>0</b>	<b>229</b>	<b>2,461</b>	<b>79</b>	<b>104</b>	<b>741</b>

\* A few County-to-County worker flows by means of transportation have been suppressed by the Census Bureau due to the disclosure requirements

**Source:** U.S. Bureau of the Census

**Table E-10. 2000 Distribution of Mercer County Commuters by Means of Transportation and Place of Work\***

Place of Work	Total Worker	Total Commuters	Drove Alone	Carpool	Bus	Streetcar	Subway	Railroad	Ferryboat	Bicycle	Walked	Taxicab	Motorcycle	Other
Bucks Co.	3,865	3,867	3,065	700	45	0	0	10	0	20	4	4	4	15
Chester Co.	95	94	70	20	0	0	0	4	0	0	0	0	0	0
Delaware Co.	245	239	215	20	0	0	0	0	0	0	4	0	0	0
Montgomery Co.	705	705	610	55	0	0	0	30	0	0	0	0	0	10
Philadelphia Co.	1,550	1,544	940	179	15	0	20	390	0	0	0	0	0	0
<b>PA Total</b>	<b>6,460</b>	<b>6,449</b>	<b>4,900</b>	<b>974</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>434</b>	<b>0</b>	<b>20</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>25</b>
Burlington Co.	3,765	3,767	3,260	430	50	4	4	0	0	0	4	0	0	15
Camden Co.	590	590	560	30	0	0	0	0	0	0	0	0	0	0
Gloucester Co.	135	135	105	20	0	0	0	0	0	10	0	0	0	0
Mercer Co.	112,450	107,284	82,065	12,990	3,480	20	15	145	4	715	6,930	215	65	640
<b>NJ Total</b>	<b>116,940</b>	<b>111,776</b>	<b>85,990</b>	<b>13,470</b>	<b>3,530</b>	<b>24</b>	<b>19</b>	<b>145</b>	<b>4</b>	<b>725</b>	<b>6,934</b>	<b>215</b>	<b>65</b>	<b>655</b>
<b>Total DVRPC Region</b>	<b>123,400</b>	<b>118,225</b>	<b>90,890</b>	<b>14,444</b>	<b>3,590</b>	<b>24</b>	<b>39</b>	<b>579</b>	<b>4</b>	<b>745</b>	<b>6,942</b>	<b>219</b>	<b>69</b>	<b>680</b>
Middlesex Co., NJ	16,595	16,595	14,630	1,520	135	0	0	110	0	45	70	15	10	65
New York (city), NY	6,545	6,545	950	259	640	10	105	4,555	0	0	10	10	0	10
Somerset Co., NJ	5,365	5,365	4,670	490	85	0	0	0	0	4	85	0	4	25
Monmouth Co., NJ	2,485	2,485	2,175	225	15	0	0	0	0	0	40	0	0	25
Essex Co., NJ	1,490	1,490	875	114	30	0	0	450	0	0	20	0	0	0
Union Co., NJ	1,290	1,290	1,020	160	15	0	0	85	0	0	4	0	0	4
Hunterdon Co., NJ	1,195	1,195	1,095	95	0	0	0	0	0	0	0	0	0	10
Bergen Co., NJ	805	805	660	70	45	0	0	10	0	0	10	0	0	4
Hudson Co., NJ	775	775	420	84	10	0	4	250	0	0	4	0	0	0
Morris Co., NJ	750	750	700	40	0	0	0	10	0	0	0	0	0	0
Ocean Co., NJ	665	665	550	103	10	0	0	0	0	0	10	0	0	0
<b>Other</b>	<b>1,881</b>	<b>1,380</b>	<b>814</b>	<b>265</b>	<b>75</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>0</b>	<b>8</b>	<b>109</b>	<b>10</b>	<b>0</b>	<b>29</b>
<b>Total External</b>	<b>39,841</b>	<b>39,340</b>	<b>28,559</b>	<b>3,425</b>	<b>1,060</b>	<b>10</b>	<b>113</b>	<b>5,533</b>	<b>0</b>	<b>57</b>	<b>362</b>	<b>35</b>	<b>14</b>	<b>172</b>
<b>Total Workers</b>	<b>163,241</b>	<b>157,565</b>	<b>119,449</b>	<b>17,869</b>	<b>4,650</b>	<b>34</b>	<b>152</b>	<b>6,112</b>	<b>4</b>	<b>802</b>	<b>7,304</b>	<b>254</b>	<b>83</b>	<b>852</b>

\* A few County-to-County worker flows by means of transportation have been suppressed by the Census Bureau due to the disclosure requirements

Source: U.S. Bureau of the Census



Delaware Valley Regional  
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**Table E-11. 2000 Distribution of DVRPC Region Four NJ Counties Commuters  
by Means of Transportation and Place of Work\***

Place of Work	Total Worker	Total Commuters	Drove Alone	Carpool	Bus	Streetcar	Subway	Railroad	Ferryboat	Bicycle	Walked	Taxicab	Motorcycle	Other
Bucks Co.	11,125	11,117	9,475	1,420	115	0	15	18	0	35	12	4	4	19
Chester Co.	2,270	2,269	2,080	173	4	0	0	8	0	0	0	0	0	4
Delaware Co.	8,425	8,428	7,450	704	130	0	55	50	0	0	24	0	0	15
Montgomery Co.	9,660	9,638	8,475	936	49	10	35	75	0	0	14	0	4	40
Philadelphia Co.	65,950	65,943	41,360	7,468	2,725	95	7,830	5,830	0	45	195	20	25	350
<b>PA Total</b>	<b>97,430</b>	<b>97,395</b>	<b>68,840</b>	<b>10,701</b>	<b>3,023</b>	<b>105</b>	<b>7,935</b>	<b>5,981</b>	<b>0</b>	<b>80</b>	<b>245</b>	<b>24</b>	<b>33</b>	<b>428</b>
Burlington Co.	159,515	153,749	131,990	15,520	1,565	23	129	10	14	354	3,184	85	115	760
Camden Co.	173,225	167,817	135,895	18,475	5,230	0	730	304	25	325	5,430	204	89	1,110
Gloucester Co.	74,895	71,777	60,300	6,814	1,265	0	35	25	0	250	2,344	105	34	605
Mercer Co.	132,845	127,682	99,815	15,300	3,720	20	15	145	4	715	6,954	215	90	689
<b>NJ Total</b>	<b>540,480</b>	<b>521,025</b>	<b>428,000</b>	<b>56,109</b>	<b>11,780</b>	<b>43</b>	<b>909</b>	<b>484</b>	<b>43</b>	<b>1,644</b>	<b>17,912</b>	<b>609</b>	<b>328</b>	<b>3,164</b>
<b>Total DVRPC Region</b>	<b>637,910</b>	<b>618,420</b>	<b>496,840</b>	<b>66,810</b>	<b>14,803</b>	<b>148</b>	<b>8,844</b>	<b>6,465</b>	<b>43</b>	<b>1,724</b>	<b>18,157</b>	<b>633</b>	<b>361</b>	<b>3,592</b>
Middlesex Co., NJ	21,745	21,743	19,130	2,001	178	0	0	144	0	45	125	15	25	80
Atlantic Co., NJ	10,350	10,346	8,025	1,227	364	4	59	530	0	0	45	10	8	74
New York (city), NY	9,229	9,195	1,935	501	1,664	20	140	4,869	0	4	28	10	0	24
Somerset Co., NJ	6,340	6,339	5,590	534	93	0	0	0	0	4	89	0	4	25
Cumberland Co., NJ	5,315	5,312	4,690	536	23	0	0	0	0	0	44	4	0	15
Monmouth Co., NJ	4,305	4,299	3,655	529	30	0	0	0	0	0	40	0	20	25
Salem Co., NJ	3,720	3,711	3,185	448	35	0	0	0	0	0	19	0	20	4
New Castle Co., DE	3,680	3,682	3,220	398	50	0	0	10	0	0	4	0	0	0
Ocean Co., NJ	3,290	3,310	2,765	491	20	0	0	0	0	10	10	0	4	10
Essex Co., NJ	2,495	2,489	1,675	231	30	0	4	519	0	0	30	0	0	0
Union Co., NJ	2,080	2,085	1,730	223	25	0	0	95	0	0	8	0	0	4
Bergen Co., NJ	1,600	1,594	1,290	183	79	0	0	10	0	0	18	0	0	14
Hunterdon Co., NJ	1,500	1,504	1,355	135	0	0	0	0	0	0	0	0	0	14
Hudson Co., NJ	1,335	1,332	855	176	20	0	8	265	0	0	8	0	0	0
Morris Co., NJ	1,305	1,303	1,120	113	45	0	0	10	0	0	0	0	0	15
Cape May Co., NJ	775	766	565	183	4	0	4	0	0	0	10	0	0	0
Lehigh Co., PA	120	119	115	4	0	0	0	0	0	0	0	0	0	0
Berks Co., PA	105	90	70	10	0	0	0	0	0	0	10	0	0	0
Lancaster Co., PA	140	127	95	24	0	0	0	4	0	0	4	0	0	0
<b>Other</b>	<b>5,947</b>	<b>3,281</b>	<b>2,236</b>	<b>387</b>	<b>140</b>	<b>0</b>	<b>24</b>	<b>117</b>	<b>0</b>	<b>18</b>	<b>191</b>	<b>20</b>	<b>0</b>	<b>148</b>
<b>Total External</b>	<b>85,376</b>	<b>82,627</b>	<b>63,301</b>	<b>8,334</b>	<b>2,800</b>	<b>24</b>	<b>239</b>	<b>6,573</b>	<b>0</b>	<b>81</b>	<b>683</b>	<b>59</b>	<b>81</b>	<b>452</b>
<b>Total Workers</b>	<b>723,286</b>	<b>701,047</b>	<b>560,141</b>	<b>75,144</b>	<b>17,603</b>	<b>172</b>	<b>9,083</b>	<b>13,038</b>	<b>43</b>	<b>1,805</b>	<b>18,840</b>	<b>692</b>	<b>442</b>	<b>4,044</b>

\* A few County-to-County worker flows by means of transportation have been suppressed by the Census Bureau due to the disclosure requirements

Source: U.S. Bureau of the Census



**Table E-12. 2000 Distribution of DVRPC Region Commuters by Means of Transportation and Place of Work\***

Place of Work	Total Worker	Total Commuters	Drove Alone	Carpool	Bus	Streetcar	Subway	Railroad	Ferryboat	Bicycle	Walked	Taxicab	Motorcycle	Other
Bucks Co.	229,380	218,568	186,870	22,317	2,115	10	120	418	30	540	4,972	58	184	934
Chester Co.	194,305	183,590	156,280	18,013	1,789	25	134	673	0	150	5,470	60	138	858
Delaware Co.	200,600	193,863	152,030	19,703	8,625	460	899	1,375	4	510	9,043	170	159	885
Montgomery Co.	417,485	403,931	338,155	38,071	11,399	260	885	2,125	10	750	10,499	173	184	1,420
Philadelphia Co.	640,800	630,031	325,320	72,668	90,385	3,815	38,130	39,770	85	4,839	50,085	1,305	445	3,184
<b>PA Total</b>	<b>1,682,570</b>	<b>1,629,983</b>	<b>1,158,655</b>	<b>170,772</b>	<b>114,313</b>	<b>4,570</b>	<b>40,168</b>	<b>44,361</b>	<b>129</b>	<b>6,789</b>	<b>80,069</b>	<b>1,766</b>	<b>1,110</b>	<b>7,281</b>
Burlington Co.	172,140	166,362	142,810	16,898	1,784	33	174	44	14	358	3,258	85	115	789
Camden Co.	187,130	181,729	147,180	20,098	5,770	20	854	419	25	350	5,540	224	104	1,145
Gloucester Co.	78,820	75,718	63,550	7,350	1,310	15	50	25	0	250	2,379	115	34	640
Mercer Co.	157,195	152,011	122,015	17,113	3,790	20	19	270	4	740	6,993	215	94	738
<b>NJ Total</b>	<b>595,285</b>	<b>575,820</b>	<b>475,555</b>	<b>61,459</b>	<b>12,654</b>	<b>88</b>	<b>1,097</b>	<b>758</b>	<b>43</b>	<b>1,698</b>	<b>18,170</b>	<b>639</b>	<b>347</b>	<b>3,312</b>
<b>Total DVRPC Region</b>	<b>2,277,855</b>	<b>2,205,803</b>	<b>1,634,210</b>	<b>232,231</b>	<b>126,967</b>	<b>4,658</b>	<b>41,265</b>	<b>45,119</b>	<b>172</b>	<b>8,487</b>	<b>98,239</b>	<b>2,405</b>	<b>1,457</b>	<b>10,593</b>
New Castle Co., DE	29,205	29,200	26,290	2,375	135	0	0	239	0	24	83	0	4	50
Middlesex Co., NJ	26,565	26,552	23,360	2,417	178	0	0	288	0	45	125	15	25	99
New York (city), NY	13,873	13,751	2,952	692	1,868	64	369	7,508	0	18	145	32	0	103
Atlantic Co., NJ	11,835	11,819	9,090	1,445	453	8	83	550	0	4	70	10	8	98
Somerset Co., NJ	9,200	9,205	8,170	765	123	15	0	10	0	4	89	0	4	25
Berks Co., PA	7,090	7,071	6,305	625	24	0	0	0	0	4	88	0	0	25
Cumberland Co., NJ	5,690	5,689	4,995	560	43	0	0	0	0	0	72	4	0	15
Lehigh Co., PA	5,445	5,441	4,955	427	20	0	0	0	0	0	19	0	0	20
Monmouth Co., NJ	4,920	4,910	4,170	621	30	0	0	0	0	0	40	0	20	29
Salem Co., NJ	4,300	4,299	3,705	516	35	0	0	0	0	0	19	0	20	4
Hunterdon Co., NJ	3,890	3,885	3,500	353	0	0	0	0	0	4	10	0	0	18
Lancaster Co., PA	3,885	3,871	3,310	412	30	10	0	29	4	0	53	4	0	19
Ocean Co., NJ	3,645	3,643	3,030	549	20	0	0	0	0	10	20	0	4	10
Essex Co., NJ	3,455	3,453	2,400	311	30	0	4	678	0	0	30	0	0	0
Union Co., NJ	2,725	2,708	2,250	277	25	0	0	130	0	0	18	0	0	8
Morris CO., NJ	2,160	2,152	1,905	158	60	0	0	14	0	0	0	0	0	15
Bergen CO., NJ	2,135	2,122	1,795	206	79	0	0	10	0	0	18	0	0	14
Hudson Co., NJ	1,745	1,740	1,065	210	20	0	33	394	0	0	8	0	0	10
Cape May Co., NJ	1,450	1,439	1,110	247	39	0	4	0	0	0	39	0	0	0
<b>Other</b>	<b>27,279</b>	<b>19,776</b>	<b>14,141</b>	<b>2,153</b>	<b>838</b>	<b>39</b>	<b>158</b>	<b>491</b>	<b>0</b>	<b>67</b>	<b>840</b>	<b>109</b>	<b>0</b>	<b>940</b>
<b>Total External</b>	<b>170,492</b>	<b>162,726</b>	<b>128,498</b>	<b>15,319</b>	<b>4,050</b>	<b>136</b>	<b>651</b>	<b>10,341</b>	<b>4</b>	<b>180</b>	<b>1,786</b>	<b>174</b>	<b>85</b>	<b>1,502</b>
<b>Total Workers</b>	<b>2,448,347</b>	<b>2,368,529</b>	<b>1,762,708</b>	<b>247,550</b>	<b>131,017</b>	<b>4,794</b>	<b>41,916</b>	<b>55,460</b>	<b>176</b>	<b>8,667</b>	<b>100,025</b>	<b>2,579</b>	<b>1,542</b>	<b>12,095</b>

\* A few County-to-County worker flows by means of transportation have been suppressed by the Census Bureau due to the disclosure requirements

Source: U.S. Bureau of the Census



**Table E-13. 2000 Distribution of City of Chester Commuters by Means of Transportation and Place of Work\***

Place of Work	Total Worker	Total Commuters	Drove Alone	Carpool	Bus	Streetcar	Subway	Railroad	Ferryboat	Bicycle	Walked	Taxicab	Motorcycle	Other
Chester City, Delaware Co. PA	2,965	2,804	1,285	515	370	0	4	0	0	0	585	0	15	30
Middletown Twp., Delaware Co. PA	1,230	1,228	555	314	335	0	0	10	0	0	14	0	0	0
Philadelphia city, PA	1,020	1,019	545	125	225	0	10	70	0	0	40	0	0	4
Springfield Twp., Delaware Co. PA	560	552	285	83	170	0	0	0	0	0	4	0	0	10
Media Bor., Delaware Co. PA	540	540	275	95	155	0	0	0	0	0	15	0	0	0
Upland Bor., Delaware Co. PA	440	445	230	95	55	0	0	0	0	0	65	0	0	0
Ridley Twp., Delaware Co. PA	395	396	230	103	45	0	0	10	0	0	8	0	0	0
Tinicum Twp., Delaware Co. PA	385	385	250	30	85	0	0	0	0	10	10	0	0	0
Upper Darby Twp., Delaware Co. PA	315	313	210	50	30	0	0	4	0	0	4	0	15	0
Aston Twp., Delaware Co. PA	190	186	90	63	25	0	0	0	0	0	4	0	0	4
Swarthmore Bor., Delaware Co. PA	180	179	125	29	25	0	0	0	0	0	0	0	0	0
Nether Providence Twp. Del. Co. PA	170	169	130	4	35	0	0	0	0	0	0	0	0	0
Marcus Hook Bor., Delaware Co. PA	30	29	25	0	4	0	0	0	0	0	0	0	0	0
<b>Subtotal</b>	<b>8,420</b>	<b>8,245</b>	<b>4,235</b>	<b>1,506</b>	<b>1,559</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>0</b>	<b>10</b>	<b>749</b>	<b>0</b>	<b>30</b>	<b>48</b>
New Castle County, DE	518	491	375	92	20	0	0	4	0	0	0	0	0	0
<b>Other</b>	<b>3,845</b>	<b>3,199</b>	<b>2,110</b>	<b>673</b>	<b>326</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>28</b>
<b>Total</b>	<b>12,783</b>	<b>11,935</b>	<b>6,720</b>	<b>2,271</b>	<b>1,905</b>	<b>0</b>	<b>18</b>	<b>98</b>	<b>0</b>	<b>10</b>	<b>807</b>	<b>0</b>	<b>30</b>	<b>76</b>

\* Some MCD-to-MCD worker flows by means of transportation have been suppressed by the Census Bureau due to the disclosure requirements

Source: U.S. Bureau of the Census



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**Table E-14. 2000 Distribution of City of Camden Commuters by Means of Transportation and Place of Work\***

Place of Work	Total Worker	Total Commuters	Drove Alone	Carpool	Bus	Streetcar	Subway	Railroad	Ferryboat	Bicycle	Walked	Taxicab	Motorcycle	Other
Camden City, Camden Co. NJ	6,965	6,769	2,880	1,190	1,085	0	85	4	0	15	1,320	50	0	140
Cherry Hill Twp., Camden Co. NJ	2,805	2,812	1,420	603	660	0	10	10	10	4	70	10	0	15
Pennsauken Twp., Camden Co. NJ	2,750	2,754	1,080	870	475	0	0	0	10	4	245	35	0	35
Philadelphia City, PA	1,695	1,700	595	275	490	0	255	35	0	0	25	0	0	25
Mount Laurel Twp., Burlington Co. NJ	605	596	410	153	14	0	15	0	0	0	0	0	0	4
Gloucester Twp., Camden Co. NJ	595	596	285	113	100	0	0	0	4	4	20	0	0	70
Voorhees Twp., Camden Co. NJ	505	494	280	125	55	0	15	0	0	0	4	0	0	15
Moorestown Twp., Burlington Co. NJ	440	444	185	185	45	0	0	0	4	0	25	0	0	0
Collingswood Bor., Camden Co. NJ	265	263	150	60	20	0	0	0	0	0	4	4	0	0
Evesham Twp., Burlington Co. NJ	255	250	135	60	40	0	0	0	0	0	15	0	0	0
Haddon Twp., Camden Co. NJ	225	229	85	39	60	0	15	0	0	0	15	0	0	15
Bellmawr Bor. Camden Co. NJ	225	225	130	65	20	0	0	0	0	0	0	0	0	10
Delran Twp., Burlington Co. NJ	225	220	45	55	120	0	0	0	0	0	0	0	0	0
Cinnaminson Twp., Burlington Co. NJ	155	154	70	74	0	0	0	0	0	0	10	0	0	0
<b>Subtotal</b>	<b>17,710</b>	<b>17,506</b>	<b>7,750</b>	<b>3,867</b>	<b>3,184</b>	<b>0</b>	<b>395</b>	<b>49</b>	<b>28</b>	<b>52</b>	<b>1,753</b>	<b>99</b>	<b>0</b>	<b>329</b>
Atlantic City, Atlantic Co. NJ	170	164	75	19	55	0	0	15	0	0	0	0	0	0
<b>Other</b>	<b>4,248</b>	<b>3,181</b>	<b>1,593</b>	<b>798</b>	<b>546</b>	<b>0</b>	<b>32</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>123</b>	<b>14</b>	<b>0</b>	<b>53</b>
<b>Total</b>	<b>22,128</b>	<b>20,851</b>	<b>9,418</b>	<b>4,684</b>	<b>3,785</b>	<b>0</b>	<b>427</b>	<b>74</b>	<b>36</b>	<b>56</b>	<b>1,876</b>	<b>113</b>	<b>0</b>	<b>382</b>

\* Some MCD-to-MCD worker flows by means of transportation have been suppressed by the Census Bureau due to the disclosure requirements

**Source:** U.S. Bureau of the Census



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**Table E-15. 2000 Distribution of City of Trenton Commuters by Means of Transportation and Place of Work\***

Place of Work	Total Worker	Total Commuters	Drove Alone	Carpool	Bus	Streetcar	Subway	Railroad	Ferryboat	Bicycle	Walked	Taxicab	Motorcycle	Other
Trenton City, Mercer Co. NJ	11,695	11,194	6,400	2,140	1,080	15	4	25	0	90	1,265	80	0	95
Hamilton Twp., Mercer Co. NJ	3,850	3,656	2,515	669	379	0	0	0	0	45	195	4	0	49
Ewing Twp., Mercer Co. NJ	2,600	2,605	1,700	530	250	0	0	0	0	15	60	30	0	20
Lawrence Twp., Mercer Co. NJ	2,225	2,222	1,315	484	330	0	0	4	0	0	50	15	0	24
West Windsor Twp., Mercer Co. NJ	1,550	1,549	945	235	235	0	0	25	0	4	80	0	0	25
Princeton Bor., Mercer Co. NJ	1,400	1,393	925	219	180	0	0	4	0	0	55	0	0	10
Princeton Twp., Mercer Co. NJ	520	517	240	184	65	0	0	0	0	0	24	0	0	4
Washington Twp., Mercer Co. NJ	335	334	180	115	10	0	0	0	0	0	25	0	0	4
Falls Twp., Bucks Co. PA	330	323	200	109	4	0	0	0	0	10	0	0	0	0
Hopewell Twp., Mercer Co. NJ	300	310	210	65	15	0	10	0	0	10	0	0	0	0
East Windsor Twp., Mercer Co. NJ	255	248	215	23	0	0	0	0	0	0	0	0	0	10
Morrisville Bor., Bucks Co. PA	140	140	45	65	20	0	0	0	0	10	0	0	0	0
<b>Subtotal</b>	<b>25,200</b>	<b>24,691</b>	<b>14,890</b>	<b>4,838</b>	<b>2,568</b>	<b>15</b>	<b>14</b>	<b>58</b>	<b>0</b>	<b>184</b>	<b>1,754</b>	<b>129</b>	<b>0</b>	<b>241</b>
Plainsboro Twp., Middlesex Co. NJ	360	364	269	60	35	0	0	0	0	0	0	0	0	0
Manhattan Bor., New York City, NY	340	335	40	0	80	10	15	180	0	0	0	0	0	10
S. Brunswick Twp., Middlesex Co. NJ	245	232	145	73	14	0	0	0	0	0	0	0	0	0
Montgomery Twp., Somerset Co. NJ	160	158	120	28	0	0	0	0	0	0	0	0	0	10
<b>Other</b>	<b>4,981</b>	<b>3,319</b>	<b>1,992</b>	<b>912</b>	<b>139</b>	<b>4</b>	<b>0</b>	<b>183</b>	<b>0</b>	<b>15</b>	<b>32</b>	<b>4</b>	<b>0</b>	<b>38</b>
<b>Total</b>	<b>31,286</b>	<b>29,099</b>	<b>17,456</b>	<b>5,911</b>	<b>2,836</b>	<b>29</b>	<b>29</b>	<b>421</b>	<b>0</b>	<b>199</b>	<b>1,786</b>	<b>133</b>	<b>0</b>	<b>299</b>

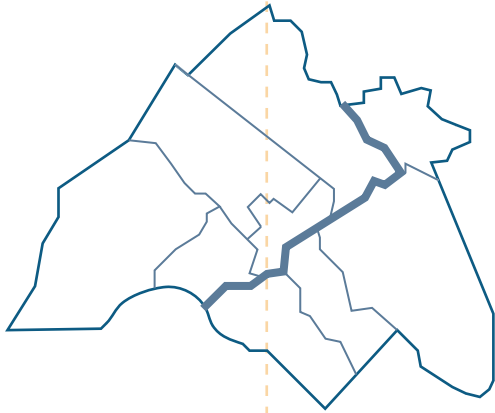
\* Some MCD-to-MCD worker flows by means of transportation have been suppressed by the Census Bureau due to the disclosure requirements

**Source:** U.S. Bureau of the Census



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## APPENDIX F



### Time Leaving for Work for 2000 Resident Workers by Means of Transportation



Delaware Valley Regional  
Planning Commission



**Table F-1. Time Leaving for Work for 2000 Bucks County Resident Workers by Means of Transportation**

Means of Transportation	Number of Workers	Percent of Commuters	Time Leaving for Work													
			5:00 AM to 6:29 AM	6:30 AM to 7:29 AM	7:30 AM to 8:29 AM	8:30 AM to 9:29 AM	9:30 AM to 9:59 AM	10:00 AM to 2:59 PM	3:00 PM to 3:59 PM	4:00 PM to 4:59 PM	5:00 PM to 5:59 PM	6:00 PM to 6:59 PM	7:00 PM to 11:59 PM	12:00 AM to 4:59 AM		
Drove alone	251,802	86.2%	36,128 14.3%	67,194 26.7%	73,827 29.3%	29,563 11.7%	4,417 1.8%	16,244 6.5%	4,401 1.7%	4,138 1.6%	2,817 1.1%	1,665 0.7%	5,223 2.1%	6,185 2.5%		
2-person carpool	21,718	7.4%	3,966 18.3%	6,244 28.8%	4,904 22.6%	1,897 8.7%	270 1.2%	1,312 6.0%	641 3.0%	938 4.3%	441 2.0%	221 1.0%	311 1.4%	573 2.6%		
3-person carpool	2,149	0.7%	419 19.5%	802 37.3%	405 18.8%	141 6.6%	29 1.3%	75 3.5%	75 3.5%	102 4.7%	28 1.3%	26 1.2%	10 0.5%	37 1.7%		
4-or-more-person carpool	1,170	0.4%	267 22.8%	272 23.2%	459 39.2%	47 4.0%	8 0.7%	41 3.5%	19 1.6%	0 0.0%	14 1.2%	0 0.0%	0 0.0%	43 3.7%		
Bus or trolley bus	1,001	0.3%	130 13.0%	301 30.1%	211 21.1%	105 10.5%	39 3.9%	135 13.5%	0 0.0%	30 3.0%	4 0.4%	4 0.4%	10 1.0%	32 3.2%		
Streetcar, trolley car, subway, or elevated	459	0.2%	80 17.4%	230 50.1%	97 21.1%	24 5.2%	0 0.0%	14 3.1%	10 2.2%	4 0.9%	0 0.0%	0 0.0%	0 0.0%	0 0.0%		
Railroad or ferryboat	6,768	2.3%	1,993 29.4%	3,232 47.8%	1,110 16.4%	80 1.2%	14 0.2%	84 1.2%	35 0.5%	0 0.0%	25 0.4%	20 0.3%	46 0.7%	129 1.9%		
Bicycle or walked	5,510	1.9%	510 9.3%	760 13.8%	1,150 20.9%	814 14.8%	207 3.8%	748 13.6%	330 6.0%	432 7.8%	125 2.3%	81 1.5%	129 2.3%	224 4.1%		
Taxicab, motorcycle, or other means	1,494	0.5%	341 22.8%	277 18.5%	332 22.2%	83 5.6%	0 0.0%	125 8.4%	90 6.0%	77 5.2%	65 4.4%	8 0.5%	46 3.1%	50 3.3%		
Worked at home	10,769	----	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%		
Total excluding "Worked at Home"	292,071	100%	43,834 15.0%	79,312 27.2%	82,495 28.2%	32,754 11.2%	4,984 1.7%	18,778 6.4%	5,601 1.9%	5,721 2.0%	3,519 1.2%	2,025 0.7%	5,775 2.0%	7,273 2.5%		

Source: U.S. Bureau of the Census



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**Table F-2. Time Leaving for Work for 2000 Chester County Resident Workers by Means of Transportation**

Means of Transportation	Number of Workers	Percent of Commuters	Time Leaving for Work															
			5:00 AM to 6:29 AM	6:30 AM to 7:29 AM	7:30 AM to 8:29 AM	8:30 AM to 9:29 AM	9:30 AM to 9:59 AM	10:00 AM to 2:59 PM	3:00 PM to 3:59 PM	4:00 PM to 4:59 PM	5:00 PM to 5:59 PM	6:00 PM to 6:59 PM	7:00 PM to 7:59 PM	8:00 PM to 8:59 PM	9:00 PM to 9:59 PM	10:00 PM to 10:59 PM	11:00 PM to 11:59 PM	12:00 AM to 4:59 AM
Drove alone	176,071	85.1%	23,062 13.1%	50,835 28.9%	54,430 30.9%	20,232 11.5%	2,326 1.3%	9,928 5.6%	3,032 1.7%	2,652 1.5%	1,572 0.9%	858 0.5%	3,192 1.8%	3,952 2.2%				
2-person carpool	14,982	7.2%	2,473 16.5%	4,451 29.7%	3,501 23.4%	1,093 7.3%	144 1.0%	1,028 6.9%	674 4.5%	571 3.8%	307 2.0%	125 0.8%	189 1.3%	426 2.8%				
3-person carpool	2,266	1.1%	279 12.3%	924 40.8%	534 23.6%	157 6.9%	20 0.9%	181 8.0%	16 0.7%	37 1.6%	18 0.8%	4 0.2%	8 0.4%	88 3.9%				
4-or-more-person carpool	1,219	0.6%	293 24.0%	316 25.9%	242 19.9%	114 9.4%	4 0.3%	27 2.2%	41 3.4%	14 1.1%	10 0.8%	0 0.0%	32 2.6%	126 10.3%				
Bus or trolley bus	966	0.5%	149 15.4%	287 29.7%	245 25.4%	80 8.3%	18 1.9%	71 7.3%	44 4.6%	25 2.6%	4 0.4%	0 0.0%	28 2.9%	15 1.6%				
Streetcar, trolley car, subway, or elevated	308	0.1%	58 18.8%	173 56.2%	45 14.6%	8 2.6%	0 0.0%	4 1.3%	10 3.2%	0 0.0%	0 0.0%	10 3.2%	0 0.0%	0 0.0%				
Railroad or ferryboat	4,286	2.1%	1,051 24.5%	2,331 54.4%	686 16.0%	126 2.9%	14 0.3%	20 0.5%	4 0.1%	0 0.0%	10 0.2%	0 0.0%	4 0.1%	40 0.9%				
Bicycle or walked	5,606	2.7%	499 8.9%	735 13.1%	1,241 22.1%	759 13.5%	77 1.4%	862 15.4%	381 6.8%	273 4.9%	128 2.3%	130 2.3%	152 2.7%	369 6.6%				
Taxicab, motorcycle, or other means	1,276	0.6%	257 20.1%	385 30.2%	214 16.8%	125 9.8%	34 2.7%	82 6.4%	65 5.1%	22 1.7%	26 2.0%	8 0.6%	32 2.5%	26 2.0%				
Worked at home	10,696	----	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%				
<b>Total excluding "Worked at Home"</b>	<b>206,980</b>	<b>100%</b>	<b>28,121 13.6%</b>	<b>60,437 29.2%</b>	<b>61,138 29.5%</b>	<b>22,694 11.0%</b>	<b>2,637 1.3%</b>	<b>12,203 5.9%</b>	<b>4,267 2.1%</b>	<b>3,594 1.7%</b>	<b>2,075 1.0%</b>	<b>1,135 0.5%</b>	<b>3,637 1.8%</b>	<b>5,042 2.4%</b>				

Source: U.S. Bureau of the Census



**Table F-3. Time Leaving for Work for 2000 Delaware County Resident Workers by Means of Transportation**

Means of Transportation	Number of Workers	Percent of Commuters	Time Leaving for Work															
			5:00 AM to 6:29 AM	6:30 AM to 7:29 AM	7:30 AM to 8:29 AM	8:30 AM to 9:29 AM	9:30 AM to 10:00 AM	10:00 AM to 2:59 PM	3:00 PM to 3:59 PM	4:00 PM to 4:59 PM	5:00 PM to 5:59 PM	6:00 PM to 6:59 PM	7:00 PM to 11:59 PM	12:00 AM to 4:59 AM				
Drove alone	191,194	77.8%	23,928 12.5%	48,364 25.3%	59,017 30.9%	23,899 12.5%	3,202 1.7%	13,489 7.1%	2,887 1.5%	1,804 0.9%	1,432 0.7%	5,038 2.6%	4,293 2.2%					
2-person carpool	20,190	8.2%	2,738 13.6%	5,570 27.6%	5,462 27.1%	2,034 10.1%	285 1.4%	1,501 7.4%	602 3.0%	355 1.8%	174 0.9%	419 2.1%	345 1.7%					
3-person carpool	2,662	1.1%	441 16.6%	757 28.4%	826 31.0%	184 6.9%	48 1.8%	174 6.5%	30 1.1%	29 1.1%	20 0.8%	43 1.6%	64 2.4%					
4-or-more-person carpool	1,278	0.5%	220 17.2%	305 23.9%	412 32.2%	98 7.7%	15 1.2%	81 6.3%	12 0.9%	10 0.8%	10 0.8%	37 2.9%	42 3.3%					
Bus or trolley bus	8,072	3.3%	1,131 14.0%	1,792 22.2%	2,026 25.1%	817 10.1%	75 0.9%	1,109 13.7%	228 2.8%	126 1.6%	33 0.4%	297 3.7%	119 1.5%					
Streetcar, trolley car, subway, or elevated	4,403	1.8%	429 9.7%	1,272 28.9%	1,887 42.9%	347 7.9%	44 1.0%	176 4.0%	76 1.7%	10 0.2%	43 1.0%	29 0.7%	43 1.0%					
Railroad or ferryboat	6,856	2.8%	825 12.0%	2,597 37.9%	2,666 38.9%	370 5.4%	28 0.4%	171 2.5%	18 0.3%	10 0.1%	4 0.1%	55 0.8%	84 1.2%					
Bicycle or walked	9,641	3.9%	389 4.0%	1,343 13.9%	2,204 22.9%	1,275 13.2%	132 1.4%	2,068 21.5%	483 5.0%	301 3.1%	170 1.8%	372 3.9%	260 2.7%					
Taxicab, motorcycle, or other means	1,392	0.6%	197 14.2%	416 29.9%	330 23.7%	83 6.0%	30 2.2%	132 9.5%	29 2.1%	32 2.3%	25 1.8%	42 3.0%	14 1.0%					
Worked at home	6,745	----	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%					
Total excluding "Worked at Home"	245,688	100%	30,298 12.3%	62,416 25.4%	74,830 30.5%	29,107 11.8%	3,859 1.6%	18,901 7.7%	5,757 2.3%	2,677 1.1%	1,911 0.8%	6,332 2.6%	5,264 2.1%					

Source: U.S. Bureau of the Census

**Table F-4. Time Leaving for Work for 2000 Montgomery County Resident Workers by Means of Transportation**

Means of Transportation	Number of Workers	Percent of Commuters	Time Leaving for Work															
			5:00 AM to 6:29 AM	6:30 AM to 7:29 AM	7:30 AM to 8:29 AM	8:30 AM to 9:29 AM	9:30 AM to 9:59 AM	10:00 AM to 2:59 PM	3:00 PM to 3:59 PM	4:00 PM to 4:59 PM	5:00 PM to 5:59 PM	6:00 PM to 6:59 PM	7:00 PM to 11:59 PM	12:00 AM to 4:59 AM				
Drove alone	305,567	83.8%	38,808 12.7%	81,678 26.7%	95,772 31.3%	39,904 13.1%	4,880 1.6%	19,261 6.3%	4,812 1.6%	4,271 1.4%	2,785 0.9%	1,743 0.6%	5,432 1.8%	6,221 2.0%				
2-person carpool	25,659	7.0%	3,740 14.6%	6,875 26.8%	7,227 28.2%	2,478 9.7%	457 1.8%	1,766 6.9%	728 2.8%	899 3.5%	304 1.2%	146 0.6%	491 1.9%	548 2.1%				
3-person carpool	3,418	0.9%	519 15.2%	1,104 32.3%	831 24.3%	312 9.1%	18 0.5%	202 5.9%	57 1.7%	96 2.8%	8 0.2%	24 0.7%	144 4.2%	103 3.0%				
4-or-more-person carpool	1,590	0.4%	283 17.8%	514 32.3%	386 24.3%	138 8.7%	54 3.4%	60 3.8%	8 0.5%	12 0.8%	30 1.9%	4 0.3%	37 2.3%	64 4.0%				
Bus or trolley bus	3,803	1.0%	545 14.3%	828 21.8%	929 24.4%	407 10.7%	66 1.7%	466 12.3%	155 4.1%	117 3.1%	99 2.6%	14 0.4%	107 2.8%	70 1.8%				
Streetcar, trolley car, subway, or elevated	1,160	0.3%	135 11.6%	385 33.2%	438 37.8%	108 9.3%	39 3.4%	35 3.0%	10 0.9%	0 0.0%	0 0.0%	0 0.0%	10 0.9%	0 0.0%				
Railroad or ferryboat	11,178	3.1%	1,639 14.7%	4,730 42.3%	3,779 33.8%	647 5.8%	47 0.4%	147 1.3%	30 0.3%	10 0.1%	8 0.1%	12 0.1%	59 0.5%	70 0.6%				
Bicycle or walked	10,325	2.8%	857 8.3%	1,639 15.9%	2,488 24.1%	1,612 15.6%	225 2.2%	1,354 13.1%	616 6.0%	596 5.8%	212 2.1%	235 2.3%	275 2.7%	216 2.1%				
Taxicab, motorcycle, or other means	1,738	0.5%	264 15.2%	477 27.4%	284 16.3%	154 8.9%	41 2.4%	105 6.0%	129 7.4%	117 6.7%	8 0.5%	14 0.8%	85 4.9%	60 3.5%				
Worked at home	13,532	----	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%				
<b>Total excluding "Worked at Home"</b>	<b>364,438</b>	<b>100%</b>	<b>46,790 12.8%</b>	<b>98,230 27.0%</b>	<b>112,134 30.8%</b>	<b>45,760 12.6%</b>	<b>5,827 1.6%</b>	<b>23,396 6.4%</b>	<b>6,545 1.8%</b>	<b>6,118 1.7%</b>	<b>3,454 0.9%</b>	<b>2,192 0.6%</b>	<b>6,640 1.8%</b>	<b>7,352 2.0%</b>				

Source: U.S. Bureau of the Census

**Table F-5. Time Leaving for Work for 2000 Philadelphia County Resident Workers by Means of Transportation**

Means of Transportation	Number of Workers	Percent of Commuters	Time Leaving for Work															
			5:00 AM to 6:29 AM	6:30 AM to 7:29 AM	7:30 AM to 8:29 AM	8:30 AM to 9:29 AM	9:30 AM to 9:59 AM	10:00 AM to 2:59 PM	3:00 PM to 3:59 PM	4:00 PM to 4:59 PM	5:00 PM to 5:59 PM	6:00 PM to 6:59 PM	7:00 PM to 11:59 PM	12:00 AM to 4:59 AM				
Drove alone	280,039	50.3%	41,231 14.7%	67,295 24.0%	78,579 28.1%	28,998 10.4%	3,709 1.3%	24,472 8.7%	6,903 2.5%	4,275 1.5%	2,382 0.9%	2,705 1.0%	11,625 4.2%	7,865 2.8%				
2-person carpool	55,570	10.0%	9,832 17.7%	14,257 25.7%	15,076 27.1%	4,519 8.1%	679 1.2%	3,963 7.1%	1,477 2.7%	1,094 2.0%	624 1.1%	619 1.1%	2,234 4.0%	1,196 2.2%				
3-person carpool	10,468	1.9%	1,978 18.9%	3,259 31.1%	3,063 29.3%	687 6.6%	76 0.7%	571 5.5%	162 1.5%	118 1.1%	78 0.7%	49 0.5%	272 2.6%	155 1.5%				
4-or-more-person carpool	6,469	1.2%	1,653 25.6%	1,631 25.2%	1,495 23.1%	337 5.2%	61 0.9%	422 6.5%	170 2.6%	161 2.5%	74 1.1%	60 0.9%	138 2.1%	267 4.1%				
Bus or trolley bus	99,089	17.8%	15,904 16.1%	22,117 22.3%	26,289 26.5%	8,961 9.0%	1,102 1.1%	10,953 11.1%	3,161 3.2%	2,178 2.2%	1,124 1.1%	440 0.4%	4,037 4.1%	2,823 2.8%				
Streetcar, trolley car, subway, or elevated	30,673	5.5%	3,609 11.8%	7,710 25.1%	11,099 36.2%	3,648 11.9%	406 1.3%	2,168 7.1%	392 1.3%	425 1.4%	117 0.4%	58 0.2%	638 2.1%	403 1.3%				
Railroad or ferryboat	12,991	2.3%	1,832 14.1%	4,316 33.2%	4,807 37.0%	752 5.8%	85 0.7%	661 5.1%	47 0.4%	102 0.8%	20 0.2%	50 0.4%	157 1.2%	162 1.2%				
Bicycle or walked	56,048	10.1%	2,473 4.4%	6,709 12.0%	15,129 27.0%	12,981 23.2%	1,659 3.0%	8,877 15.8%	1,967 3.5%	2,053 3.7%	1,126 2.0%	691 1.2%	1,352 2.4%	1,031 1.8%				
Taxicab, motorcycle, or other means	5,425	1.0%	807 14.9%	1,027 18.9%	1,474 27.2%	535 9.9%	137 2.5%	524 9.7%	141 2.6%	179 3.3%	43 0.8%	46 0.8%	300 5.5%	212 3.9%				
Worked at home	10,783	----	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%				
Total excluding "Worked at Home"	556,772	100%	79,319 14.2%	128,321 23.0%	157,011 28.2%	61,418 11.0%	7,914 1.4%	52,611 9.4%	14,420 2.6%	10,585 1.9%	5,588 1.0%	4,718 0.8%	20,753 3.7%	14,114 2.5%				

Source: U.S. Bureau of the Census

**Table F-6. Time Leaving for Work for 2000 DVRPC Region Five PA Counties Resident Workers  
by Means of Transportation**

Means of Transportation	Number of Workers	Percent of Commuters	Time Leaving for Work															
			5:00 AM to 6:29 AM	6:30 AM to 7:29 AM	7:30 AM to 8:29 AM	8:30 AM to 9:29 AM	9:30 AM to 9:59 AM	10:00 AM to 2:59 PM	3:00 PM to 3:59 PM	4:00 PM to 4:59 PM	5:00 PM to 5:59 PM	6:00 PM to 6:59 PM	7:00 PM to 11:59 PM	12:00 AM to 4:59 AM				
Drove alone	1,204,673	72.3%	163,157 13.5%	315,366 26.2%	361,625 30.0%	142,596 11.8%	18,534 1.5%	83,394 6.9%	22,989 1.9%	18,223 1.5%	11,360 0.9%	8,403 0.7%	30,510 2.5%	28,516 2.4%				
2-person carpool	138,119	8.3%	22,749 16.5%	37,397 27.1%	36,170 26.2%	12,021 8.7%	1,835 1.3%	9,570 6.9%	4,225 3.1%	4,104 3.0%	2,031 1.5%	1,285 0.9%	3,644 2.6%	3,088 2.2%				
3-person carpool	20,963	1.3%	3,636 17.3%	6,846 32.7%	5,659 27.0%	1,481 7.1%	191 0.9%	1,203 5.7%	356 1.7%	383 1.8%	161 0.8%	123 0.6%	477 2.3%	447 2.1%				
4-or-more-person carpool	11,726	0.7%	2,716 23.2%	3,038 25.9%	2,994 25.5%	734 6.3%	142 1.2%	631 5.4%	274 2.3%	199 1.7%	138 1.2%	74 0.6%	244 2.1%	542 4.6%				
Bus or trolley bus	112,931	6.8%	17,859 15.8%	25,325 22.4%	29,700 26.3%	10,370 9.2%	1,300 1.2%	12,734 11.3%	3,679 3.3%	2,578 2.3%	1,357 1.2%	491 0.4%	4,479 4.0%	3,059 2.7%				
Streetcar, trolley car, subway, or elevated	37,003	2.2%	4,311 11.7%	9,770 26.4%	13,566 36.7%	4,135 11.2%	489 1.3%	2,397 6.5%	498 1.3%	476 1.3%	127 0.3%	111 0.3%	677 1.8%	446 1.2%				
Railroad or ferryboat	42,079	2.5%	7,340 17.4%	17,206 40.9%	13,048 31.0%	1,975 4.7%	188 0.4%	1,083 2.6%	144 0.3%	130 0.3%	73 0.2%	86 0.2%	321 0.8%	485 1.2%				
Bicycle or walked	87,130	5.2%	4,728 5.4%	11,186 12.8%	22,212 25.5%	17,441 20.0%	2,300 2.6%	13,909 16.0%	3,938 4.5%	3,837 4.4%	1,892 2.2%	1,307 1.5%	2,280 2.6%	2,100 2.4%				
Taxicab, motorcycle, or other means	11,325	0.7%	1,866 16.5%	2,582 22.8%	2,634 23.3%	980 8.7%	242 2.1%	968 8.5%	487 4.3%	424 3.7%	174 1.5%	101 0.9%	505 4.5%	362 3.2%				
Worked at home	52,525	----	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%				
<b>Total excluding "Worked at Home"</b>	<b>1,665,949</b>	<b>100%</b>	<b>228,362 13.7%</b>	<b>428,716 25.7%</b>	<b>487,608 29.3%</b>	<b>191,733 11.5%</b>	<b>25,221 1.5%</b>	<b>125,889 7.6%</b>	<b>36,590 2.2%</b>	<b>30,354 1.8%</b>	<b>17,313 1.0%</b>	<b>11,981 0.7%</b>	<b>43,137 2.6%</b>	<b>39,045 2.3%</b>				

Source: U.S. Bureau of the Census

**Table F-7. Time Leaving for Work for 2000 Burlington County Resident Workers by Means of Transportation**

Means of Transportation	Number of Workers	Percent of Commuters	Time Leaving for Work															
			5:00 AM to 6:29 AM	6:30 AM to 7:29 AM	7:30 AM to 8:29 AM	8:30 AM to 9:29 AM	9:30 AM to 9:59 AM	10:00 AM to 2:59 PM	3:00 PM to 3:59 PM	4:00 PM to 4:59 PM	5:00 PM to 5:59 PM	6:00 PM to 6:59 PM	7:00 PM to 11:59 PM	12:00 AM to 4:59 AM				
Drove alone	171,429	85.3%	22,150 12.9%	45,574 26.6%	53,532 31.2%	19,500 11.4%	2,563 1.5%	11,507 6.7%	3,011 1.8%	2,340 1.4%	1,607 0.9%	1,390 0.8%	3,974 2.3%	4,281 2.5%				
2-person carpool	15,408	7.7%	2,294 14.9%	4,312 28.0%	4,073 26.4%	1,271 8.2%	177 1.1%	1,100 7.1%	376 2.4%	464 3.0%	371 2.4%	197 1.3%	414 2.7%	359 2.3%				
3-person carpool	2,179	1.1%	345 15.8%	614 28.2%	703 32.3%	155 7.1%	54 2.5%	108 5.0%	4 0.2%	39 1.8%	44 2.0%	14 0.6%	73 3.4%	26 1.2%				
4-or-more-person carpool	1,355	0.7%	422 31.1%	366 27.0%	342 25.2%	71 5.2%	12 0.9%	51 3.8%	4 0.3%	29 2.1%	4 0.3%	0 0.0%	22 1.6%	32 2.4%				
Bus or trolley bus	2,791	1.4%	775 27.8%	959 34.4%	489 17.5%	117 4.2%	25 0.9%	126 4.5%	44 1.6%	50 1.8%	12 0.4%	0 0.0%	16 0.6%	178 6.4%				
Streetcar, trolley car, subway, or elevated	1,378	0.7%	304 22.1%	489 35.5%	509 36.9%	16 1.2%	0 0.0%	15 1.1%	10 0.7%	0 0.0%	0 0.0%	15 1.1%	0 0.0%	20 1.5%				
Railroad or ferryboat	1,682	0.8%	298 17.7%	737 43.8%	489 29.1%	4 0.2%	0 0.0%	75 4.5%	4 0.2%	4 0.2%	0 0.0%	25 1.5%	14 0.8%	32 1.9%				
Bicycle or walked	3,536	1.8%	316 8.9%	631 17.8%	852 24.1%	530 15.0%	34 1.0%	483 13.7%	156 4.4%	164 4.6%	79 2.2%	47 1.3%	135 3.8%	109 3.1%				
Taxicab, motorcycle, or other means	1,128	0.6%	256 22.7%	208 18.4%	239 21.2%	94 8.3%	4 0.4%	93 8.2%	30 2.7%	36 3.2%	14 1.2%	27 2.4%	45 4.0%	82 7.3%				
Worked at home	5,786	----	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%				
<b>Total excluding "Worked at Home"</b>	<b>200,886</b>	<b>100%</b>	<b>27,160 13.5%</b>	<b>53,890 26.8%</b>	<b>61,228 30.5%</b>	<b>21,758 10.8%</b>	<b>2,869 1.4%</b>	<b>13,558 6.7%</b>	<b>3,639 1.8%</b>	<b>3,126 1.6%</b>	<b>2,131 1.1%</b>	<b>1,715 0.9%</b>	<b>4,693 2.3%</b>	<b>5,119 2.5%</b>				

Source: U.S. Bureau of the Census

**Table F-8. Time Leaving for Work for 2000 Camden County Resident Workers by Means of Transportation**

Means of Transportation	Number of Workers	Percent of Commuters	Time Leaving for Work															
			5:00 AM to 6:29 AM	6:30 AM to 7:29 AM	7:30 AM to 8:29 AM	8:30 AM to 9:29 AM	9:30 AM to 10:29 AM	10:00 AM to 11:59 AM	11:00 AM to 12:59 PM	12:00 PM to 1:59 PM	2:00 PM to 2:59 PM	3:00 PM to 3:59 PM	4:00 PM to 4:59 PM	5:00 PM to 5:59 PM	6:00 PM to 6:59 PM	7:00 PM to 7:59 PM	8:00 PM to 8:59 PM	9:00 PM to 9:59 PM
Drove alone	170,316	75.9%	21,538 12.6%	39,858 23.4%	53,088 31.2%	21,469 12.6%	3,009 1.8%	12,901 7.6%	2,974 1.7%	3,015 1.8%	1,976 1.2%	1,668 1.0%	4,267 2.5%	1,668 1.0%	4,267 2.5%	4,553 2.7%	4,553 2.7%	4,553 2.7%
2-person carpool	20,943	9.3%	3,467 16.6%	5,327 25.4%	5,270 25.2%	1,765 8.4%	326 1.6%	1,605 7.7%	613 2.9%	648 3.1%	510 2.4%	299 1.4%	523 2.5%	299 1.4%	523 2.5%	590 2.8%	590 2.8%	590 2.8%
3-person carpool	3,006	1.3%	627 20.9%	943 31.4%	724 24.1%	119 4.0%	59 2.0%	223 7.4%	73 2.4%	64 2.1%	33 1.1%	20 0.7%	58 1.9%	20 0.7%	58 1.9%	63 2.1%	63 2.1%	63 2.1%
4-or-more-person carpool	2,111	0.9%	559 26.5%	491 23.3%	553 26.2%	81 3.8%	0 0.0%	160 7.6%	48 2.3%	0 0.0%	20 0.9%	34 1.6%	53 2.5%	20 0.9%	34 1.6%	112 5.3%	112 5.3%	112 5.3%
Bus or trolley bus	8,131	3.6%	1,591 19.6%	1,875 23.1%	1,776 21.8%	588 7.2%	52 0.6%	982 12.1%	446 5.5%	256 3.1%	34 0.4%	43 0.5%	240 3.0%	43 0.5%	240 3.0%	248 3.1%	248 3.1%	248 3.1%
Streetcar, trolley car, subway, or elevated	6,907	3.1%	645 9.3%	2,259 32.7%	2,833 41.0%	513 7.4%	60 0.9%	371 5.4%	12 0.2%	33 0.5%	8 0.1%	18 0.3%	54 0.8%	10 0.2%	106 2.3%	101 1.5%	101 1.5%	101 1.5%
Railroad or ferryboat	4,657	2.1%	612 13.1%	1,638 35.2%	1,757 37.7%	226 4.9%	30 0.6%	162 3.5%	25 0.5%	4 0.1%	8 0.2%	10 0.2%	106 2.3%	8 0.2%	106 2.3%	79 1.7%	79 1.7%	79 1.7%
Bicycle or walked	6,156	2.7%	405 6.6%	1,060 17.2%	1,505 24.4%	757 12.3%	86 1.4%	1,086 17.6%	458 7.4%	340 5.5%	197 3.2%	14 0.2%	131 2.1%	14 0.2%	131 2.1%	117 1.9%	117 1.9%	117 1.9%
Taxicab, motorcycle, or other means	2,030	0.9%	319 15.7%	570 28.1%	364 17.9%	91 4.5%	42 2.1%	200 9.9%	85 4.2%	32 1.6%	79 3.9%	0 0.0%	141 6.9%	0 0.0%	141 6.9%	107 5.3%	107 5.3%	107 5.3%
Worked at home	5,393	----	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
<b>Total excluding "Worked at Home"</b>	<b>224,257</b>	<b>100%</b>	<b>29,763 13.3%</b>	<b>54,021 24.1%</b>	<b>67,870 30.3%</b>	<b>25,609 11.4%</b>	<b>3,664 1.6%</b>	<b>17,690 7.9%</b>	<b>4,734 2.1%</b>	<b>4,392 2.0%</b>	<b>2,865 1.3%</b>	<b>2,106 0.9%</b>	<b>5,573 2.5%</b>	<b>2,106 0.9%</b>	<b>5,573 2.5%</b>	<b>5,970 2.7%</b>	<b>5,970 2.7%</b>	<b>5,970 2.7%</b>

Source: U.S. Bureau of the Census

**Table F-9. Time Leaving for Work for 2000 Gloucester County Resident Workers by Means of Transportation**

Means of Transportation	Number of Workers	Percent of Commuters	Time Leaving for Work															
			5:00 AM to 6:29 AM	6:30 AM to 7:29 AM	7:30 AM to 8:29 AM	8:30 AM to 9:29 AM	9:30 AM to 10:29 AM	10:30 AM to 11:29 AM	11:30 AM to 12:29 PM	12:30 PM to 1:29 PM	1:30 PM to 2:29 PM	2:30 PM to 3:29 PM	3:30 PM to 4:29 PM	4:30 PM to 5:29 PM	5:30 PM to 6:29 PM	6:30 PM to 7:29 PM	7:30 PM to 8:29 PM	8:30 PM to 9:29 PM
Drove alone	100,161	84.4%	16,520 16.5%	25,985 25.9%	27,040 27.0%	10,324 10.3%	1,332 1.3%	6,572 6.6%	1,855 1.9%	1,982 2.0%	1,548 1.5%	1,265 1.3%	2,384 2.4%	3,354 3.3%				
2-person carpool	9,773	8.2%	1,942 19.9%	2,754 28.2%	2,189 22.4%	694 7.1%	45 0.5%	666 6.8%	333 3.4%	253 2.6%	195 2.0%	94 1.0%	184 1.9%	424 4.3%				
3-person carpool	1,536	1.3%	381 24.8%	559 36.4%	254 16.5%	64 4.2%	12 0.8%	108 7.0%	12 0.8%	22 1.4%	8 0.5%	10 0.7%	24 1.6%	82 5.3%				
4-or-more-person carpool	611	0.5%	154 25.2%	237 38.8%	108 17.7%	14 2.3%	4 0.7%	30 4.9%	4 0.7%	10 1.6%	4 0.7%	10 1.6%	0 0.0%	36 5.9%				
Bus or trolley bus	1,819	1.5%	380 20.9%	496 27.3%	371 20.4%	165 9.1%	4 0.2%	186 10.2%	49 2.7%	24 1.3%	15 0.8%	18 1.0%	53 2.9%	58 3.2%				
Streetcar, trolley car, subway, or elevated	657	0.6%	140 21.3%	308 46.9%	187 28.5%	10 1.5%	0 0.0%	4 0.6%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	8 1.2%				
Railroad or ferryboat	504	0.4%	102 20.2%	225 44.6%	143 28.4%	4 0.8%	0 0.0%	8 1.6%	4 0.8%	0 0.0%	0 0.0%	0 0.0%	10 2.0%	8 1.6%				
Bicycle or walked	2,667	2.2%	226 8.5%	347 13.0%	550 20.6%	314 11.8%	45 1.7%	527 19.8%	148 5.5%	190 7.1%	150 5.6%	43 1.6%	46 1.7%	81 3.0%				
Taxicab, motorcycle, or other means	924	0.8%	158 17.1%	246 26.6%	135 14.6%	78 8.4%	4 0.4%	122 13.2%	44 4.8%	76 8.2%	18 1.9%	0 0.0%	19 2.1%	24 2.6%				
Worked at home	3,087	----	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%				
<b>Total excluding "Worked at Home"</b>	<b>118,652</b>	<b>100%</b>	<b>20,003 16.9%</b>	<b>31,157 26.3%</b>	<b>30,977 26.1%</b>	<b>11,667 9.8%</b>	<b>1,446 1.2%</b>	<b>8,223 6.9%</b>	<b>2,449 2.1%</b>	<b>2,557 2.2%</b>	<b>1,938 1.6%</b>	<b>1,440 1.2%</b>	<b>2,720 2.3%</b>	<b>4,075 3.4%</b>				

Source: U.S. Bureau of the Census



**Table F-10. Time Leaving for Work for 2000 Mercer County Resident Workers by Means of Transportation**

Means of Transportation	Number of Workers	Percent of Commuters	Time Leaving for Work															
			5:00 AM to 6:29 AM	6:30 AM to 7:29 AM	7:30 AM to 8:29 AM	8:30 AM to 9:29 AM	9:30 AM to 9:59 AM	10:00 AM to 2:59 PM	3:00 PM to 3:59 PM	4:00 PM to 4:59 PM	5:00 PM to 5:59 PM	6:00 PM to 6:59 PM	7:00 PM to 7:59 PM	8:00 PM to 8:59 PM	9:00 PM to 9:59 PM	10:00 PM to 10:59 PM	11:00 PM to 11:59 PM	12:00 AM to 12:59 AM
Drove alone	119,646	75.9%	11,519 9.6%	28,903 24.2%	42,070 35.2%	17,288 14.4%	1,977 1.7%	8,168 6.8%	1,833 1.5%	1,597 1.3%	1,054 0.9%	809 0.7%	2,248 1.9%	2,180 1.8%				
2-person carpool	13,182	8.4%	1,460 11.1%	3,453 26.2%	4,224 32.0%	1,282 9.7%	196 1.5%	898 6.8%	496 3.8%	420 3.2%	159 1.2%	89 0.7%	296 2.2%	209 1.6%				
3-person carpool	2,161	1.4%	301 13.9%	714 33.0%	485 22.4%	239 11.1%	29 1.3%	139 6.4%	39 1.8%	8 0.4%	33 1.5%	19 0.9%	53 2.5%	102 4.7%				
4-or-more-person carpool	2,462	1.6%	815 33.1%	670 27.2%	366 14.9%	184 7.5%	0 0.0%	160 6.5%	55 2.2%	19 0.8%	18 0.7%	8 0.3%	28 1.1%	139 5.6%				
Bus or trolley bus	4,613	2.9%	829 18.0%	1,305 28.3%	1,013 22.0%	384 8.3%	68 1.5%	306 6.6%	251 5.4%	123 2.7%	70 1.5%	19 0.4%	122 2.6%	123 2.7%				
Streetcar, trolley car, subway, or elevated	175	0.1%	69 39.4%	51 29.1%	43 24.6%	0 0.0%	0 0.0%	8 4.6%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	4 2.3%	0 0.0%				
Railroad or ferryboat	6,113	3.9%	2,113 34.6%	2,685 43.9%	961 15.7%	102 1.7%	14 0.2%	99 1.6%	0 0.0%	4 0.1%	29 0.5%	0 0.0%	29 0.5%	77 1.3%				
Bicycle or walked	8,100	5.1%	428 5.3%	902 11.1%	1,435 17.7%	1,474 18.2%	210 2.6%	1,422 17.6%	289 3.6%	177 2.2%	1,201 14.8%	92 1.1%	358 4.4%	112 1.4%				
Taxicab, motorcycle, or other means	1,221	0.8%	166 13.6%	202 16.5%	308 25.2%	156 12.8%	14 1.1%	141 11.5%	45 3.7%	62 5.1%	59 4.8%	30 2.5%	14 1.1%	24 2.0%				
Worked at home	5,120	----	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%				
<b>Total excluding "Worked at Home"</b>	<b>157,673</b>	<b>100%</b>	<b>17,700 11.2%</b>	<b>38,885 24.7%</b>	<b>50,905 32.3%</b>	<b>21,109 13.4%</b>	<b>2,508 1.6%</b>	<b>11,341 7.2%</b>	<b>3,008 1.9%</b>	<b>2,410 1.5%</b>	<b>2,623 1.7%</b>	<b>1,066 0.7%</b>	<b>3,152 2.0%</b>	<b>2,966 1.9%</b>				

Source: U.S. Bureau of the Census



**Table F-11. Time Leaving for Work for 2000 DVRPC Region Four NJ Counties Resident Workers  
by Means of Transportation**

Means of Transportation	Number of Workers	Percent of Commuters	Time Leaving for Work															
			5:00 AM to 6:29 AM	6:30 AM to 7:29 AM	7:30 AM to 8:29 AM	8:30 AM to 9:29 AM	9:30 AM to 9:59 AM	10:00 AM to 2:59 PM	3:00 PM to 3:59 PM	4:00 PM to 4:59 PM	5:00 PM to 5:59 PM	6:00 PM to 6:59 PM	7:00 PM to 11:59 PM	12:00 AM to 4:59 AM				
Drove alone	561,552	80.1%	71,727 12.8%	140,320 25.0%	175,730 31.3%	68,581 12.2%	8,881 1.6%	39,148 7.0%	9,673 1.7%	8,934 1.6%	6,185 1.1%	5,132 0.9%	12,873 2.3%	14,368 2.6%				
2-person carpool	59,306	8.5%	9,163 15.5%	15,846 26.7%	15,756 26.6%	5,012 8.5%	744 1.3%	4,269 7.2%	1,818 3.1%	1,785 3.0%	1,235 2.1%	679 1.1%	1,417 2.4%	1,582 2.7%				
3-person carpool	8,882	1.3%	1,654 18.6%	2,830 31.9%	2,166 24.4%	577 6.5%	154 1.7%	578 6.5%	128 1.4%	133 1.5%	118 1.3%	63 0.7%	208 2.3%	273 3.1%				
4-or-more-person carpool	6,539	0.9%	1,950 29.8%	1,764 27.0%	1,369 20.9%	350 5.4%	16 0.2%	401 6.1%	111 1.7%	58 0.9%	46 0.7%	52 0.8%	103 1.6%	319 4.9%				
Bus or trolley bus	17,354	2.5%	3,575 20.6%	4,635 26.7%	3,649 21.0%	1,254 7.2%	149 0.9%	1,600 9.2%	790 4.6%	453 2.6%	131 0.8%	80 0.5%	431 2.5%	607 3.5%				
Streetcar, trolley car, subway, or elevated	9,117	1.3%	1,158 12.7%	3,107 34.1%	3,572 39.2%	539 5.9%	60 0.7%	398 4.4%	22 0.2%	33 0.4%	8 0.1%	33 0.4%	58 0.6%	129 1.4%				
Railroad or ferryboat	12,956	1.8%	3,125 24.1%	5,285 40.8%	3,350 25.9%	336 2.6%	44 0.3%	344 2.7%	33 0.3%	12 0.1%	37 0.3%	35 0.3%	159 1.2%	196 1.5%				
Bicycle or walked	20,459	2.9%	1,375 6.7%	2,940 14.4%	4,342 21.2%	3,075 15.0%	375 1.8%	3,518 17.2%	1,051 5.1%	871 4.3%	1,627 8.0%	196 1.0%	670 3.3%	419 2.0%				
Taxicab, motorcycle, or other means	5,303	0.8%	899 17.0%	1,226 23.1%	1,046 19.7%	419 7.9%	64 1.2%	556 10.5%	204 3.8%	206 3.9%	170 3.2%	57 1.1%	219 4.1%	237 4.5%				
Worked at home	19,386	----	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%				
<b>Total excluding "Worked at Home"</b>	<b>701,468</b>	<b>100%</b>	<b>94,626 13.5%</b>	<b>177,953 25.4%</b>	<b>210,980 30.1%</b>	<b>80,143 11.4%</b>	<b>10,487 1.5%</b>	<b>50,812 7.2%</b>	<b>13,830 2.0%</b>	<b>12,485 1.8%</b>	<b>9,557 1.4%</b>	<b>6,327 0.9%</b>	<b>16,138 2.3%</b>	<b>18,130 2.6%</b>				

Source: U.S. Bureau of the Census

**Table F-12. Time Leaving for Work for 2000 DVRPC Region Resident Workers by Means of Transportation**

Means of Transportation	Number of Workers	Percent of Commuters	Time Leaving for Work													
			5:00 AM to 6:29 AM	6:30 AM to 7:29 AM	7:30 AM to 8:29 AM	8:30 AM to 9:29 AM	9:30 AM to 9:59 AM	10:00 AM to 2:59 PM	3:00 PM to 3:59 PM	4:00 PM to 4:59 PM	5:00 PM to 5:59 PM	6:00 PM to 6:59 PM	7:00 PM to 11:59 PM	12:00 AM to 4:59 AM		
Drove alone	1,766,225	74.6%	234,884 13.3%	455,686 25.8%	537,355 30.4%	211,177 12.0%	27,415 1.6%	122,542 6.9%	32,662 1.8%	27,157 1.5%	17,545 1.0%	13,535 0.8%	43,383 2.5%	42,884 2.4%		
2-person carpool	197,425	8.3%	31,912 16.2%	53,243 27.0%	51,926 26.3%	17,033 8.6%	2,579 1.3%	13,839 7.0%	6,043 3.1%	5,889 3.0%	3,266 1.7%	1,964 1.0%	5,061 2.6%	4,670 2.4%		
3-person carpool	29,845	1.3%	5,290 17.7%	9,676 32.4%	7,825 26.2%	2,058 6.9%	345 1.2%	1,781 6.0%	484 1.6%	516 1.7%	279 0.9%	186 0.6%	685 2.3%	720 2.4%		
4-or-more-person carpool	18,265	0.8%	4,666 25.5%	4,802 26.3%	4,363 23.9%	1,084 5.9%	158 0.9%	1,032 5.7%	385 2.1%	257 1.4%	184 1.0%	126 0.7%	347 1.9%	861 4.7%		
Bus or trolley bus	130,285	5.5%	21,434 16.5%	29,960 23.0%	33,349 25.6%	11,624 8.9%	1,449 1.1%	14,334 11.0%	4,469 3.4%	3,031 2.3%	1,488 1.1%	571 0.4%	4,910 3.8%	3,666 2.8%		
Streetcar, trolley car, subway, or elevated	46,120	1.9%	5,469 11.9%	12,877 27.9%	17,138 37.2%	4,674 10.1%	549 1.2%	2,795 6.1%	520 1.1%	509 1.1%	135 0.3%	144 0.3%	735 1.6%	575 1.2%		
Railroad or ferryboat	55,035	2.3%	10,465 19.0%	22,491 40.9%	16,398 29.8%	2,311 4.2%	232 0.4%	1,427 2.6%	177 0.3%	142 0.3%	110 0.2%	121 0.2%	480 0.9%	681 1.2%		
Bicycle or walked	107,589	4.5%	6,103 5.7%	14,126 13.1%	26,554 24.7%	20,516 19.1%	2,675 2.5%	17,427 16.2%	4,989 4.6%	4,708 4.4%	3,519 3.3%	1,503 1.4%	2,950 2.7%	2,519 2.3%		
Taxicab, motorcycle, or other means	16,628	0.7%	2,765 16.6%	3,808 22.9%	3,680 22.1%	1,399 8.4%	306 1.8%	1,524 9.2%	691 4.2%	630 3.8%	344 2.1%	158 1.0%	724 4.4%	599 3.6%		
Worked at home	71,911	----	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%		
<b>Total excluding "Worked at Home"</b>	<b>2,367,417</b>	<b>100%</b>	<b>322,988 13.6%</b>	<b>606,669 25.6%</b>	<b>698,588 29.5%</b>	<b>271,876 11.5%</b>	<b>35,708 1.5%</b>	<b>176,701 7.5%</b>	<b>50,420 2.1%</b>	<b>42,839 1.8%</b>	<b>26,870 1.1%</b>	<b>18,308 0.8%</b>	<b>59,275 2.5%</b>	<b>57,175 2.4%</b>		

Source: U.S. Bureau of the Census



Delaware Valley Regional  
Planning Commission  
August 2005

**Table F-13. Time Leaving for Work for 2000 Center City Philadelphia (CBD) Resident Workers  
by Means of Transportation**

Means of Transportation	Number of Workers	Percent of Commuters	Time Leaving for Work																	
			5:00 AM to 6:29 AM	6:30 AM to 7:29 AM	7:30 AM to 8:29 AM	8:30 AM to 9:29 AM	9:30 AM to 9:59 AM	10:00 AM to 2:59 PM	3:00 PM to 3:59 PM	4:00 PM to 4:59 PM	5:00 PM to 5:59 PM	6:00 PM to 6:59 PM	7:00 PM to 11:59 PM	12:00 AM to 4:59 AM						
Drove alone	6,711	24.0%	491 to 7.3%	1,489 to 22.2%	2,490 to 37.1%	1,080 to 16.1%	228 to 3.4%	532 to 7.9%	94 to 1.4%	45 to 0.7%	24 to 0.4%	63 to 0.9%	95 to 1.4%	80 to 1.2%						
2-person carpool	879	3.1%	14 to 1.6%	79 to 9.0%	459 to 52.2%	214 to 24.3%	44 to 5.0%	34 to 3.9%	0 to 0.0%	0 to 0.0%	10 to 1.1%	25 to 2.8%	0 to 0.0%	0 to 0.0%						
3-person carpool	104	0.4%	10 to 9.6%	55 to 52.9%	4 to 3.8%	25 to 24.0%	0 to 0.0%	10 to 9.6%	0 to 0.0%	0 to 0.0%	0 to 0.0%	0 to 0.0%	0 to 0.0%	0 to 0.0%						
4-or-more-person carpool	112	0.4%	10 to 8.9%	10 to 8.9%	55 to 49.1%	33 to 29.5%	0 to 0.0%	4 to 3.6%	0 to 0.0%	0 to 0.0%	0 to 0.0%	0 to 0.0%	0 to 0.0%	0 to 0.0%						
Bus or trolley bus	2,766	9.9%	158 to 5.7%	317 to 11.5%	1,133 to 41.0%	656 to 23.7%	54 to 2.0%	368 to 13.3%	4 to 0.1%	10 to 0.4%	20 to 0.7%	0 to 0.0%	22 to 0.8%	24 to 0.9%						
Streetcar, trolley car, subway, or elevated	1,934	6.9%	68 to 3.5%	248 to 12.8%	827 to 42.8%	551 to 28.5%	55 to 2.8%	120 to 6.2%	0 to 0.0%	35 to 1.8%	10 to 0.5%	0 to 0.0%	0 to 0.0%	20 to 1.0%						
Railroad or ferryboat	799	2.9%	152 to 19.0%	290 to 36.3%	207 to 25.9%	50 to 6.3%	0 to 0.0%	55 to 6.9%	0 to 0.0%	25 to 3.1%	0 to 0.0%	0 to 0.0%	0 to 0.0%	20 to 2.5%						
Bicycle or walked	13,995	50.1%	594 to 4.2%	1,565 to 11.2%	4,380 to 31.3%	4,377 to 31.3%	473 to 3.4%	1,493 to 10.7%	338 to 2.4%	231 to 1.7%	132 to 0.9%	52 to 0.4%	160 to 1.1%	200 to 1.4%						
Taxicab, motorcycle, or other means	655	2.3%	35 to 5.3%	115 to 17.6%	187 to 28.5%	179 to 27.3%	45 to 6.9%	35 to 5.3%	24 to 3.7%	0 to 0.0%	0 to 0.0%	0 to 0.0%	35 to 5.3%	0 to 0.0%						
Worked at home	1,555	----	0 to 0.0%	0 to 0.0%	0 to 0.0%	0 to 0.0%	0 to 0.0%	0 to 0.0%	0 to 0.0%	0 to 0.0%	0 to 0.0%	0 to 0.0%	0 to 0.0%	0 to 0.0%						
Total excluding "Worked at Home"	27,955	100%	1,532 to 5.5%	4,168 to 14.9%	9,742 to 34.8%	7,165 to 25.6%	899 to 3.2%	2,651 to 9.5%	460 to 1.6%	346 to 1.2%	196 to 0.7%	140 to 0.5%	312 to 1.1%	344 to 1.2%						

Source: U.S. Bureau of the Census

**Table F-14. Time Leaving for Work for 2000 City of Chester Resident Workers by Means of Transportation**

Means of Transportation	Number of Workers	Percent of Commuters	Time Leaving for Work															
			5:00 AM to 6:29 AM	6:30 AM to 7:29 AM	7:30 AM to 8:29 AM	8:30 AM to 9:29 AM	9:30 AM to 9:59 AM	10:00 AM to 2:59 PM	3:00 PM to 3:59 PM	4:00 PM to 4:59 PM	5:00 PM to 5:59 PM	6:00 PM to 6:59 PM	7:00 PM to 7:59 PM	8:00 PM to 8:59 PM	9:00 PM to 9:59 PM	10:00 PM to 10:59 PM	11:00 PM to 11:59 PM	12:00 AM to 4:59 AM
Drove alone	7,163	57.4%	1,320 18.4%	1,414 19.7%	1,889 26.4%	604 8.4%	63 0.9%	810 11.3%	140 2.0%	102 1.4%	4 0.1%	16 0.2%	558 7.8%	243 3.4%				
2-person carpool	1,754	14.0%	392 22.3%	388 22.1%	359 20.5%	137 7.8%	16 0.9%	161 9.2%	78 4.4%	42 2.4%	70 4.0%	32 1.8%	36 2.1%	43 2.5%				
3-person carpool	350	2.8%	75 21.4%	95 27.1%	46 13.1%	23 6.6%	0 0.0%	54 15.4%	12 3.4%	0 0.0%	25 7.1%	0 0.0%	20 5.7%	0 0.0%				
4-or-more-person carpool	206	1.6%	62 30.1%	51 24.8%	8 3.9%	15 7.3%	0 0.0%	12 5.8%	20 9.7%	0 0.0%	0 0.0%	0 0.0%	8 3.9%	30 14.6%				
Bus or trolley bus	1,959	15.7%	344 17.6%	358 18.3%	343 17.5%	178 9.1%	22 1.1%	348 17.8%	102 5.2%	40 2.0%	49 2.5%	19 1.0%	102 5.2%	54 2.8%				
Streetcar, trolley car, subway, or elevated	18	0.1%	0 0.0%	10 55.6%	4 22.2%	0 0.0%	0 0.0%	4 22.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%				
Railroad or ferryboat	110	0.9%	39 35.5%	34 30.9%	4 3.6%	0 0.0%	0 0.0%	4 3.6%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	15 13.6%	14 12.7%				
Bicycle or walked	799	6.4%	68 8.5%	157 19.6%	186 23.3%	48 6.0%	4 0.5%	167 20.9%	19 2.4%	20 2.5%	25 3.1%	19 2.4%	47 5.9%	39 4.9%				
Taxicab, motorcycle, or other means	130	1.0%	4 3.1%	46 35.4%	48 36.9%	0 0.0%	0 0.0%	8 6.2%	4 3.1%	0 0.0%	0 0.0%	0 0.0%	20 15.4%	0 0.0%				
Worked at home	164	----	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%				
<b>Total excluding "Worked at Home"</b>	<b>12,489</b>	<b>100%</b>	<b>2,304 18.4%</b>	<b>2,553 20.4%</b>	<b>2,887 23.1%</b>	<b>1,005 8.0%</b>	<b>105 0.8%</b>	<b>1,568 12.6%</b>	<b>375 3.0%</b>	<b>204 1.6%</b>	<b>173 1.4%</b>	<b>86 0.7%</b>	<b>806 6.5%</b>	<b>423 3.4%</b>				

Source: U.S. Bureau of the Census

**Table F-15. Time Leaving for Work for 2000 City of Camden Resident Workers by Means of Transportation**

Means of Transportation	Number of Workers	Percent of Commuters	Time Leaving for Work															
			5:00 AM to 6:29 AM	6:30 AM to 7:29 AM	7:30 AM to 8:29 AM	8:30 AM to 9:29 AM	9:30 AM to 10:29 AM	10:00 AM to 11:59 AM	3:00 PM to 4:59 PM	4:00 PM to 5:59 PM	5:00 PM to 6:59 PM	6:00 PM to 7:59 PM	7:00 PM to 8:59 PM	8:00 PM to 9:59 PM	9:00 PM to 10:59 PM	10:00 PM to 11:59 PM	11:00 PM to 12:59 AM	12:00 AM to 1:59 AM
Drove alone	10,089	46.1%	1,404 13.9%	2,245 22.3%	3,049 30.2%	870 8.6%	149 1.5%	943 9.3%	442 4.4%	223 2.2%	42 0.4%	62 0.6%	272 2.7%	388 3.8%				
2-person carpool	3,210	14.7%	610 19.0%	826 25.7%	757 23.6%	190 5.9%	59 1.8%	268 8.3%	144 4.5%	89 2.8%	55 1.7%	0 0.0%	99 3.1%	113 3.5%				
3-person carpool	934	4.3%	232 24.8%	269 28.8%	161 17.2%	38 4.1%	35 3.7%	68 7.3%	45 4.8%	24 2.6%	19 2.0%	0 0.0%	10 1.1%	33 3.5%				
4-or-more-person carpool	740	3.4%	238 32.2%	157 21.2%	162 21.9%	15 2.0%	0 0.0%	82 11.1%	44 5.9%	0 0.0%	0 0.0%	4 0.5%	34 4.6%	4 0.5%				
Bus or trolley bus	3,923	17.9%	869 22.2%	719 18.3%	990 25.2%	265 6.8%	22 0.6%	465 11.9%	192 4.9%	138 3.5%	0 0.0%	29 0.7%	116 3.0%	118 3.0%				
Streetcar, trolley car, subway, or elevated	426	1.9%	105 24.6%	33 7.7%	133 31.2%	45 10.6%	0 0.0%	90 21.1%	0 0.0%	10 2.3%	0 0.0%	0 0.0%	0 0.0%	10 2.3%				
Railroad or ferryboat	110	0.5%	20 18.2%	18 16.4%	38 34.5%	20 18.2%	0 0.0%	10 9.1%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	4 3.6%	0 0.0%				
Bicycle or walked	1,938	8.9%	137 7.1%	387 20.0%	611 31.5%	188 9.7%	48 2.5%	300 15.5%	50 2.6%	50 2.6%	40 2.1%	4 0.2%	68 3.5%	55 2.8%				
Taxicab, motorcycle, or other means	494	2.3%	104 21.1%	141 28.5%	46 9.3%	4 0.8%	4 0.8%	29 5.9%	20 4.0%	0 0.0%	25 5.1%	0 0.0%	69 14.0%	52 10.5%				
Worked at home	190	---	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%				
<b>Total excluding "Worked at Home"</b>	<b>21,864</b>	<b>100%</b>	<b>3,719 17.0%</b>	<b>4,795 21.9%</b>	<b>5,947 27.2%</b>	<b>1,635 7.5%</b>	<b>317 1.4%</b>	<b>2,255 10.3%</b>	<b>937 4.3%</b>	<b>534 2.4%</b>	<b>181 0.8%</b>	<b>99 0.5%</b>	<b>672 3.1%</b>	<b>773 3.5%</b>				

Source: U.S. Bureau of the Census

**Table F-16. Time Leaving for Work for 2000 City of Trenton Resident Workers by Means of Transportation**

Means of Transportation	Number of Workers	Percent of Commuters	Time Leaving for Work															
			5:00 AM to 6:29 AM	6:30 AM to 7:29 AM	7:30 AM to 8:29 AM	8:30 AM to 9:29 AM	9:30 AM to 9:59 AM	10:00 AM to 2:59 PM	3:00 PM to 3:59 PM	4:00 PM to 4:59 PM	5:00 PM to 5:59 PM	6:00 PM to 6:59 PM	7:00 PM to 11:59 PM	12:00 AM to 4:59 AM				
Drove alone	18,566	60.4%	2,410 13.0%	4,103 22.1%	6,035 32.5%	2,043 11.0%	302 1.6%	1,684 9.1%	304 1.6%	214 1.2%	116 0.6%	141 0.8%	585 3.2%	629 3.4%				
2-person carpool	3,943	12.8%	598 15.2%	908 23.0%	1,273 32.3%	245 6.2%	45 1.1%	262 6.6%	184 4.7%	172 4.4%	38 1.0%	20 0.5%	122 3.1%	76 1.9%				
3-person carpool	944	3.1%	196 20.8%	288 30.5%	160 16.9%	32 3.4%	4 0.4%	99 10.5%	15 1.6%	4 0.4%	29 3.1%	15 1.6%	39 4.1%	63 6.7%				
4-or-more-person carpool	1,337	4.3%	469 35.1%	327 24.5%	179 13.4%	102 7.6%	0 0.0%	114 8.5%	20 1.5%	0 0.0%	14 1.0%	8 0.6%	4 0.3%	100 7.5%				
Bus or trolley bus	2,968	9.7%	503 16.9%	699 23.6%	642 21.6%	258 8.7%	64 2.2%	225 7.6%	227 7.6%	119 4.0%	70 2.4%	15 0.5%	112 3.8%	34 1.1%				
Streetcar, trolley car, subway, or elevated	59	0.2%	10 16.9%	18 30.5%	23 39.0%	0 0.0%	0 0.0%	8 13.6%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%				
Railroad or ferryboat	457	1.5%	155 33.9%	158 34.6%	95 20.8%	19 4.2%	0 0.0%	10 2.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	10 2.2%	10 2.2%				
Bicycle or walked	2,041	6.6%	272 13.3%	502 24.6%	383 18.8%	283 13.9%	35 1.7%	238 11.7%	52 2.5%	78 3.8%	14 0.7%	0 0.0%	111 5.4%	73 3.6%				
Taxicab, motorcycle, or other means	440	1.4%	61 13.9%	93 21.1%	87 19.8%	53 12.0%	0 0.0%	56 12.7%	25 5.7%	8 1.8%	19 4.3%	10 2.3%	14 3.2%	14 3.2%				
Worked at home	474	----	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%				
<b>Total excluding "Worked at Home"</b>	<b>30,755</b>	<b>100%</b>	<b>4,674 15.2%</b>	<b>7,096 23.1%</b>	<b>8,877 28.9%</b>	<b>3,035 9.9%</b>	<b>450 1.5%</b>	<b>2,696 8.8%</b>	<b>827 2.7%</b>	<b>595 1.9%</b>	<b>300 1.0%</b>	<b>209 0.7%</b>	<b>997 3.2%</b>	<b>999 3.2%</b>				

Source: U.S. Bureau of the Census

## **Journey-to-Work Trends in the Delaware Valley Region, 1980 - 2000**

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**Publication No.: 05001**

**Date Published: August 2005**

**Geographic Area Covered:** Delaware Valley metropolitan region comprised of five counties in Pennsylvania (Bucks, Chester, Delaware, Montgomery, and Philadelphia); and four counties in New Jersey (Burlington, Camden, Gloucester, and Mercer).

**Key Words:** population, employment, resident workers, commuting patterns, mode of travel, journey-to-work, travel time to work, time leaving for work, county-to-county worker flows

### **ABSTRACT**

This report contains an analysis of the journey-to-work data contained in the 2000 US Census. Data is presented at the county level for the nine counties in the DVRPC region, as well as for the cities of Chester, Camden, Trenton, and Center City, Philadelphia. Demographic characteristics applicable to the journey-to-work are presented from the 1980 through 2000 US Censuses. Historical trends in the work commute are analyzed. Detailed data are presented in six Appendices to the report.

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