



CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)

Table 1. Profile of Selected 1990 and 2000 Characteristics

Geographic Area: Rockland County, New York

Subject	1990 Census		Census 2000		Change 1990 to 2000	
	Number	Percent	Number	Percent	Number	Percent
POPULATION						
Total population	265,475	100.0	286,753	100.0	21,278	8.0
In households	257,538	97.0	279,099	97.3	21,561	8.4
In group quarters	7,937	3.0	7,654	2.7	-283	-3.6
HOUSEHOLD SIZE						
Total households	84,891	100.0	92,744	100.0	7,853	9.3
1-person household	14,896	17.5	17,722	19.1	2,826	19.0
2-person household	23,498	27.7	26,722	28.8	3,224	13.7
3-person household	15,991	18.8	16,206	17.5	215	1.3
4-person household	16,452	19.4	16,053	17.3	-399	-2.4
5-or-more-person household	14,054	16.6	16,041	17.3	1,987	14.1
Mean number of persons per household	3.03	(X)	3.01	(X)	-0.02	(X)
VEHICLES AVAILABLE¹						
Total households	84,891	100.0	92,744	100.0	7,853	9.3
No vehicle available	7,146	8.4	8,030	8.7	884	12.4
1 vehicle available	21,587	25.4	27,411	29.6	5,824	27.0
2 vehicles available	35,740	42.1	39,389	42.5	3,649	10.2
3 vehicles available	14,117	16.6	13,076	14.1	-1,041	-7.4
4 vehicles available	4,611	5.4	3,696	4.0	-915	-19.8
5 or more vehicles available	1,690	2.0	1,142	1.2	-548	-32.4
Mean vehicles per household	1.92	(X)	1.79	(X)	-0.13	(X)
WORKERS BY SEX¹						
Workers 16 years and over	133,757	100.0	132,300	100.0	-1,457	-1.1
Male	72,319	54.1	70,440	53.2	-1,879	-2.6
Female	61,438	45.9	61,865	46.8	427	0.7
MEANS OF TRANSPORTATION TO WORK						
Workers 16 years and over	133,757	100.0	132,302	100.0	-1,455	-1.1
Drove alone	98,967	74.0	97,551	73.7	-1,416	-1.4
Carpooled	17,695	13.2	14,618	11.0	-3,077	-17.4
Public transportation (including taxicab)	9,425	7.0	10,846	8.2	1,421	15.1
Bicycle or walked	3,731	2.8	3,856	2.9	125	3.4
Motorcycle or other means	568	0.4	746	0.6	178	31.3
Worked at home	3,371	2.5	4,685	3.5	1,314	39.0
TRAVEL TIME TO WORK						
Workers who did not work at home	130,386	100.0	127,617	100.0	-2,769	-2.1
Less than 5 minutes	3,340	2.6	3,073	2.4	-267	-8.0
5 to 9 minutes	14,117	10.8	12,255	9.6	-1,862	-13.2
10 to 14 minutes	19,492	14.9	17,036	13.3	-2,456	-12.6
15 to 19 minutes	19,677	15.1	16,879	13.2	-2,798	-14.2
20 to 29 minutes	20,477	15.7	20,779	16.3	302	1.5
30 to 44 minutes	20,547	15.8	21,023	16.5	476	2.3
45 or more minutes	32,736	25.1	36,572	28.7	3,836	11.7
Mean travel time to work (minutes)	28.8	(X)	32.6	(X)	3.9	(X)
TIME LEAVING HOME TO GO TO WORK						
Workers who did not work at home	130,386	100.0	127,617	100.0	-2,769	-2.1
5:00 a.m. to 6:59 a.m.	27,970	21.5	29,956	23.5	1,986	7.1
7:00 a.m. to 7:59 a.m.	39,415	30.2	36,401	28.5	-3,014	-7.6
8:00 a.m. to 8:59 a.m.	32,014	24.6	29,729	23.3	-2,285	-7.1
9:00 a.m. to 9:59 a.m.	10,062	7.7	10,283	8.1	221	2.2
10:00 a.m. to 11:59 a.m.	4,501	3.5	5,043	4.0	542	12.0
12:00 p.m. to 11:59 p.m.	14,985	11.5	14,160	11.1	-825	-5.5
12:00 a.m. to 4:59 a.m.	1,439	1.1	2,045	1.6	606	42.1

1 See the entry for this item in the Technical Notes in the root directory or state subdirectories (filename: tech_notes.txt).
 (X) Not applicable.
 Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.

CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)



Table 2. Profile of Selected 2000 Characteristics

Geographic Area: Rockland County, New York

Subject	Census 2000	
	Number	Percent
POPULATION BY AGE		
Total population	286,753	100.0
Under 16 years	72,084	25.1
16 to 20 years	18,315	6.4
21 to 24 years	12,342	4.3
25 to 44 years	80,895	28.2
45 to 64 years	69,565	24.3
65 years and over	33,552	11.7
Mean age (years)	35.6	(X)
HOUSEHOLD INCOME IN 1999¹		
Total households	92,744	100.0
Less than \$15,000	8,857	9.5
\$15,000 to 19,999	3,016	3.3
\$20,000 to 24,999	3,318	3.6
\$25,000 to 49,999	17,916	19.3
\$50,000 to 74,999	17,225	18.6
\$75,000 to 99,999	13,868	15.0
\$100,000 or more	28,544	30.8
Mean household income (dollars)	85,236	(X)
Median household income (dollars)	67,971	(X)

Household Size by Vehicles Available¹

Household Size	Mean vehicles per household	Vehicles available					
		Total households	No vehicle	1 vehicle	2 vehicles	3 vehicles	4 or more vehicles
Total households	1.79	92,745	8,030	27,410	39,390	13,075	4,840
Row percent	(X)	100.0	8.7	29.6	42.5	14.1	5.2
Column percent	(X)	100.0	100.0	100.0	100.0	100.0	100.0
1-person household	0.91	17,720	3,705	12,310	1,420	205	80
Row percent	(X)	100.0	20.9	69.5	8.0	1.2	0.5
Column percent	(X)	19.1	46.1	44.9	3.6	1.6	1.7
2-person household	1.78	26,720	1,305	6,970	15,385	2,565	495
Row percent	(X)	100.0	4.9	26.1	57.6	9.6	1.9
Column percent	(X)	28.8	16.3	25.4	39.1	19.6	10.2
3-person household	2.07	16,205	900	2,970	7,325	4,305	710
Row percent	(X)	100.0	5.6	18.3	45.2	26.6	4.4
Column percent	(X)	17.5	11.2	10.8	18.6	32.9	14.7
4-or-more-person household	2.15	32,095	2,120	5,160	15,260	6,005	3,550
Row percent	(X)	100.0	6.6	16.1	47.5	18.7	11.1
Column percent	(X)	34.6	26.4	18.8	38.7	45.9	73.3

Means of Transportation to Work by Travel Time to Work¹

Means of Transportation	Mean travel time to work (minutes)	Travel time to work					
		Workers who did not work at home	Less than 10 minutes	10 to 19 minutes	20 to 29 minutes	30 to 44 minutes	45 or more minutes
Workers who did not work at home	32.6	127,615	15,330	33,915	20,780	21,025	36,570
Row percent	(X)	100.0	12.0	26.6	16.3	16.5	28.7
Column percent	(X)	100.0	100.0	100.0	100.0	100.0	100.0
Drove alone	29.3	97,550	11,680	27,945	17,635	16,875	23,415
Row percent	(X)	100.0	12.0	28.6	18.1	17.3	24.0
Column percent	(X)	76.4	76.2	82.4	84.9	80.3	64.0
Carpooled	37.7	14,620	1,480	2,855	1,975	2,630	5,680
Row percent	(X)	100.0	10.1	19.5	13.5	18.0	38.9
Column percent	(X)	11.5	9.7	8.4	9.5	12.5	15.5
Public transportation (including taxicab)	63.6	10,845	375	1,290	685	1,195	7,300
Row percent	(X)	100.0	3.5	11.9	6.3	11.0	67.3
Column percent	(X)	8.5	2.4	3.8	3.3	5.7	20.0
Bicycle or walked	12.5	3,855	1,675	1,475	370	230	105
Row percent	(X)	100.0	43.5	38.3	9.6	6.0	2.7
Column percent	(X)	3.0	10.9	4.3	1.8	1.1	0.3
Motorcycle or other means	22.4	745	120	345	110	95	75
Row percent	(X)	100.0	16.1	46.3	14.8	12.8	10.1
Column percent	(X)	0.6	0.8	1.0	0.5	0.5	0.2

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(X) Not applicable.
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