

APPENDIX D-5

JOURNEY-TO-WORK TRAVEL PATTERNS

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MAJOR FINDINGS

- From 1990 to 2000, in the Mid–North Shore Subregional Transportation Study area (Lynn, Swampscott, Salem):
 - Population *increased* by 8% (133,000 to 143,900)
 - Jobs *decreased* by 16% (57,300 to 48,000)

For workers *residing* in the study area:

- Study area residents work further away today:
 - in 1980, 59% of employed residents worked in the study area (34,170 workers)
 - in 1990, 47% did so (29,180 workers), and
 - in 2000, 37% did so (24,640 workers)
- Towns close by where study area residents increasingly work, from 1980 to 2000:
 - Peabody: 2,330 to 4,140 (+78%)
 - Beverly: 1,450 to 2,630 (+83%)
 - Marblehead: 980 to 1,550 (+59%)
- Towns further away where study area residents increasingly work, from 1980 to 2000:
 - Boston: 6,280 to 9,210 (+47%)
 - Cambridge: 320 to 1,410 (+341%)
 - Andover: 230 to 1,150 (+400%)
 - Gloucester: 200 to 680 (+240%)
 - Burlington: 340 to 610 (+79%)
 - Ipswich: 20 to 360 (+1,700%)
 - Lawrence: 120 to 740 (+517%)
- Shifts in modes of travel to work by study area residents between 1980 and 2000:
 - Drive alone: 57% to 71%
 - Carpools: 21% to 11%
 - Transit: 8% to 9%
 - Walk: 11% to 5%
 - Worked at home: 1% to 2%

For workers *working* in the study area:

- Just under one-half of all workers employed in the study area consistently originate from outside the study area:
 - in 1980, 43% of study area workers lived elsewhere (25,920 workers)
 - in 1990, 49% did so (28,100 workers), and
 - in 2000, 49% did so (23,350 workers)

- The distribution of towns from which study area workers originate has remained essentially unchanged between 1980 to 2000. Most neighboring towns had fewer absolute numbers of workers in the study area in 2000 than in 1980 as a result of the overall decrease in study area jobs. However, a small number of more distant towns showed increases in persons working in the study area (see "**Journey-to-Work to Study Area Jobs from all Towns of Origin**" below).
- Shifts in modes of travel to work to the study area between 1980 and 2000:
 - Drive alone: 61% to 78%
 - Carpools: 21% to 9%
 - Transit: 5% to 3%
 - Walk: 10% to 5%
 - Worked at home: 1% to 3%

BACKGROUND

The total number of persons living in the Mid-North Shore Subregional Transportation Study area increased by 8% between 1990 and 2000 (from 133,000 to 143,900).¹ However, although the number of residents increased, the total number of jobs in the three study area towns decreased by a combined 16% during the same decade (from 57,300 to 48,000).² Much of this decrease was due to a significant decline in the manufacturing and trade employment sectors dating back to the 1980s.³ Since that time, while the government and service employment sectors grew somewhat, jobs in manufacturing and the trades decreased significantly from a combined 33,000 in 1985 to 17,500 in 2000, resulting in a total net decrease in study area jobs.⁴

The following sections analyze the changes in journey-to-work travel patterns between 1980 and 2000 for the study area. The shift in travel patterns over time is discussed by showing how an increasing number of study area residents work further away from their town of residence in 2000 than in 1990 or in 1980. A breakdown of the changes in travel modes used for the work trips is also presented.

This analysis is intended to provide a general explanation regarding current work-related travel patterns to and from the study area. It is also intended that this information will be a context within which recommendations for transportation improvements will be based later in the study (Task 5).

JOURNEY-TO-WORK BY STUDY AREA RESIDENTS

Fewer study area residents tend to work locally today, primarily due to the reduction and transformation of the local job market, as discussed above. In 1980, 60% of employed residents

¹ 2000 U.S. Census.

² 2000 Census Transportation Planning Package.

³ EDIC/LYNN, "A Brownfields Partnership for the City of Lynn, Massachusetts," 1997.

⁴ Commonwealth of Massachusetts, Division of Employment and Training (ES-202 Series), 2004 (www.detma.org/lmi/local/Lynn.html, www.detma.org/lmi/local/Swampsco.html, and www.detma.org/lmi/local/Salem.html).

worked in the study area, while in 1990 47%, and in 2000 37%, did so (see Table D-5-1). This implies that travel distances, and presumably travel times, have increased for a growing number of study area workers who have found jobs in towns further away. It may also mean that newly arrived residents are already employed in towns other than those in the study area.

Table D-5-1 shows that the total number of employed study area residents increased from 57,390 to 67,040 workers (+17%) between 1980 and 2000. While the total number of working residents increased, the number of residents working at jobs within the study area decreased from 34,170 to 24,640 (-39%). That residents are working further from the study area today than in previous decades is borne out by the fact that, for instance, Boston increased as a destination for study area residents from 6,280 to 9,210 employees (+47%), and that Peabody increased from 2,330 to 4,140 employees (+78%). Danvers, Saugus, Marblehead, Beverly, and Cambridge all grew as employment destinations as well, ranging from +20% to +340%.

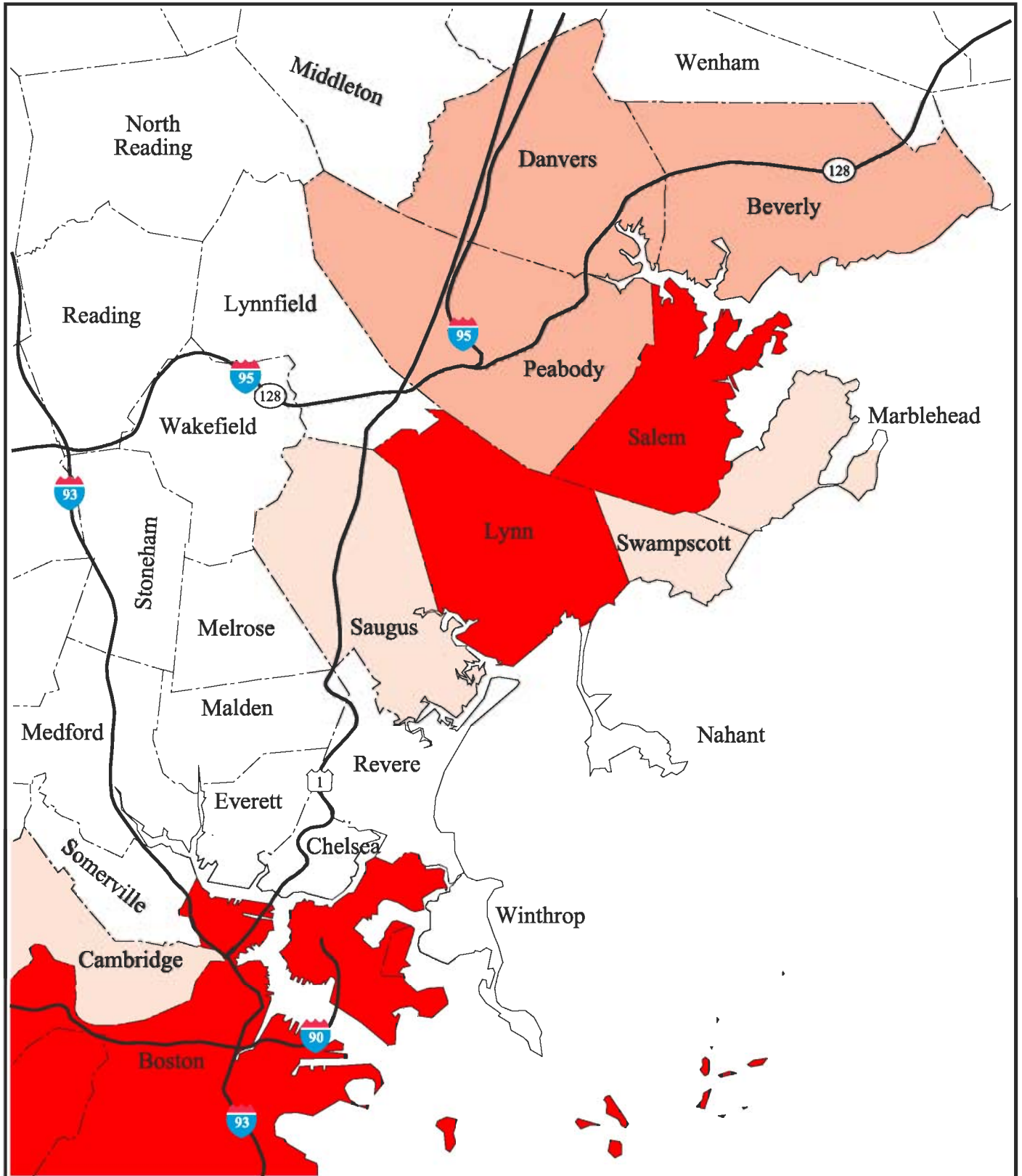
TABLE D-5-1
Major Employment Destinations for Study Area Residents
(from Lynn, Swampscott, and Salem, combined) 1980, 1990 and 2000

Employment Destination	1980		1990		2000	
	Employees	% of Total	Employees	% of Total	Employees	% of Total
Lynn	21,850	38	17,480	28	13,340	20
Salem	10,060	18	9,360	15	8,980	13
Swampscott	2,260	4	2,340	4	2,320	3
Study Area	34,170	60	29,180	47	24,640	37
Boston	6,280	11	7,890	13	9,210	14
Peabody	2,330	4	3,700	6	4,140	6
Danvers	2,240	4	2,420	4	2,690	4
Beverly	1,450	3	1,680	3	2,630	4
Cambridge	320	1	1,340	2	1,410	2
Marblehead	980	2	1,320	2	1,550	2
Saugus	990	2	1,230	2	1,500	2
Other towns	8,630	15	12,760	21	19,270	29
All towns	57,390	100	61,530	100	67,040	100

Source: 1980, 1990, and 2000 Census Transportation Planning Packages

The share of “Other towns” as work place destinations increased from 15% to 29% between 1980 and 2000. A closer look at the list of “Other towns” reveals that far-away destinations such as Andover (230 to 1,150 employees), Haverhill (150 to 630 employees), Lawrence (120 to 740 employees), and Gloucester (200 to 680 employees) all grew significantly during the same two decades (not shown in Table D-5-1).

Figures D-5-1 and D-5-2 show the distribution of employment destinations for all employees living in the study area in 2000 and 1980, respectively. These figures show graphically the changes in work destinations over the two decades, primarily due to the shifting job market. The study area, as well as Boston, do remain as important employment centers for local residents; however, Figures D-5-1 and D-5-2 show that Cambridge and the study area’s neighboring towns have grown significantly as work destinations.



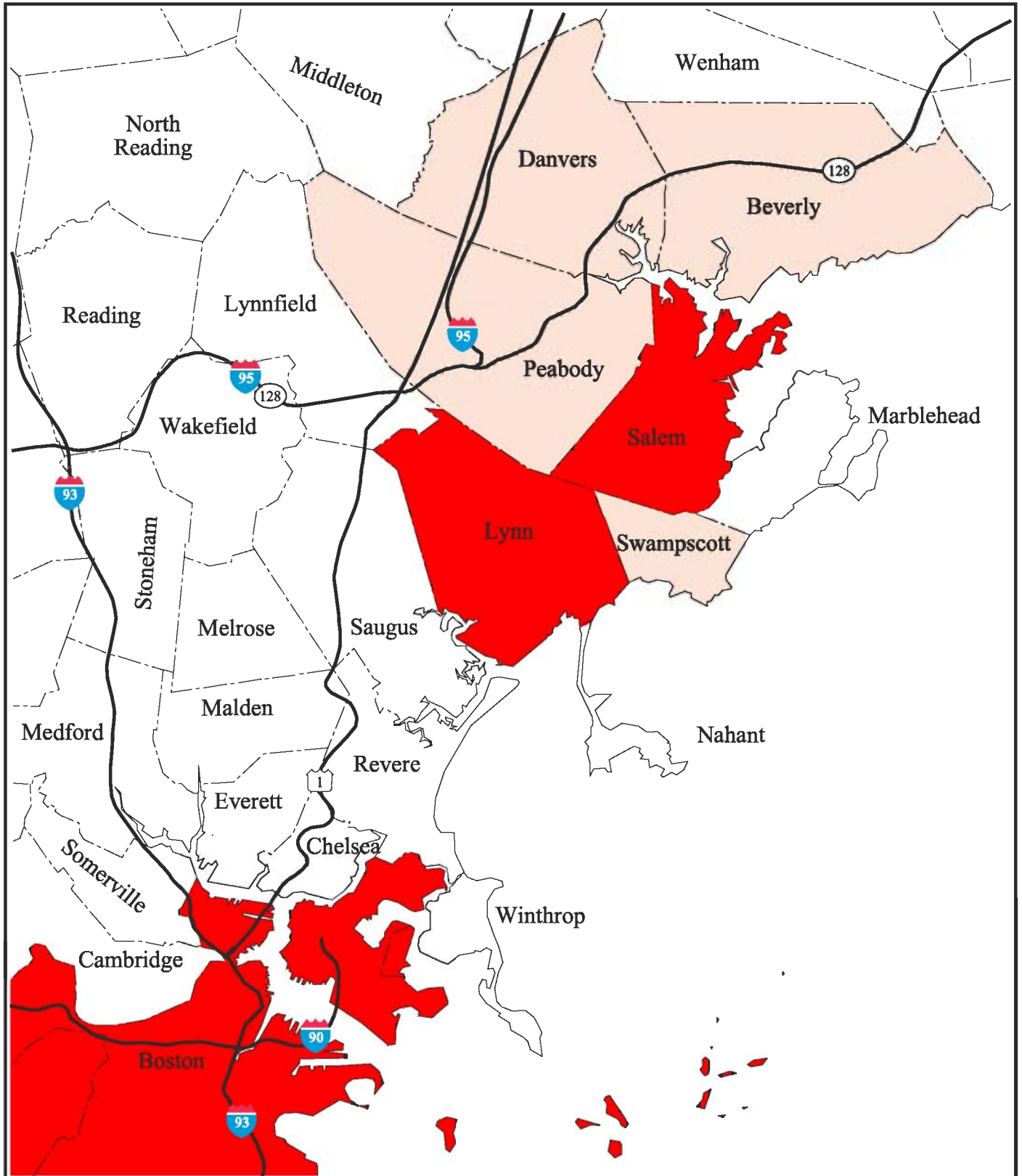
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**FIGURE D-5-1
Employment Destinations for
Study Area Residents (2000)**

- > 5,000 employees
- 2,500 – 5,000 employees
- 1,000 – 2,500 employees
- < 1,000 employees



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**FIGURE D-5-2
Employment Destinations for
Study Area Residents (1980)**

- > 5,000 employees
- 2,500 – 5,000 employees
- 1,000 – 2,500 employees
- < 1,000 employees

MODE OF TRANSPORTATION TO WORK BY STUDY AREA RESIDENTS

Table D-5-2 matches employed study area residents with mode of transportation used to travel to work for the years 1980, 1990, and 2000. The table shows that the share of workers driving alone increased from 57% in 1980, to 71% in both 1990 and 2000. Carpoolers decreased during the same time from 21% in 1980, to 12% in 1990, and to 11% in 2000. The share of public transportation users stayed about the same, 8% in both 1980 and 1990, and 9% in 2000. Employees who walked decreased from 11% in 1980, to 6% in 1990, and 5% in 2000.

This general trend makes sense, in that the increase in workers driving alone over time coincides with the simultaneous decrease in local jobs, and thus the need to travel further away to find employment. As the share of workers driving alone has increased, the share of workers carpooling or walking to work has decreased commensurately.

Tables D-5-3 through D-5-6 provide additional detail on work destinations and travel modes for Lynn, Swampscott, and Salem residents for the year 2000.

TABLE D-5-2
Mode of Transportation to Work for Study Area Residents
(from Lynn, Swampscott, and Salem, combined) 1980, 1990 and 2000

Mode of Transportation	1980		1990		2000	
	Employees	% of Total	Employees	% of Total	Employees	% of Total
Drive Alone	32,680	57	43,550	71	47,820	71
Carpool	12,050	21	7,440	12	7,650	11
Transit*	4,670	8	5,110	8	6,140	9
Taxi	280	0	240	0	170	0
Motorcycle	70	0	110	0	20	0
Bicycle	390	1	130	0	150	0
Walk	6,310	11	3,540	6	3,190	5
Other Mode	220	0	340	1	480	1
Worked Home	730	1	1,100	2	1,490	2
Total	57,390	100	61,530	100	67,040	100

* Includes bus, streetcar, subway, commuter rail, and commuter boat

Source: 1980, 1990, and 2000 Census Transportation Planning Packages

TABLE D-5-3

**2000 Journey-to-Work in the Mid-North Shore Subregional Transportation Study Area
Residents of Study Area by Major Towns of Employment and Mode of Transportation to Work**

Town of Employment	Mode Of Transportation To Work, Percent of Town of Employment Total:									
	Total	Drive Alone	Carpool	Transit*	Taxi	Motorcycle	Bicycle	Walk	Other Mode	Worked Home
Beverly	2630	2255	293	43	0	0	4	15	20	0
% of all towns	4%	86%	11%	2%	0%	0%	0%	1%	1%	0%
Danvers	2694	2135	377	78	4	0	15	35	50	0
% of all towns	4%	79%	14%	3%	0%	0%	1%	1%	2%	0%
Lynn	13337	9235	1493	495	75	0	25	1354	115	545
% of all towns	20%	69%	11%	4%	1%	0%	0%	10%	1%	4%
Marblehead	1548	1210	274	34	0	0	10	10	10	0
% of all towns	2%	78%	18%	2%	0%	0%	1%	1%	1%	0%
Peabody	4141	3230	602	145	10	0	14	75	65	0
% of all towns	6%	78%	15%	4%	0%	0%	0%	2%	2%	0%
Salem	8983	5940	1039	254	30	0	30	1070	25	595
% of all towns	13%	66%	12%	3%	0%	0%	0%	12%	0%	7%
Saugus	1504	1125	165	169	0	0	0	30	15	0
% of all towns	2%	75%	11%	11%	0%	0%	0%	2%	1%	0%
Swampscott	2316	1565	169	99	4	0	10	109	25	335
% of all towns	3%	68%	7%	4%	0%	0%	0%	5%	1%	14%
Cambridge	1413	910	174	309	0	0	0	20	0	0
% of all towns	2%	64%	12%	22%	0%	0%	0%	1%	0%	0%
Boston	9206	4500	743	3773	25	15	0	115	35	0
% of all towns	14%	49%	8%	41%	0%	0%	0%	1%	0%	0%
Other Towns	19266	15705	2311	734	17	0	42	347	110	0
% of all towns	29%	82%	12%	4%	0%	0%	0%	2%	1%	0%
ALL TOWNS	67038	47810	7640	6133	165	15	150	3180	470	1475
	100%	71%	11%	9%	0%	0%	0%	5%	1%	2%

* Includes bus, streetcar, subway, commuter rail, and commuter boat.

Source: 2000 Census Transportation Planning Package

(R. Sievert, 060828, J-to-WbyModeTabD-5-3)

TABLE D-5-4

**2000 Journey-to-Work in the Mid-North Shore Subregional Transportation Study Area
Residents of Lynn by Major Towns of Employment and Mode of Transportation to Work**

Town of Employment	Mode Of Transportation To Work, Percent of Town of Employment Total:									
	Total	Drive Alone	Carpool	Transit*	Taxi	Motorcycle	Bicycle	Walk	Other Mode	Worked Home
Beverly	993	755	189	24	0	0	0	15	10	0
% of all towns	3%	76%	19%	2%	0%	0%	0%	2%	1%	0%
Danvers	1393	1055	204	74	0	0	0	20	40	0
% of all towns	4%	76%	15%	5%	0%	0%	0%	1%	3%	0%
Lynn	11265	7405	1360	415	75	0	25	1325	115	545
% of all towns	29%	66%	12%	4%	1%	0%	0%	12%	1%	5%
Marblehead	485	305	140	30	0	0	0	0	10	0
% of all towns	1%	63%	29%	6%	0%	0%	0%	0%	2%	0%
Peabody	2143	1620	324	105	0	0	4	35	55	0
% of all towns	6%	76%	15%	5%	0%	0%	0%	2%	3%	0%
Salem	2415	1845	385	160	0	0	0	25	0	0
% of all towns	6%	76%	16%	7%	0%	0%	0%	1%	0%	0%
Saugus	1229	890	140	169	0	0	0	15	15	0
% of all towns	3%	72%	11%	14%	0%	0%	0%	1%	1%	0%
Swampscott	678	560	50	49	4	0	0	15	0	0
% of all towns	2%	83%	7%	7%	1%	0%	0%	2%	0%	0%
Cambridge	754	480	144	120	0	0	0	10	0	0
% of all towns	2%	64%	19%	16%	0%	0%	0%	1%	0%	0%
Boston	5180	2820	450	1780	15	0	0	90	25	0
% of all towns	14%	54%	9%	34%	0%	0%	0%	2%	0%	0%
Other Towns	11825	9260	1664	534	1	0	41	225	100	0
% of all towns	31%	78%	14%	5%	0%	0%	0%	2%	1%	0%
ALL TOWNS	38360	26995	5050	3460	95	0	70	1775	370	545
	100%	70%	13%	9%	0%	0%	0%	5%	1%	1%

* Includes bus, streetcar, subway, commuter rail, and commuter boat.

Source: 2000 Census Transportation Planning Package

(R. Sievert, 060828, J-to-WbyModeTabD-5-4)

TABLE D-5-5**2000 Journey-to-Work in the Mid-North Shore Subregional Transportation Study Area****Residents of Swampscott by Major Towns of Employment and Mode of Transportation to Work**

Town of Employment	Mode Of Transportation To Work, Percent of Town of Employment Total:									
	Total	Drive Alone	Carpool	Transit*	Taxi	Motorcycle	Bicycle	Walk	Other Mode	Worked Home
Beverly	215	205	10	0	0	0	0	0	0	0
% of all towns	3%	95%	5%	0%	0%	0%	0%	0%	0%	0%
Danvers	134	130	4	0	0	0	0	0	0	0
% of all towns	2%	97%	3%	0%	0%	0%	0%	0%	0%	0%
Lynn	864	820	4	15	0	0	0	25	0	0
% of all towns	12%	95%	0%	2%	0%	0%	0%	3%	0%	0%
Marblehead	428	385	39	4	0	0	0	0	0	0
% of all towns	6%	90%	9%	1%	0%	0%	0%	0%	0%	0%
Peabody	280	225	55	0	0	0	0	0	0	0
% of all towns	4%	80%	20%	0%	0%	0%	0%	0%	0%	0%
Salem	559	520	20	4	0	0	0	15	0	0
% of all towns	8%	93%	4%	1%	0%	0%	0%	3%	0%	0%
Saugus	45	45	0	0	0	0	0	0	0	0
% of all towns	1%	100%	0%	0%	0%	0%	0%	0%	0%	0%
Swampscott	1249	700	89	10	0	0	0	90	25	335
% of all towns	17%	56%	7%	1%	0%	0%	0%	7%	2%	27%
Cambridge	209	180	0	29	0	0	0	0	0	0
% of all towns	3%	86%	0%	14%	0%	0%	0%	0%	0%	0%
Boston	1589	690	109	775	0	15	0	0	0	0
% of all towns	22%	43%	7%	49%	0%	1%	0%	0%	0%	0%
Other Towns	1798	1575	165	48	0	0	0	10	0	0
% of all towns	24%	88%	9%	3%	0%	0%	0%	1%	0%	0%
ALL TOWNS	7370	5475	495	885	0	15	0	140	25	335
	100%	74%	7%	12%	0%	0%	0%	2%	0%	5%

* Includes bus, streetcar, subway, commuter rail, and commuter boat.

Source: 2000 Census Transportation Planning Package

(R. Sievert, 060828, J-to-WbyModeTabD-5-5)

TABLE D-5-6

**2000 Journey-to-Work in the Mid-North Shore Subregional Transportation Study Area
Residents of Salem by Major Towns of Employment and Mode of Transportation to Work**

Town of Employment	Mode Of Transportation To Work, Percent of Town of Employment Total:									
	Total	Drive Alone	Carpool	Transit*	Taxi	Motorcycle	Bicycle	Walk	Other Mode	Worked Home
Beverly	1422	1295	94	19	0	0	4	0	10	0
% of all towns	7%	91%	7%	1%	0%	0%	0%	0%	1%	0%
Danvers	1167	950	169	4	4	0	15	15	10	0
% of all towns	5%	81%	14%	0%	0%	0%	1%	1%	1%	0%
Lynn	1208	1010	129	65	0	0	0	4	0	0
% of all towns	6%	84%	11%	5%	0%	0%	0%	0%	0%	0%
Marblehead	635	520	95	0	0	0	10	10	0	0
% of all towns	3%	82%	15%	0%	0%	0%	2%	2%	0%	0%
Peabody	1718	1385	223	40	10	0	10	40	10	0
% of all towns	8%	81%	13%	2%	1%	0%	1%	2%	1%	0%
Salem	6009	3575	634	90	30	0	30	1030	25	595
% of all towns	28%	59%	11%	1%	0%	0%	0%	17%	0%	10%
Saugus	230	190	25	0	0	0	0	15	0	0
% of all towns	1%	83%	11%	0%	0%	0%	0%	7%	0%	0%
Swampscott	389	305	30	40	0	0	10	4	0	0
% of all towns	2%	78%	8%	10%	0%	0%	3%	1%	0%	0%
Cambridge	450	250	30	160	0	0	0	10	0	0
% of all towns	2%	56%	7%	36%	0%	0%	0%	2%	0%	0%
Boston	2437	990	184	1218	10	0	0	25	10	0
% of all towns	11%	41%	8%	50%	0%	0%	0%	1%	0%	0%
Other Towns	5643	4870	482	152	16	0	1	112	10	0
% of all towns	26%	86%	9%	3%	0%	0%	0%	2%	0%	0%
ALL TOWNS	21308	15340	2095	1788	70	0	80	1265	75	595
	100%	72%	10%	8%	0%	0%	0%	6%	0%	3%

* Includes bus, streetcar, subway, commuter rail, and commuter boat.

Source: 2000 Census Transportation Planning Package

(R. Sievert, 060828, J-to-WbyModeTabD-5-6)

JOURNEY-TO-WORK TO STUDY AREA JOBS FROM ALL TOWNS OF ORIGIN

The total number of jobs in the study area decreased between 1980 and 2000 from 60,070 to 47,990 jobs (-20%) (see Table D-5-7). This gradual decline of the study area as a regional employment center has impacted virtually all surrounding towns in the region. Table D-5-7 shows that most towns in the region, including the three study area towns, contributed fewer workers to local jobs over the two decades between 1980 and 2000. This decrease included from 1,140 to 900 workers from Boston (-21%), and from 990 to 540 workers from Revere (-45%). The only town in the vicinity which contributed more workers in 2000 than in 1980 was Gloucester, which showed an increase from 230 to 730 workers (+217%).

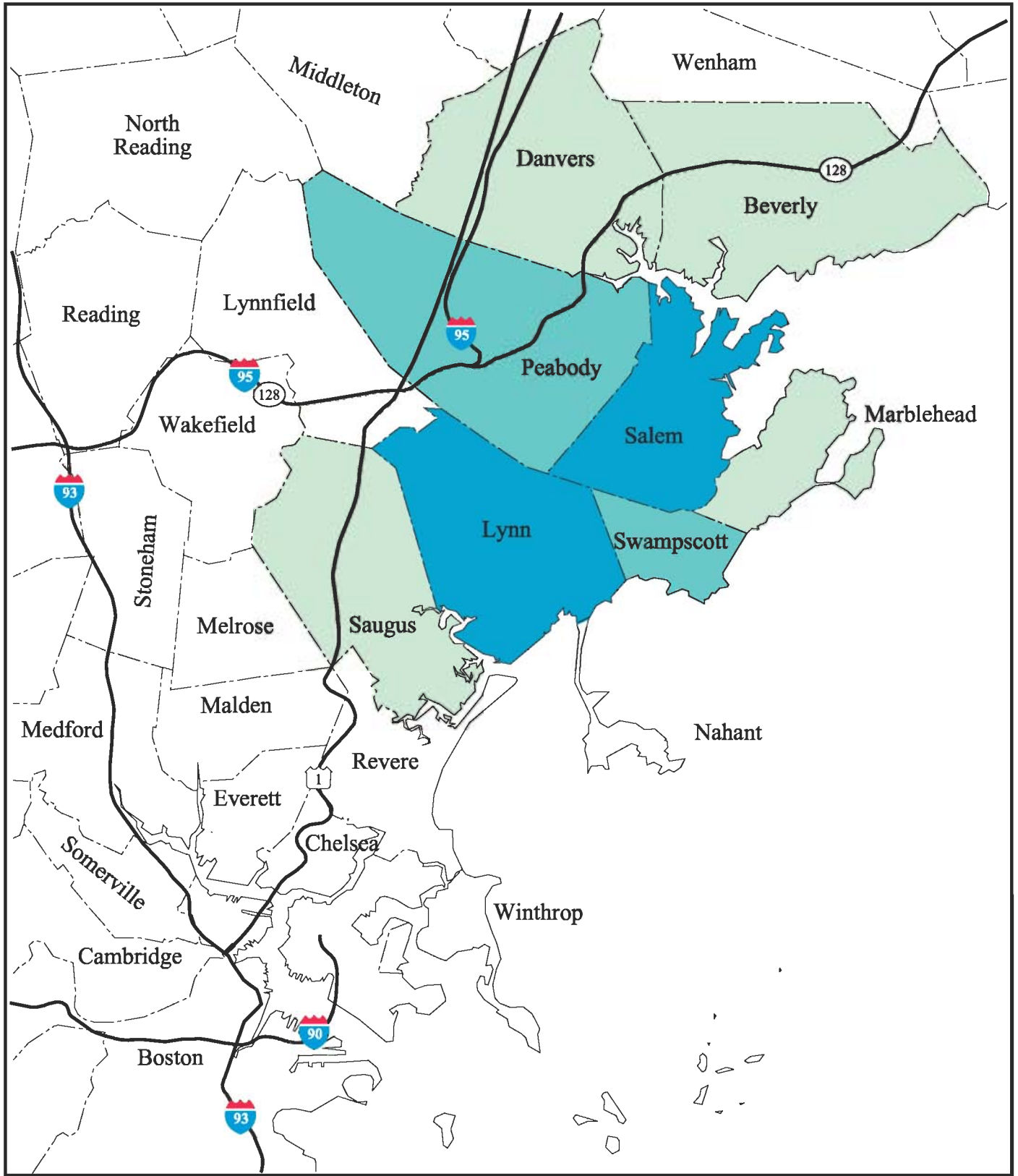
TABLE D-5-7
Major Towns of Origin for all Employees Working in the Study Area
(in Lynn, Swampscott, and Salem, combined) 1980, 1990 and 2000

Town of Origin	1980		1990		2000	
	Employees	% of Total	Employees	% of Total	Employees	% of Total
Lynn	20,780	35	17,960	31	14,370	30
Salem	10,160	17	8,130	14	7,610	16
Swampscott	3,210	5	3,090	5	2,670	6
Study Area	34,170	57	29,180	51	24,640	51
Boston	1,140	2	1,650	3	900	2
Peabody	4,230	7	4,170	7	2,900	6
Danvers	1,790	3	1,400	2	1,180	2
Beverly	2,750	5	2,530	4	1,850	4
Revere	990	2	790	1	540	1
Marblehead	2,390	4	2,080	4	1,520	3
Saugus	1,490	2	1,500	3	1,060	2
Gloucester	230	0	450	1	730	2
Other towns	10,910	18	13,530	24	12,660	26
All towns	60,070	100	57,280	100	47,990	100

Source: 1980, 1990, and 2000 Census Transportation Planning Packages

Table D-5-7 also shows that the proportional contributions of employees by most nearby towns decreased slightly, by about 1-2%. The category "Other towns" represents towns located further away from the study area. The fact that its proportional share increased from 18% in 1980 to 26% in 2000 reflects the overall trend that commuters in the region are traveling longer to work in general, both in terms of distance as well as time. Although there was an overall decline in study area jobs between 1980 and 2000, there were individual examples of "Other towns" which did increase in contributing to the jobs in the study area. These included Amesbury (90 to 230 jobs), Gloucester (230 to 740 jobs), Haverhill (290 to 690 jobs), Lawrence (150 to 630 jobs), and Methuen (220 to 450 jobs) (not shown in Table D-5-7).

Figures D-5-3 and D-5-4 show the distribution of towns of origin for commuters working in the study area in 2000 and 1980, respectively. As can be seen, the figures are nearly identical, with the only changes being Boston and Beverly each having moved to a lower category. This

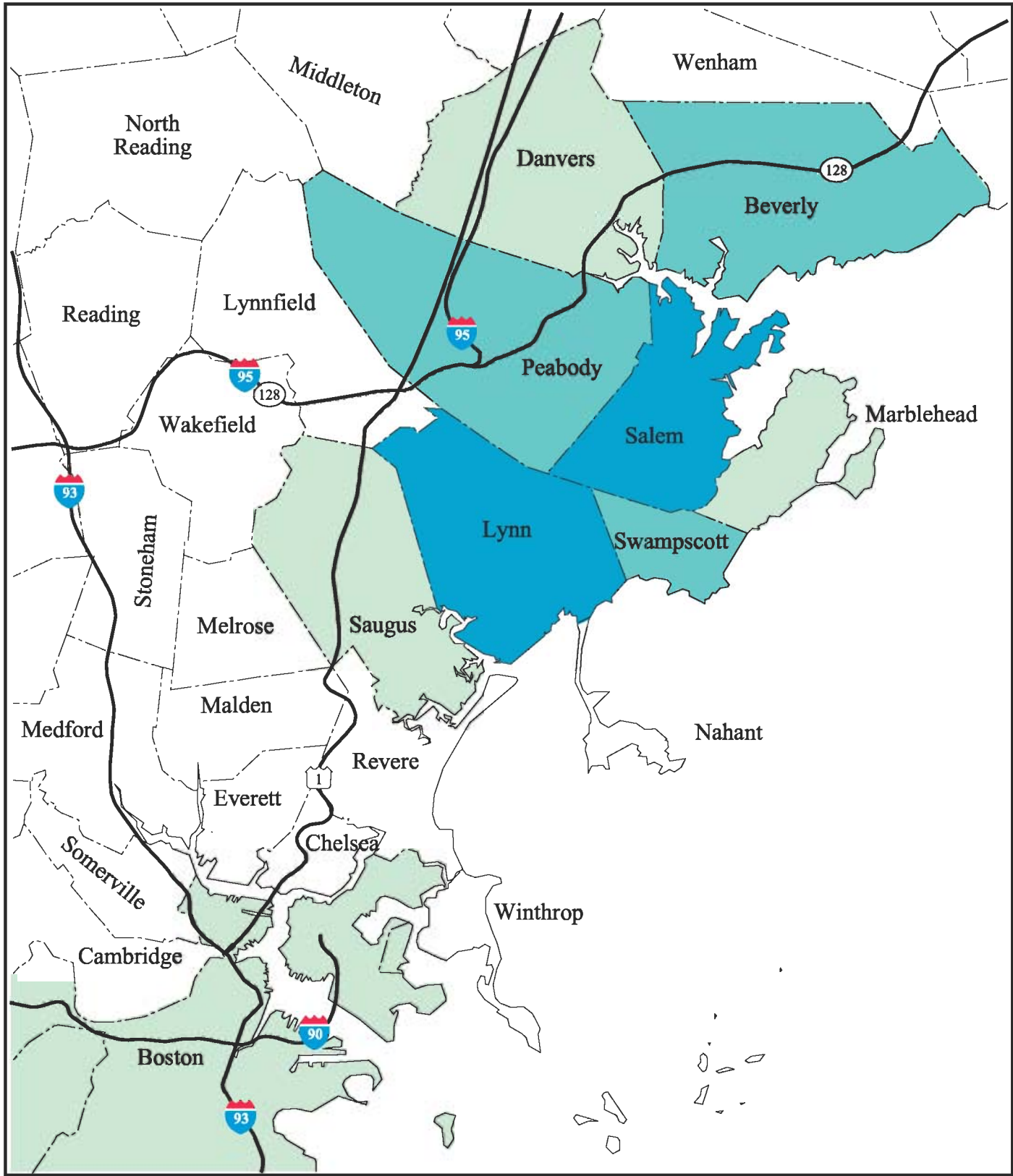


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FIGURE D-5-3
Towns of Origin for
Study Area Employees (2000)

- > 5,000 employees
- 2,500 – 5,000 employees
- 1,000 – 2,500 employees
- < 1,000 employees



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**FIGURE D-5-4
Towns of Origin for
Study Area Employees (1980)**

- > 5,000 employees
- 2,500 – 5,000 employees
- 1,000 – 2,500 employees
- < 1,000 employees

echoes the findings above in Table D-5-7 that most towns nearby decreased only slightly as origins of study area workers.

MODE OF TRANSPORTATION FOR ALL EMPLOYEES WORKING IN THE STUDY AREA

Table D-5-8 matches all employees working in the study area with mode of transportation used to travel from their town of origin for the years 1980, 1990, and 2000. The table shows that the percentage of workers driving alone increased from 61% in 1980, to 76% in 1990, and to 78% in 2000. At the same time, nearly all other mode shares decreased. Workers carpooling to the study area decreased from 21% in 1980, to 11% in 1990, and 9% in 2000. The share of public transportation users decreased slightly from 5% in 1980 to 3% in both 1990 and 2000. The percentage of workers walking also decreased, from 10% in 1980, to 6% in 1990, and 5% in 2000.

Tables D-5-9 through D-5-12 provide additional detail on towns of origin and travel modes used for commuters working in Lynn, Swampscott, and Salem for the year 2000.

TABLE D-5-8
Mode of Transportation for All Employees Working in the Study Area
(in Lynn, Swampscott, and Salem, combined) 1980, 1990 and 2000

Mode of Transportation	1980		1990		2000	
	Employees	% of Total	Employees	% of Total	Employees	% of Total
Drive Alone	36,650	61	43,440	76	37,450	78
Carpool	12,900	21	6,300	11	4,390	9
Transit*	2,790	5	1,920	3	1,500	3
Taxi	260	0	200	0	140	0
Motorcycle	100	0	80	0	0	0
Bicycle	400	1	170	0	180	0
Walk	6,140	10	3,720	6	2,630	5
Other Mode	110	0	340	1	280	1
Worked Home	730	1	1,090	2	1,490	3
Total	60,080	100	57,260	100	48,060	100

* Includes bus, streetcar, subway, commuter rail, and commuter boat

Source: 1980, 1990, and 2000 Census Transportation Planning Packages

TABLE D-5-9**2000 Journey-to-Work in the Mid-North Shore Subregional Transportation Study Area****Employees Working in the Study Area by Major Towns of Origin and Mode of Transportation to Work**

Town of Origin	Mode Of Transportation To Work, Percent of Town of Origin Total:									
	Total	Drive Alone	Carpool	Transit*	Taxi	Motorcycle	Bicycle	Walk	Other Mode	Worked Home
Beverly	1851	1645	108	34	10	0	35	19	0	0
% of all towns	4%	89%	6%	2%	1%	0%	2%	1%	0%	0%
Danvers	1175	1085	80	10	0	0	0	0	0	0
% of all towns	2%	92%	7%	1%	0%	0%	0%	0%	0%	0%
Lynn	14358	9810	1795	624	79	0	25	1365	115	545
% of all towns	30%	68%	13%	4%	1%	0%	0%	10%	1%	4%
Marblehead	1527	1445	20	25	0	0	15	12	10	0
% of all towns	3%	95%	1%	2%	0%	0%	1%	1%	1%	0%
Peabody	2905	2685	184	12	0	0	10	10	4	0
% of all towns	6%	92%	6%	0%	0%	0%	0%	0%	0%	0%
Salem	7606	4890	793	195	30	0	40	1038	25	595
% of all towns	16%	64%	10%	3%	0%	0%	1%	14%	0%	8%
Saugus	1054	875	120	34	0	0	25	0	0	0
% of all towns	2%	83%	11%	3%	0%	0%	2%	0%	0%	0%
Swampscott	2672	2040	113	29	0	0	0	130	25	335
% of all towns	6%	76%	4%	1%	0%	0%	0%	5%	1%	13%
Cambridge	124	110	4	10	0	0	0	0	0	0
% of all towns	0%	89%	3%	8%	0%	0%	0%	0%	0%	0%
Boston	892	580	140	158	0	0	10	0	4	0
% of all towns	2%	65%	16%	18%	0%	0%	1%	0%	0%	0%
Other Towns	13822	12270	1018	366	16	4	10	51	87	0
% of all towns	29%	89%	7%	3%	0%	0%	0%	0%	1%	0%
ALL TOWNS	47986	37435	4375	1497	135	4	170	2625	270	1475
	100%	78%	9%	3%	0%	0%	0%	5%	1%	3%

* Includes bus, streetcar, subway, commuter rail, and commuter boat.

Source: 2000 Census Transportation Planning Package

(R. Sievert, 060828, J-to-WbyModeTabD-5-9)

TABLE D-5-10

**2000 Journey-to-Work in the Mid-North Shore Subregional Transportation Study Area
Employees Working in Lynn by Major Towns of Origin and Mode of Transportation to Work**

Town of Origin	Mode Of Transportation To Work, Percent of Town of Origin Total:									
	Total	Drive Alone	Carpool	Transit*	Taxi	Motorcycle	Bicycle	Walk	Other Mode	Worked Home
Beverly	588	510	49	4	0	0	10	15	0	0
% of all towns	2%	87%	8%	1%	0%	0%	2%	3%	0%	0%
Danvers	495	460	35	0	0	0	0	0	0	0
% of all towns	2%	93%	7%	0%	0%	0%	0%	0%	0%	0%
Lynn	11265	7405	1360	415	75	0	25	1325	115	545
% of all towns	44%	66%	12%	4%	1%	0%	0%	12%	1%	5%
Marblehead	534	495	10	15	0	0	0	4	10	0
% of all towns	2%	93%	2%	3%	0%	0%	0%	1%	2%	0%
Peabody	1123	1085	30	8	0	0	0	0	0	0
% of all towns	4%	97%	3%	1%	0%	0%	0%	0%	0%	0%
Salem	1208	1010	129	65	0	0	0	4	0	0
% of all towns	5%	84%	11%	5%	0%	0%	0%	0%	0%	0%
Saugus	795	685	55	30	0	0	25	0	0	0
% of all towns	3%	86%	7%	4%	0%	0%	3%	0%	0%	0%
Swampscott	864	820	4	15	0	0	0	25	0	0
% of all towns	3%	95%	0%	2%	0%	0%	0%	3%	0%	0%
Cambridge	99	85	4	10	0	0	0	0	0	0
% of all towns	0%	86%	4%	10%	0%	0%	0%	0%	0%	0%
Boston	619	380	95	140	0	0	0	0	4	0
% of all towns	2%	61%	15%	23%	0%	0%	0%	0%	1%	0%
Other Towns	8017	7110	594	220	5	0	10	27	51	0
% of all towns	31%	89%	7%	3%	0%	0%	0%	0%	1%	0%
ALL TOWNS	25607	20045	2365	922	80	0	70	1400	180	545
	100%	78%	9%	4%	0%	0%	0%	5%	1%	2%

* Includes bus, streetcar, subway, commuter rail, and commuter boat.

Source: 2000 Census Transportation Planning Package

(R. Sievert, 060828, J-to-WbyModeTabD-5-10)

TABLE D-5-11**2000 Journey-to-Work in the Mid-North Shore Subregional Transportation Study Area****Employees Working in Swampscott by Major Towns of Origin and Mode of Transportation to Work**

Town of Origin	Mode Of Transportation To Work, Percent of Town of Origin Total:									
	Total	Drive Alone	Carpool	Transit*	Taxi	Motorcycle	Bicycle	Walk	Other Mode	Worked Home
Beverly	80	65	15	0	0	0	0	0	0	0
% of all towns	2%	81%	19%	0%	0%	0%	0%	0%	0%	0%
Danvers	100	75	25	0	0	0	0	0	0	0
% of all towns	3%	75%	25%	0%	0%	0%	0%	0%	0%	0%
Lynn	678	560	50	49	4	0	0	15	0	0
% of all towns	18%	83%	7%	7%	1%	0%	0%	2%	0%	0%
Marblehead	209	180	0	10	0	0	15	4	0	0
% of all towns	6%	86%	0%	5%	0%	0%	7%	2%	0%	0%
Peabody	160	145	15	0	0	0	0	0	0	0
% of all towns	4%	91%	9%	0%	0%	0%	0%	0%	0%	0%
Salem	389	305	30	40	0	0	10	4	0	0
% of all towns	10%	78%	8%	10%	0%	0%	3%	1%	0%	0%
Saugus	70	70	0	0	0	0	0	0	0	0
% of all towns	2%	100%	0%	0%	0%	0%	0%	0%	0%	0%
Swampscott	1249	700	89	10	0	0	0	90	25	335
% of all towns	33%	56%	7%	1%	0%	0%	0%	7%	2%	27%
Cambridge	0	0	0	0	0	0	0	0	0	0
% of all towns	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Boston	35	25	0	0	0	0	10	0	0	0
% of all towns	1%	71%	0%	0%	0%	0%	29%	0%	0%	0%
Other Towns	830	750	51	16	11	0	0	2	0	0
% of all towns	22%	90%	6%	2%	1%	0%	0%	0%	0%	0%
ALL TOWNS	3800	2875	275	125	15	0	35	115	25	335
	100%	76%	7%	3%	0%	0%	1%	3%	1%	9%

* Includes bus, streetcar, subway, commuter rail, and commuter boat.

Source: 2000 Census Transportation Planning Package

(R. Sievert, 060828, J-to-WbyModeTabD-5-11)

TABLE D-5-12

**2000 Journey-to-Work in the Mid-North Shore Subregional Transportation Study Area
Employees Working in Salem by Major Towns of Origin and Mode of Transportation to Work**

Town of Origin	Mode Of Transportation To Work, Percent of Town of Origin Total:									
	Total	Drive Alone	Carpool	Transit*	Taxi	Motorcycle	Bicycle	Walk	Other Mode	Worked Home
Beverly	1183	1070	44	30	10	0	25	4	0	0
% of all towns	6%	90%	4%	3%	1%	0%	2%	0%	0%	0%
Danvers	580	550	20	10	0	0	0	0	0	0
% of all towns	3%	95%	3%	2%	0%	0%	0%	0%	0%	0%
Lynn	2415	1845	385	160	0	0	0	25	0	0
% of all towns	13%	76%	16%	7%	0%	0%	0%	1%	0%	0%
Marblehead	784	770	10	0	0	0	0	4	0	0
% of all towns	4%	98%	1%	0%	0%	0%	0%	1%	0%	0%
Peabody	1622	1455	139	4	0	0	10	10	4	0
% of all towns	9%	90%	9%	0%	0%	0%	1%	1%	0%	0%
Salem	6009	3575	634	90	30	0	30	1030	25	595
% of all towns	32%	59%	11%	1%	0%	0%	0%	17%	0%	10%
Saugus	189	120	65	4	0	0	0	0	0	0
% of all towns	1%	63%	34%	2%	0%	0%	0%	0%	0%	0%
Swampscott	559	520	20	4	0	0	0	15	0	0
% of all towns	3%	93%	4%	1%	0%	0%	0%	3%	0%	0%
Cambridge	25	25	0	0	0	0	0	0	0	0
% of all towns	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Boston	238	175	45	18	0	0	0	0	0	0
% of all towns	1%	74%	19%	8%	0%	0%	0%	0%	0%	0%
Other Towns	4975	4410	373	130	0	4	0	22	36	0
% of all towns	27%	89%	7%	3%	0%	0%	0%	0%	1%	0%
ALL TOWNS	18579	14515	1735	450	40	4	65	1110	65	595
	100%	78%	9%	2%	0%	0%	0%	6%	0%	3%

* Includes bus, streetcar, subway, commuter rail, and commuter boat.

Source: 2000 Census Transportation Planning Package

(R. Sievert, 060828, J-to-WbyModeTabD-5-12)