



**NATIONWIDE
PERSONAL
TRANSPORTATION
STUDY**

Household Travel in the United States

REPORT NO. 7
DECEMBER 1972

U. S. Department of Transportation / Federal Highway Administration

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HOUSEHOLD TRAVEL IN THE UNITED STATES

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December 1972

HIGHLIGHTS

- . Passenger car travel per household in which an automobile is the only mode averages 3.8 trips and 34 vehicle-miles daily.
- . Daily trip-making by major purpose averages 1.4 trips for earning a living, 1.2 trips on family business, 0.8 trips for social and recreational activities, and 0.4 trips for educational, civic, and religious purposes.
- . Average trip length is 13.1 miles for social and recreational trips, 10.2 miles for earning a living, 5.6 miles for family business, and 4.7 for educational, civic and religious purposes.
- . The average number of automobile trips per year, per household, increases as the level of household income rises. Less than 600 trips per year are generated by low-income households (under \$4,000), compared to over 2,500 trips per high-income household (\$15,000 and over).
- . Differences in household income are also related to the number of trips made for each major purpose.
- . The largest percentage of the total trips made by low-income households (35 percent) is made for family business. Trips for earning a living comprise the largest percentage (36 percent) of total trips made by high-income households.
- . The largest number of family business trips are for shopping and "other" family business, and these trips are longest for the lowest income group.
- . Trips without specific destination that are made purely for the pleasure of the drive, comprise only 1 to 2 percent of all trips, which suggests that driving for pleasure tends to be combined with other purposes such as visiting friends and relatives or going to places of recreation.

HOUSEHOLD TRAVEL IN THE UNITED STATES

National Household Travel

Residents of households in the United States annually make 87 billion trips in which an automobile or taxi is the only transportation mode used. These trips account for 776 billion vehicle-miles of travel. ^{1/} Passenger car travel per household averages 1.4 thousand trips and 12.4 thousand vehicle-miles annually, or a daily rate of 3.8 trips and 34 vehicle-miles.

The derivation of household tripmaking rates is presented in the following tabulation: ^{2/}

Number of trips (billions)	87.3
Vehicle-miles (billions)	775.9
Average trip length (miles)	8.9
Household trips:	
Number of households (millions)	62.5
Trips per household:	
Annual (thousands)	1.4
Daily	3.8
Vehicle-miles per household:	
Annual (thousands)	12.4
Daily	34.0

^{1/} This figure is 74 billion vehicle-miles less than the 850 billion vehicle-miles reported for 1969 in Table VM-1, Highway Statistics, Federal Highway Administration, based on traffic data submitted by the State Highway Departments, and would seem to indicate that most drivers tend to underestimate the amount of driving they do. Other factors which may contribute to the difference are as follows: (1) Mileage driven by Armed Forces personnel living in barracks or in military installations was excluded from this survey; (2) the mileage driven by nonlicensed drivers was also presumably excluded; (3) this survey includes only that travel in which the passenger car (or taxi) is the sole mode of transportation used.

^{2/} Unpublished tables T-1.1 and H-18 from the Nationwide Personal Transportation Survey.

Purpose of travel

Household tripmaking is primarily for earning a living, conducting family business, and engaging in social and recreational activities, as shown in table 1. Of these purposes, earning a living is by far the most important. At a daily rate of 1.4, such trips occur with more than half the frequency of trips for all other purposes combined. Because such trips are relatively long (10.2 miles on the average), they account for an even greater proportion of total vehicle-miles (42 percent) than of total trips (36 percent). These data are based on appendix tables 1 and 2.

Table 1.--Average annual and daily passenger car trips and travel per household, by trip purpose

Purpose of trip	Trip rate per household		Vehicle-miles per household		Average trip length ¹ (miles)
	Annual	Daily	Annual	Daily	
Earning a living	506	1.4	5,166	14.2	10.2
Family business	432	1.2	2,401	6.6	5.6
Social and recreational	312	0.8	4,094	11.2	13.1
Educational, civic, and religious	130	0.4	612	1.6	4.7
Other and unknown	16	(2)	150	0.4	9.4
Total	1,396	3.8	12,423	34.0	8.9

¹ One-way distance between points of origin and destination.

² Less than 0.05

See appendix tables 1 and 2.

Earning a living--As indicated in the tabulation below, most of the trips for earning a living are made between home and a regular place of business.

<u>Trips for earning a living</u>	<u>Trip rate per household</u>		<u>Vehicle-miles per household</u>		<u>Average trip length</u>
	<u>Annual</u>	<u>Daily</u>	<u>Annual</u>	<u>Daily</u>	<u>Miles</u>
Work	445	1.2	4,183	11.5	9.4
Related business	61	0.2	983	2.7	16.1

See appendix tables 1 and 2.

The 445 average number of work trips per household made annually are 32 percent of the trips made for all purposes, while only 4 percent are made for such related business trips as professional calls on clients or salesmen's business calls.

Family business--Family business is second in importance so far as the number of trips is concerned, but it ranks below social and recreational trips in the vehicle-miles of travel represented. The chief components of this class of trips are shown below:

<u>Trips for family business</u>	<u>Trip rate per household</u>		<u>Vehicle-miles per household</u>		<u>Average trip length</u>
	<u>Annual</u>	<u>Daily</u>	<u>Annual</u>	<u>Daily</u>	<u>Miles</u>
Shopping	213	0.6	929	2.6	4.4
Medical and dental	24	0.1	202	0.5	8.4
Other	195	0.5	1,270	3.5	6.5

See appendix tables 1 and 2.

Shopping is second only to work in the number of trips it generates, but these trips are shorter, on the average, than those for any other specified purpose--4.4 miles compared with 8.4 miles for medical and dental trips and 6.5 miles for all other family business trips.

Social and recreational activities--Social and recreational trips tend to be the longest, averaging 13 miles, but comparatively fewer such trips are made than for earning a living or for conducting family business. Trips and vehicle-mileages for various social and recreational activities are shown below:

<u>Social and recreational trips</u>	<u>Trip rate per household</u>		<u>Vehicle-miles per household</u>		<u>Average trip length</u>
	<u>Annual</u>	<u>Daily</u>	<u>Annual</u>	<u>Daily</u>	<u>Miles</u>
Visits with friends and relative	125	0.3	1,497	4.1	12.0
Pleasure rides	19	0.1	381	1.0	20.0
Vacations	2	(1)	320	0.9	160.0
Other	166	0.4	1,896	5.2	11.4

1/ Less than 0.05

See appendix tables 1 and 2.

Among the separable social and recreational purposes, visiting friends and relatives contributes most to the number of passenger car trips, ranking third among all specified purposes. Such trips average 12 miles in length, so that the total travel they represent is second only to that for work trips. However, a greater proportionate contribution is made by the unsegregated purposes in the "other" category, which includes such miscellaneous activities as dining out (when not connected with work) and attendance at theaters, dances, and sporting events. Vacation trips and pleasure rides cover the greatest average distances (160 and 20 miles, respectively) but are the least numerous, making a relatively small contribution either to total trips or to total vehicle-miles of travel.

Of the primary trip purposes given in table 1, school and other educational, civic, and religious purposes account for the fewest passenger car trips and vehicle mileages and the shortest average trip length.

Household income

Household tripmaking by passenger cars, as shown in table 2, tends to increase as the level of household income rises. The differences between income levels are somewhat larger for the vehicle-miles of travel than for the number of trips, reflecting differences in average trip lengths.

Table 2.--Annual passenger car trip rates, vehicle-miles of travel per household, and average trip length by household income

Annual household income	Trip rate per household	Vehicle-miles per household	Average trip length
Dollars	Number	Number	Miles
Under 4,000	580	4,708	8.1
4,000- 9,999	1,433	12,262	8.6
10,000-14,999	1,949	17,497	9.0
15,000 and over	2,526	24,410	9.7

Source: Based upon unpublished tables T-1.1 and H-18 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

Households with incomes under \$4,000 ^{1/} made, on the average, only 580 passenger car trips a year, compared with about 2½ times that many by those in the next higher income group from \$4,000 to \$9,999. The difference is somewhat greater for the vehicle-miles involved because of a slightly longer average trip length for the higher level of income.

The increase in tripmaking between successive income groups above \$4,000 drops to about one-third, an increase accompanied by a slight rise in average length of trip. The most affluent households generate more than 4 times as many trips as households having the lowest incomes, and trips involve 5 times as many vehicle-miles. An important consideration is that only 46 percent of households with incomes less than \$4,000 have cars available in comparison to 90 percent of those with incomes above \$4,000.

Low income produces a different pattern of trip purposes from that prevailing at higher income levels as indicated in table 3.

Table 3.--Comparative percentage distribution of passenger car trips made by households in various income classes, by purpose of trip

Purpose of trip	Household income			
	Under \$4,000	\$4,000-\$9,999	\$10,000-\$14,999	\$15,000 and over
Earning a living	29	37	38	36
Family business	35	31	30	30
Social and recreational	27	23	20	22
Educational, civic, and religious	8	8	11	10
Other and unknown	1	1	1	2
Total	100	100	100	100

See appendix table A-3.

^{1/} The low-income threshold for a nonfarm family of four was \$3,968 in 1970.

Earning a living--Trips for earning a living comprise a much smaller proportion of all the passenger car trips made by the lowest income households than they do at higher income levels. Family business and social and recreational activities show a correspondingly higher relative proportion. At levels above \$4,000, income appears to have little effect on the frequencies by trip purpose. Accordingly, the income class from \$10,000 to \$14,999 has been used in table 4 to represent the households with incomes above \$4,000. The trip purposes of this income group follow the general pattern of the averages for all groups shown in table 1.

Table 4.--Average annual passenger car trips and travel per household by trip purpose for two selected income classes

Purpose of trip	Under \$4,000			\$10,000-\$14,999		
	Trip rate per household	Vehicle-miles per household	Average trip length (miles)	Trip rate per household	Vehicle-miles per household	Average trip length (miles)
Earning a living	168	1,458	8.7	739	7,708	10.4
Family business	202	1,278	6.3	588	3,148	5.4
Social and recreational	157	1,682	10.7	394	5,513	14.0
Educational, civic, and religious	45	206	4.6	205	920	4.5
Other and unknown	8	84	10.5	23	208	9.0
Total	580	4,708	8.1	1,949	17,497	9.0

Source: Based upon unpublished tables T-1.1 and H-18 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

Trips for earning a living are less numerous for low income households and the average trip length is shorter. They comprise about 29 percent of all passenger car trips, compared with 38 percent for households in the income class from \$10,000 to \$14,999 (tables 3 and 4). Below is a tabulation of the components of this class of trips.

Table 5.--Work and related business trips per year

Purpose of trip	Under \$4,000			\$10,000-\$14,999		
	Trip rate per household	Vehicle-miles per household	Average trip length (miles)	Trip rate per household	Vehicle-miles per household	Average trip length (miles)
<u>Earning a living</u>						
Work	144	1,089	7.6	642	6,143	9.6
Related business	24	369	15.4	97	1,565	16.1

Source: Based upon unpublished tables T-1.1 and H-18 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

Family business--Family business, which is of first importance as a trip purpose to families with incomes under \$4,000, accounts for 35 percent of their passenger car trips, compared with 30 percent for households at the higher income level (table 3). The comparable proportions of the vehicle-miles of travel of 27 and 18 percent, respectively (based on table 4), show a wider disparity since such trips for the low income families tend to be longer. The higher relative importance of family business to low

income households than to those of higher income extends to both shopping and medical and dental trips, which are presented in the table below.

Table 6.--Shopping, medical, dental and other trips per year

Purpose of trip	Under \$4,000			\$10,000-\$14,999		
	Trip rate per household	Vehicle-miles per household	Average trip length (miles)	Trip rate per household	Vehicle-miles per household	Average trip length (miles)
<u>Family business</u>						
Shopping	100	442	4.4	282	1,212	4.3
Medical and dental	19	154	8.1	28	327	11.7
Other	83	682	8.2	278	1,609	5.8

Source: Based upon unpublished tables T-1.1 and H-18 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

After shopping, the largest number of family business trips falls in the "other" category, comprising trips to such destinations as the bank, the garage, the laundromat, or the beauty shop. The proportion of all passenger car trips accounted for by this "other" class is about the same for all levels of income.

The average trip for "other" family business purposes is about 2½ miles longer for the low income group than for the higher one, 8.2 miles compared with 5.8. Shopping trips average about the same length for both income classes (4 miles). Medical and dental trips average nearly 12 miles long for the higher income group, 4 miles longer than the average trip length for the low income households.

Social and recreational activities--Households in the income class under \$4,000 make almost as many social and recreational trips as they do trips for earning a living. Social and recreational trips actually exceed work trips (157 annual trips per household compared with 144), and the vehicle-miles involved are more than 50 percent greater. The proportions of social

and recreational trips to all passenger car trips for the low and high income groups are 27 and 20 percent, respectively. The corresponding proportions of vehicle-miles of travel are 36 and 28 percent (table 4).

The various types of social and recreational trips exhibit a wide variation in travel characteristics, as indicated below.

Table 7.--Social and recreational trips per year

Purpose of trip	Under \$4,000			\$10,000-\$14,999		
	Trip rate per household	Vehicle-miles per household	Average trip length (miles)	Trip rate per household	Vehicle-miles per household	Average trip length (miles)
<u>Social and recreational</u>						
Visits with friends & relatives	75	848	11.3	141	1,944	13.8
Pleasure rides	12	218	18.2	23	522	22.7
Vacations	(1)	25	--	3	655	218.3
Other	70	591	8.4	227	2,392	10.5

1/ Less than one trip.

Source: Based upon unpublished tables T-1.1 and H-18 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

Visits with friends and relatives constitute the largest percentage of trips for specified social and recreational travel purposes, whatever the household income level, but are relatively greater for the lowest income households. They comprise 13 percent of all passenger car trips made by households with incomes below \$4,000 and 18 percent of the vehicle-miles traveled, but only 7 percent of the trips and 11 percent of the vehicle-miles traveled by households with incomes from \$10,000 to \$14,999 (based on tables 4 and 7). Households with the higher incomes travel 2½ miles farther on an average trip for this purpose.

Trips for which pleasure riding is the prime or sole purpose are relatively infrequent at any income level, accounting for 1 to 2 percent of all trips and 3 and 5 percent of the vehicle-miles of travel. Vacation trips are characteristically infrequent, but are virtually nonexistent at the lowest income level. On the other hand, households with incomes between \$10,000 and \$14,999 average 3 such trips a year by passenger car with an average trip length of about 218 miles. Trips included in the unsegregated "other" class occur with greater frequency than any of the specified social and recreational purposes for the higher income class. At the income level below \$4,000, these trips are less frequent than those to visit friends and relatives.

Household Travel in Incorporated Places^{1/}

Trip rates by passenger car and the corresponding vehicle-mileages traveled vary among incorporated places of different population sizes. As shown in table 8, households in places with populations of 1 million or more have the lowest average trip rate, 700 per year or 1.9 per day. Although the trips by households in places of this size are the longest (11.7 miles), the vehicle-miles of travel average least of any population size group, 8,210 per year or 22.5 per day.

Next to the largest places, the smallest places have the lowest average household trip rate, 1,056 annually or 2.9 daily. A relatively long average trip, however, ranks this group much higher with respect to vehicle-miles of travel, 10,976 miles per vehicle yearly or 30 daily.

^{1/} Information shown applies only to incorporated places. Incorporated places include cities, boroughs, towns and villages that are incorporated political units with the following exceptions: (a) boroughs in Alaska and (b) towns in the New England States, New York and Wisconsin. In these States one or more incorporated city and/or village may be contained within a borough or town. Unincorporated portions of urbanized areas are not included in this analysis.

Table 8.--Passenger car trip rates and vehicle-miles of travel by households in incorporated places by population size

Population size	Trip rate per household		Vehicle-miles per household	
	Annual	Daily	Annual	Daily
Under 5,000	1,056	2.9	10,976	30.1
5,000- 24,999	1,870	5.1	14,696	40.2
25,000- 49,999	1,479	4.1	11,601	31.8
50,000- 99,999	1,344	3.7	10,840	29.7
100,000-999,999	1,226	3.4	9,399	25.8
1,000,000 and over	700	1.9	8,210	22.5
All incorporated places	1,321	3.6	11,105	30.4

See appendix tables A-1 and A-2.

The highest trip rate belongs to the size class from 5,000 to 24,999, which averages 1,870 trips annually or 5 daily, with annual vehicle-mileages of 14,696 or 40 daily. The rates for the larger size groups are inversely related to population size, indicating decreasing reliance on the automobile and increasing reliance on public transit and walking as area size increases.

Appendices

APPENDIX A

Table A-1--Average annual and daily passenger car trips per household by individual purpose and population size*

Purpose	Unincorporated areas		Incorporated places with population of												All places			
	Annual	Daily	Under 5,000		5,000-24,999		25,000-49,999		50,000-99,999		100,000-999,999		1,000,000 and over		Annual	Daily		
			Annual	Daily	Annual	Daily	Annual	Daily	Annual	Daily	Annual	Daily	Annual	Daily				
Earning a living	494	1.3	342	0.9	575	1.6	438	1.2	425	1.2	389	1.1	301	0.8	424	1.2	445	1.2
To work	67	0.2	59	0.2	86	0.2	73	0.2	56	0.1	49	0.1	23	0.1	59	0.2	61	0.2
Related business	561	1.5	401	1.1	661	1.8	511	1.4	481	1.3	438	1.2	324	0.9	483	1.4	506	1.4
Total																		
Family business	34	0.1	13	(1)	30	0.1	22	0.1	16	0.0	18	0.1	15	(1)	20	(1)	24	0.1
Medical and dental	227	0.6	137	0.4	310	0.8	248	0.7	206	0.6	193	0.5	98	0.3	206	0.6	213	0.6
Shopping	232	0.7	147	0.4	261	0.7	210	0.6	208	0.6	158	0.4	68	0.2	179	0.5	195	0.5
Other family business	493	1.4	297	0.8	601	1.6	480	1.4	430	1.2	369	1.0	181	0.5	405	1.1	432	1.2
Total	157	0.4	75	0.2	167	0.5	131	0.3	119	0.3	120	0.3	62	0.2	118	0.3	130	0.4
Educational, civic, & religious																		
Social and recreational	2	(1)	2	(1)	3	(1)	1	(1)	4	(1)	1	(1)	0	(1)	2	(1)	2	(1)
Vacations	145	0.4	107	0.3	161	0.4	111	0.3	126	0.4	115	0.3	43	0.1	116	0.3	125	0.3
Visit friends and relatives	20	0.1	27	0.1	21	0.1	26	0.1	12	(1)	17	0.1	14	(1)	19	(1)	19	0.1
Pleasure rides	169	0.4	142	0.4	236	0.6	205	0.6	157	0.4	153	0.4	68	0.2	165	0.5	166	0.4
Other	336	0.9	278	0.8	421	1.1	343	1.0	299	0.8	286	0.8	125	0.3	302	0.8	312	0.8
Total	21	0.1	5	(1)	20	0.1	14	(1)	15	0.1	13	0.1	8	(1)	13	(1)	16	(1)
Other and unknown	1,568	4.3	1,056	2.9	1,870	5.1	1,479	4.1	1,344	3.7	1,226	3.4	700	1.9	1,321	3.6	1,396	3.8
ALL purposes	561	1.5	401	1.1	661	1.8	511	1.4	481	1.3	438	1.2	324	0.9	483	1.4	506	1.4
Earning a living	1,007	2.8	655	1.8	1,209	3.3	968	2.7	863	2.4	788	2.2	376	1.0	838	2.2	890	2.4
Other than earning living																		

*Includes only trip in which a single passenger car or taxi was used.

1/ Less than 0.05

Source: Based upon unpublished tables T-1.1 and H-1.8 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-70.

APPENDIX A

Table A-2--Average annual and daily passenger car vehicle-miles of travel per household by individual purpose and population size*

Purpose	Unincorporated areas		Incorporated places with population of												All Places			
	Annual	Daily	Under 5,000		5,000-24,999		25,000-49,999		50,000-99,999		100,000-999,999		1,000,000 and over		Total Annual	Total Daily		
			Annual	Daily	Annual	Daily	Annual	Daily	Annual	Daily	Annual	Daily	Annual	Daily				
Earning a living	5,440	14.9	2,883	7.9	4,716	12.9	3,465	9.5	3,400	9.3	3,040	8.3	3,959	10.9	3,630	9.9	4,183	11.5
To work	998	2.7	1,241	3.4	1,464	4.0	1,217	3.3	875	2.4	761	2.1	196	0.5	976	2.7	983	2.7
Related business	6,438	17.6	4,124	11.3	6,180	16.9	4,682	12.8	4,275	11.7	3,801	10.4	4,155	11.4	4,606	12.6	5,166	14.2
Total																		
Family business	387	1.1	151	0.4	200	0.5	102	0.3	63	0.1	95	0.2	63	0.1	121	0.3	202	0.5
Medical and dental	1,251	3.4	963	2.6	1,087	3.0	760	2.1	722	2.0	690	1.9	354	1.0	788	2.2	929	2.6
Shopping	1,678	4.6	1,157	3.2	1,388	3.8	1,315	3.6	1,302	3.6	864	2.4	610	1.7	1,089	3.0	1,270	3.5
Other family business	3,316	9.1	2,271	6.2	2,675	7.3	2,177	6.0	2,087	5.7	1,649	4.5	1,027	2.8	1,998	5.5	2,401	6.6
Total	918	2.5	488	1.3	613	1.7	480	1.3	367	1.0	433	1.2	405	1.1	477	1.3	612	1.6
Educational, civic, & religious	345	1.0	432	1.2	265	0.7	57	0.1	314	0.9	193	0.5	554	1.5	295	0.8	320	0.9
Social and recreational	1,631	4.5	1,370	3.8	1,883	5.2	1,753	4.8	1,886	5.2	1,236	3.4	548	1.5	1,439	3.9	1,497	4.1
Vacations	384	1.0	428	1.2	377	1.0	538	1.5	159	0.4	357	1.0	453	1.3	379	1.0	381	1.0
Visits friends and relatives	2,095	5.7	1,716	4.7	2,561	7.0	1,854	5.1	1,657	4.5	1,640	4.5	1,025	2.8	1,809	5.0	1,896	5.2
Pleasure rides	4,455	12.2	3,946	10.9	5,066	13.9	4,202	11.5	4,016	11.0	3,426	9.4	2,580	7.1	3,922	10.7	4,094	11.2
Other	260	0.7	147	0.4	142	0.4	60	0.2	95	0.2	90	0.2	43	0.1	102	0.3	150	0.4
Total	15,387	42.1	10,976	30.1	14,696	40.2	11,601	31.8	10,840	29.7	9,399	25.8	8,210	22.5	11,105	30.4	12,423	34.0
Other and unknown	6,438	17.6	4,124	11.3	6,180	16.9	4,682	12.8	4,275	11.7	3,801	10.4	4,155	11.4	4,606	12.6	5,166	14.2
All purposes	8,949	24.5	6,852	18.8	8,516	23.3	6,919	19.0	6,565	18.0	5,598	15.4	4,055	11.1	6,499	17.8	7,257	19.9

* Includes only trip in which a single passenger car or taxi was used.

Source: Based upon unpublished tables T-1.1 and H-1.8 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-70.

Table A-3--Distribution of passenger car trips and vehicle-miles by major purpose of trip in selected income groups ^{1/}

Annual household income	Major purpose of trip										All purposes			
	Trips					Vehicle-miles					Trips	Vehicle-miles		
	Earning a living	Family business	Educational, civic, and religious	Social and recreational	Other & unknown	All purposes	Earning a living	Family business	Educational, civic, and religious	Social and recreational			Other & unknown	All purpose
Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent		
Under \$ 4,000	29.0	34.9	7.7	27.1	1.4	100.0	31.0	27.1	4.4	35.7	1.0	100.0	24,432	193,269
4,000 9,999	37.0	30.8	8.6	22.7	0.9	100.0	39.6	20.0	4.9	34.2	1.3	100.0	101,960	867,247
10,000 14,999	37.9	30.2	10.5	20.2	1.2	100.0	44.0	13.0	5.3	31.5	1.2	100.0	60,491	543,117
15,000 and over	36.2	30.4	10.2	21.6	1.6	100.0	47.4	17.0	5.5	28.9	1.2	100.0	33,663	325,308
Not reported	36.5	30.2	9.8	22.5	1.0	100.0	45.2	15.9	4.0	34.5	0.4	100.0	19,183	191,881
Total	36.3	31.0	9.3	22.3	1.1	100.0	43.6	19.3	4.9	33.0	1.2	100.0	237,134	2,125,442
Under \$ 4,000	28.1	35.0	8.0	27.9	1.0	100.0	29.5	26.7	4.1	40.1	0.8	100.0	13,315	96,552
4,000 9,999	37.8	30.5	7.9	23.1	0.7	100.0	37.6	18.8	3.9	38.7	1.0	100.0	62,608	504,238
10,000 14,999	38.2	30.5	9.9	20.3	1.1	100.0	44.8	16.7	4.6	32.9	1.0	100.0	43,158	376,011
15,000 and over	35.1	29.8	10.2	23.3	1.6	100.0	48.4	16.9	5.1	28.6	1.0	100.0	23,433	207,151
Not reported	36.5	29.8	9.3	23.5	0.9	100.0	45.5	14.1	3.6	36.4	0.4	100.0	21,029	134,095
Total	36.6	33.7	8.9	22.8	1.0	100.0	41.5	18.0	4.3	35.3	0.9	100.0	157,063	1,320,047
Under \$ 4,000	30.2	34.6	7.4	25.9	1.9	100.0	33.6	27.5	4.6	31.6	2.7	100.0	10,617	101,717
4,000 9,999	35.8	31.5	9.6	22.0	1.1	100.0	42.3	21.8	6.1	29.1	1.7	100.0	38,752	363,048
10,000 14,999	37.2	29.3	12.2	19.9	1.4	100.0	42.1	20.9	6.7	28.2	1.8	100.0	17,332	165,107
15,000 and over	38.6	32.0	10.0	17.9	1.5	100.0	45.6	17.2	6.2	29.5	1.5	100.0	10,235	118,157
Not reported	36.7	31.1	11.0	20.1	1.1	100.0	44.5	20.2	4.7	30.5	0.1	100.0	5,151	57,766
Total	35.2	31.5	10.0	22.4	1.3	100.0	41.9	21.4	6.0	29.0	1.7	100.0	82,693	809,745

^{1/} Includes only trip in which a single passenger car or taxi was used.

Source: Based upon unpublished table T-1.1.1 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-70.

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Table A-4. Passenger car trips and vehicle-miles for each major purpose and selected income class by residence in unincorporated areas and population-size group of incorporated place.^{1/}
(Percent distribution)

Major purpose and selected income class	Incorporated places by population size--group												All places						
	Under 5,000		5,000-24,999		25,000-49,999		50,000-99,999		100,000-999,999		1 million & over		Total		Daily base (000)				
	Trips	Vehicle miles	Trips	Vehicle miles	Trips	Vehicle miles	Trips	Vehicle miles	Trips	Vehicle miles	Trips	Vehicle miles	Trips	Vehicle miles	Trips	Vehicle miles			
Earning a living	45.2	55.7	9.5	6.4	18.1	20.9	2.9	1.9	3.5	4.3	14.3	9.5	1.5	1.3	54.0	100.0	100.0	7,090	61,460
Under \$1,000	28.1	29.3	8.2	9.8	21.6	20.4	8.4	8.7	8.4	8.1	17.0	15.2	8.3	9.5	71.9	100.0	100.0	22,929	239,270
\$10,000 - 14,999	33.8	38.1	7.8	7.8	21.8	19.9	6.7	6.0	7.6	6.6	16.1	13.7	6.2	7.8	66.2	100.0	100.0	86,713	884,687
Total	43.2	52.1	8.1	14.7	22.6	12.8	1.5	0.8	8.2	5.9	13.0	8.3	3.4	5.4	56.8	100.0	100.0	8,528	53,798
Family business	27.9	35.1	8.3	10.0	21.1	15.9	11.6	9.9	7.8	7.9	17.5	15.7	5.9	5.3	72.1	100.0	100.0	18,249	97,721
Under \$1,000	34.9	42.2	6.7	9.3	23.2	18.6	7.3	6.0	8.0	7.0	15.9	12.8	4.0	4.1	65.1	100.0	100.0	74,084	411,096
Total	42.6	53.9	10.1	7.1	12.6	3.1	4.4	0.7	9.6	6.1	17.5	17.8	4.2	11.3	58.4	100.0	100.0	1,880	8,686
Educational, civic and religious	33.1	38.7	6.8	9.7	21.9	15.5	9.5	11.0	6.4	5.6	17.0	14.7	5.3	4.9	66.9	100.0	100.0	6,369	26,516
Under \$1,000	37.0	45.9	5.7	7.8	21.4	16.7	6.7	5.2	7.4	4.8	17.2	13.2	4.6	6.4	63.0	100.0	100.0	22,218	104,786
\$10,000 - 14,999	41.7	45.3	12.1	9.9	17.9	15.8	2.9	2.1	6.4	7.9	17.1	14.6	1.9	4.4	58.3	100.0	100.0	6,600	70,859
Total	28.2	27.2	8.1	10.9	22.4	20.8	8.9	8.4	7.7	9.0	19.0	18.8	5.7	4.9	71.8	100.0	100.0	12,218	171,128
Social & recreational	32.9	33.1	8.7	9.5	22.4	20.8	7.3	6.8	7.7	7.9	17.1	15.6	3.9	6.1	67.1	100.0	100.0	53,453	699,557
Under \$1,000	59.5	77.3	0	0	6.7	10.4	0	0	5.5	0.3	19.9	7.1	8.4	4.9	40.5	100.0	100.0	334	3,518
\$10,000 - 14,999	35.3	43.7	4.9	1.0	20.3	13.7	5.8	3.4	7.7	12.3	20.1	23.2	5.9	4.5	64.7	100.0	100.0	726	6,152
Total	43.3	52.9	3.0	9.6	21.6	15.7	5.8	2.6	7.5	5.1	16.0	11.2	4.8	2.8	58.7	100.0	100.0	2,666	25,736
All purposes	43.5	51.3	9.6	9.9	19.0	15.9	2.5	1.6	7.9	6.0	14.9	11.3	2.6	4.0	56.5	100.0	100.0	24,432	198,269
Under \$1,000	28.7	30.4	6.0	10.1	21.6	19.4	9.6	8.9	7.8	8.3	17.6	16.5	6.7	6.5	71.3	100.0	100.0	69,491	543,117
\$10,000 - 14,999	34.3	37.9	7.4	8.7	22.4	19.7	7.0	6.2	7.7	7.0	16.4	14.1	4.8	6.4	65.7	100.0	100.0	439,134	2,125,862
Total																			

Notes: "Total" in stub column is for all income groups for that purpose.

^{1/} Includes only trip in which a single passenger car or taxi was used. The incorporated place size is by 1960 population.

Source: Based upon unpublished table T-1.1 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-70.

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Table A-5.-Average annual and daily passenger car trips and vehicle-miles per household in standard metropolitan statistical areas ^{1/}

Annual household income	Annual average						Daily average					
	Earning a living	Family business	Educational, civic, and religious	Social and recreational	Other & unknown	All purposes	Earning a living	Family business	Educational, civic, and religious	Social and recreational	Other & unknown	All purposes
	Trips						Trips					
Under \$ 4,000	141	179	111	152	7	520	0.4	0.5	0.1	0.4	(2)	1.4
4,000 9,999	558	454	121	322	14	1,469	1.5	1.3	0.3	0.9	(2)	4.0
10,000 14,999	745	626	206	477	24	2,008	2.0	1.7	0.6	1.1	0.1	5.5
15,000 and over	846	681	243	516	38	2,324	2.3	1.9	0.7	1.4	0.1	6.4
Not reported	532	425	132	342	12	1,444	1.5	1.2	0.4	0.9	(2)	4.0
Total	534	448	134	326	17	1,458	1.5	1.2	0.4	0.9	(2)	4.0
	Vehicle-miles						Vehicle-miles					
Under \$ 4,000	958	847	218	1,753	64	3,840	2.6	2.3	0.6	4.8	0.2	10.5
4,000 9,999	5,055	2,410	551	4,159	110	12,284	13.9	6.6	1.5	11.4	0.3	33.7
10,000 14,999	7,291	3,100	903	5,627	197	17,117	20.0	8.5	2.5	15.4	0.5	46.9
15,000 and over	11,253	3,590	1,239	6,159	279	22,520	30.8	9.8	3.4	16.9	0.8	61.7
Not reported	6,834	2,229	474	5,268	50	14,856	18.7	6.1	1.3	14.4	0.2	40.7
Total	5,400	2,318	610	4,243	128	14,699	14.8	6.4	1.6	11.6	0.4	34.8

^{1/} Includes only trip in which a single passenger car or taxi was used.

^{2/} Less than 0.05

Source: Based upon unpublished tables T-1.2 and H-18.1 from the National Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-70.

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Table A-6--Average daily passenger car trips and vehicle-miles per household by purpose for selected income groups in all places, incorporated places, and unincorporated areas 1/

Annual household income	Trips						Vehicle-miles					
	Earning a living	Family business	Educational, civic and religious	Social and recreational	Other and unknown	All purposes	Earning a living	Family business	Educational, civic and religious	Social and recreational	Other and unknown	All purposes
Under \$ 4,000	0.5	0.6	0.1	0.4	(2)	1.6	4.0	0.6	4.6	0.2	22.9	
4,000 9,999	1.5	1.2	0.3	0.9	(2)	3.9	13.3	1.6	11.5	0.4	33.5	
10,000 14,999	2.0	1.6	0.5	1.1	0.1	5.3	21.1	2.5	15.1	0.6	47.9	
15,000 and over	2.5	2.1	0.7	1.5	0.1	6.9	31.7	3.7	19.3	0.8	66.9	
Not reported	1.4	1.1	0.4	0.8	(2)	3.7	16.9	1.5	12.9	0.1	37.4	
Total	1.4	1.2	0.4	0.8	(2)	3.8	14.2	1.6	11.2	0.4	34.0	
Under \$ 4,000	0.4	0.4	0.1	0.4	(2)	1.3	2.6	0.4	3.6	0.1	9.1	
4,000 9,999	1.3	1.1	0.3	0.8	(2)	3.5	10.5	1.1	10.8	0.3	27.9	
10,000 14,999	2.1	1.6	0.5	1.1	0.1	5.4	21.3	2.2	15.7	0.4	47.5	
15,000 and over	2.5	2.1	0.7	1.7	0.1	7.1	31.7	3.7	19.3	0.8	66.9	
Not reported	1.5	1.2	0.4	0.9	(2)	4.0	17.4	1.4	13.8	0.2	38.2	
Total	1.4	1.1	0.3	0.8	(2)	3.6	12.6	1.3	10.7	0.3	30.4	
Under \$ 4,000	0.7	0.8	0.1	0.6	0.0	2.2	7.2	1.0	6.7	0.5	21.3	
4,000 9,999	1.6	1.6	0.5	1.1	(2)	5.0	19.7	2.9	13.1	0.8	46.7	
10,000 14,999	1.9	1.5	0.6	1.0	0.1	5.1	20.7	3.3	13.8	0.8	48.8	
15,000 and over	2.5	2.1	0.6	1.2	0.1	6.5	34.0	4.6	22.0	1.2	74.6	
Not reported	1.2	1.0	0.4	0.6	(2)	3.2	16.0	1.7	10.9	0.1	35.9	
Total	1.5	1.4	0.4	0.9	0.1	4.3	17.7	2.5	12.2	0.7	42.2	

1/ Includes only trip in which a single passenger car or taxi was used.

2/ Less than .05.

Source: Based upon unpublished tables T-1 and H-18 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-70.

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Table A-7--Distribution of passenger car trips and vehicle-miles by selected income group for each major purpose^{1/}

Annual household income	Major purpose of trip										Vehicle-miles											
	Earning a living		Family business		Educational, civic, and religious		Social and recreational		Other & unknown purposes		Earning a living		Family business		Educational, civic, and religious		Social and recreational		Other & unknown		All purposes	
	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number
Under \$4,000	8.2	100.0	11.5	100.0	8.5	100.0	12.3	100.0	17.5	100.0	6.9	100.0	13.1	100.0	8.3	100.0	10.1	100.0	13.7	100.0	9.3	100.0
4,000 - 4,999	4.5	100.0	4.8	100.0	5.0	100.0	4.8	100.0	2.8	100.0	3.7	100.0	4.7	100.0	5.5	100.0	3.6	100.0	4.2	100.0	4.0	100.0
5,000 - 9,999	38.7	100.0	37.5	100.0	34.0	100.0	38.3	100.0	30.9	100.0	35.1	100.0	37.7	100.0	34.7	100.0	38.9	100.0	39.6	100.0	36.8	100.0
10,000 - 14,999	26.4	100.0	24.6	100.0	28.7	100.0	22.9	100.0	27.2	100.0	27.0	100.0	25.3	100.0	27.2	100.0	24.4	100.0	25.1	100.0	25.6	100.0
15,000 and over	14.1	100.0	13.8	100.0	15.4	100.0	13.6	100.0	19.7	100.0	17.5	100.0	14.1	100.0	17.0	100.0	13.5	100.0	14.7	100.0	15.3	100.0
Not reported	8.1	100.0	7.8	100.0	8.4	100.0	8.1	100.0	6.9	100.0	9.8	100.0	8.0	100.0	7.3	100.0	9.5	100.0	2.7	100.0	9.0	100.0
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Daily base (000)	66,713	74,084	74,084	74,084	22,218	53,453	53,453	53,453	2,666	239,134	884,687	411,096	104,786	699,157	104,786	699,157	699,157	699,157	25,736	25,736	2,125,862	2,125,862
Under \$4,000	6.8	100.0	10.0	100.0	7.8	100.0	10.7	100.0	8.6	100.0	5.0	100.0	8.8	100.0	7.1	100.0	8.3	100.0	6.6	100.0	7.3	100.0
4,000 - 4,999	4.2	100.0	3.7	100.0	4.6	100.0	3.9	100.0	1.5	100.0	3.1	100.0	4.0	100.0	2.7	100.0	3.3	100.0	0.9	100.0	3.1	100.0
5,000 - 9,999	37.0	100.0	35.9	100.0	30.8	100.0	36.5	100.0	27.9	100.0	31.6	100.0	35.9	100.0	32.3	100.0	38.5	100.0	41.5	100.0	35.1	100.0
10,000 - 14,999	28.7	100.0	27.3	100.0	30.4	100.0	24.5	100.0	30.0	100.0	30.9	100.0	27.5	100.0	30.8	100.0	26.7	100.0	30.0	100.0	28.6	100.0
15,000 and over	14.4	100.0	14.4	100.0	17.1	100.0	15.2	100.0	23.7	100.0	18.3	100.0	14.9	100.0	18.5	100.0	12.7	100.0	16.4	100.0	15.7	100.0
Not reported	8.9	100.0	8.7	100.0	9.3	100.0	9.2	100.0	8.3	100.0	11.1	100.0	8.9	100.0	8.6	100.0	10.5	100.0	4.6	100.0	10.2	100.0
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Daily base (000)	57,363	48,246	48,246	48,246	14,005	35,864	35,864	35,864	1,565	157,013	517,495	237,468	56,730	466,238	56,730	466,238	466,238	466,238	12,116	12,116	1,320,047	1,320,047
Under \$4,000	10.9	100.0	14.2	100.0	9.5	100.0	15.6	100.0	18.0	100.0	10.1	100.0	12.9	100.0	9.7	100.0	13.8	100.0	20.0	100.0	12.6	100.0
4,000 - 4,999	5.2	100.0	6.7	100.0	5.8	100.0	6.8	100.0	4.7	100.0	4.8	100.0	6.1	100.0	8.8	100.0	4.2	100.0	7.2	100.0	5.4	100.0
5,000 - 9,999	42.1	100.0	40.4	100.0	39.6	100.0	41.7	100.0	34.9	100.0	40.7	100.0	41.1	100.0	37.6	100.0	39.5	100.0	38.1	100.0	39.7	100.0
10,000 - 14,999	21.9	100.0	19.7	100.0	25.7	100.0	19.6	100.0	23.3	100.0	20.8	100.0	21.1	100.0	23.0	100.0	20.0	100.0	20.7	100.0	20.5	100.0
15,000 and over	13.5	100.0	12.7	100.0	12.5	100.0	10.4	100.0	14.0	100.0	16.0	100.0	12.5	100.0	15.2	100.0	14.9	100.0	13.2	100.0	14.7	100.0
Not reported	6.4	100.0	6.3	100.0	6.9	100.0	5.9	100.0	5.1	100.0	7.6	100.0	6.3	100.0	5.7	100.0	7.6	100.0	0.8	100.0	7.1	100.0
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Daily base (000)	29,350	25,838	25,838	25,838	8,213	17,589	17,589	17,589	1,101	82,091	337,192	173,628	48,056	233,319	48,056	233,319	233,319	233,319	13,621	13,621	805,815	805,815

^{1/} Includes only trip in which a single passenger car or taxi was used.

Source: Based upon unpublished table T-1.1 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-70.

Table A-8.--Passenger car trips and vehicle-miles of residents in unincorporated areas and incorporated places by population size by major purpose and selected income class.^{1/}

(Percent distribution)

Major purpose and selected income class	Unincorporated areas												Incorporated places by population size-group												All places	
	Under 5,000		5,000-24,999		25,000-49,999		50,000-99,999		100,000-999,999		1,000,000-999,999		1 million & over		Total		Total		All places							
	Trips	Vehicle-miles	Trips	Vehicle-miles	Trips	Vehicle-miles	Trips	Vehicle-miles	Trips	Vehicle-miles	Trips	Vehicle-miles	Trips	Vehicle-miles	Trips	Vehicle-miles	Trips	Vehicle-miles	Trips	Vehicle-miles						
Earning a living	3.9	4.2	3.8	2.1	2.4	3.0	1.2	0.9	3.3	1.8	2.6	1.9	0.9	0.6	2.5	2.1	3.0	2.9	3.0	2.9						
Under \$4,000	7.8	8.7	10.6	12.7	9.3	11.6	11.6	15.9	10.4	13.1	9.9	12.1	16.5	15.0	10.5	6.6	9.6	11.3	9.6	11.3						
10,000 - 14,999	95.8	41.8	38.0	37.6	35.4	42.1	34.6	40.4	35.8	39.4	35.7	40.4	46.3	50.7	36.5	41.5	36.2	41.6	36.2	41.6						
Total	4.4	3.5	3.9	4.3	3.6	1.6	0.7	0.3	3.8	2.1	2.8	1.5	2.5	2.1	3.1	2.0	3.6	2.5	3.6	2.5						
Family business	6.2	4.3	8.5	5.3	7.2	3.7	12.6	7.4	7.7	5.2	8.2	5.1	9.3	3.8	8.4	4.8	7.6	4.6	7.6	4.6						
Under \$4,000	31.5	21.5	28.1	20.7	32.1	18.2	32.4	18.8	32.0	19.3	30.1	17.5	25.9	12.5	30.8	18.0	31.0	19.3	31.0	19.3						
10,000 - 14,999	1.0	0.6	1.1	0.3	0.4	0.1	0.6	0	0.9	0.4	0.8	0.5	0.7	0.7	0.7	0.3	0.6	0.4	0.6	0.4						
Total	2.6	1.4	2.4	1.5	2.6	1.1	3.6	2.4	2.2	1.1	2.8	1.4	2.9	1.0	2.7	1.3	2.7	1.3	2.7	1.3						
Educational, civic, and religious	10.0	6.0	7.1	4.4	8.9	4.2	8.9	4.1	8.9	3.4	9.8	4.6	8.8	4.9	8.9	4.3	9.3	4.9	9.3	4.9						
Under \$4,000	3.4	4.0	4.5	3.8	2.2	2.7	1.1	1.2	2.3	3.7	2.9	3.4	1.1	2.3	2.4	2.8	2.7	3.3	2.7	3.3						
10,000 - 14,999	4.2	5.8	5.6	10.1	5.1	8.5	6.5	11.0	5.1	10.4	5.9	10.7	6.1	6.2	5.6	9.4	5.1	8.0	5.1	8.0						
Total	21.4	28.9	26.3	35.9	22.5	34.6	23.2	36.2	22.2	37.0	23.3	36.4	17.9	31.4	22.8	35.3	22.4	32.9	22.4	32.9						
Social & recreational	0.2	0.3	0	0	0	0.1	0	0	0.1	0	0.2	0.1	0.2	0.1	0.1	0.1	0.1	0.2	0.1	0.2						
Under \$4,000	0.3	0.3	0.2	0	0.3	0.2	0.3	0.1	0.3	0.5	0.4	0.5	0.4	0.2	0.3	0.3	0.3	0.3	0.3	0.3						
10,000 - 14,999	1.3	1.7	0.4	1.3	1.1	1.0	0.9	0.5	1.1	0.9	1.1	1.0	1.1	0.5	1.0	0.9	1.1	1.2	1.1	1.2						
Total	12.9	12.6	13.3	10.6	8.7	7.5	3.6	2.4	10.4	8.0	9.3	7.4	5.4	5.8	8.8	7.3	10.2	9.3	10.2	9.3						
Other and unknown	21.1	20.5	27.3	29.6	24.5	25.1	34.6	36.7	25.7	30.2	27.2	29.8	35.2	26.2	27.5	28.6	25.3	25.5	25.3	25.5						
Under \$4,000	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0						
10,000 - 14,999	82,091	805,815	17,769	104,475	53,392	419,559	16,716	131,056	18,444	148,762	39,159	300,279	11,563	135,645	157,243	1,320,047	239,134	2,125,862	239,134	2,125,862						
Total	82,091	805,815	17,769	104,475	53,392	419,559	16,716	131,056	18,444	148,762	39,159	300,279	11,563	135,645	157,243	1,320,047	239,134	2,125,862	239,134	2,125,862						

^{1/} Includes only trip in which a single passenger car or taxi was used. The incorporated place size is by 1960 population.

Source: Based upon unpublished table T-1-1 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-70.

APPENDIX A

Table A-9--Distribution of passenger car trips and vehicle-miles of travel by selected income classes in all standard metropolitan statistical areas for each individual purpose ^{1/}

(Percent distribution)

Income	Earning a living			Family business			Educational, civic and religious			Social and recreational				Other and unknown	All purposes		
	To work	Related business		Shopping	Other business	Total	Medical and dental	T R I P S			Vacations	Visit friends and relatives	Pleasure rides			Other	Total
		6.4	33.9					33.3	15.3	11.1							
Under \$1,000	5.4	6.4	5.5	8.8	8.8	8.3	15.5	8.8	8.8	8.8	1.7	10.7	13.1	8.7	9.7	8.8	7.4
\$ 4,000- 9,999	43.6	33.9	42.5	41.6	41.2	42.2	38.1	41.6	41.2	41.2	36.7	47.2	41.1	35.2	40.2	34.3	41.0
10,000-14,999	27.0	33.3	27.8	26.9	28.3	27.3	23.4	26.9	28.3	27.3	25.4	24.2	25.8	26.2	25.4	28.8	27.3
15,000 & over	15.0	15.3	15.0	13.7	14.9	14.4	17.3	13.7	14.9	17.3	24.3	11.0	12.7	17.9	15.0	21.5	15.1
Not reported	9.0	11.1	9.2	9.0	8.8	8.8	5.7	9.0	8.8	9.1	11.9	6.9	7.3	12.0	9.7	6.6	9.2
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Daily base	53,863	6,838	60,701	26,376	21,781	50,981	2,824	26,376	21,781	15,199	244	14,281	2,088	20,428	37,041	1,909	165,832
Under \$1,000	3.5	4.4	3.7	8.2	6.6	7.4	12.5	8.2	6.6	7.4	2.0	11.4	10.9	7.1	8.5	10.4	6.3
\$ 4,000- 9,999	40.6	25.6	38.0	42.9	41.9	42.3	41.1	42.9	41.9	42.3	36.2	43.1	36.2	38.6	39.8	34.8	39.3
10,000-14,999	27.0	26.5	26.8	26.1	26.9	26.6	27.2	26.1	26.9	26.6	38.4	23.6	30.8	25.2	26.4	30.5	26.8
15,000 & over	19.0	23.1	19.8	14.3	14.7	14.7	16.2	14.3	14.7	19.3	13.2	10.8	13.5	16.3	13.8	20.7	16.8
Not reported	9.9	20.4	11.7	8.5	9.9	8.9	3.0	8.5	9.9	7.2	10.2	10.9	8.6	12.8	11.5	3.6	10.8
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Daily base	510,191	104,148	614,339	106,374	50,981	263,657	16,911	106,374	50,981	69,368	41,665	175,329	45,179	220,540	482,713	14,572	1,444,649

^{1/} Includes only trips in which a single passenger car or taxi was used.

Source: Based upon unpublished table T-1.2 of the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-70.

Table A-10--Households by income group for all areas and places and standard metropolitan statistical areas

Area and population size	Annual household income				Not reported	Total
	Under \$4,000	\$4,000-9,999	\$10,000-14,999	\$15,000 and over		
	Number of households					
Unincorporated areas	4,775,153	7,767,008	3,379,734	1,583,726	1,610,053	19,115,674
Incorporated places:						
Under 5,000	1,751,404	2,557,340	1,009,304	369,578	454,627	6,142,253
5,000-24,999	2,333,148	4,098,832	2,092,409	987,931	908,642	10,420,962
25,000-49,999	658,174	1,755,290	972,800	353,895	384,479	4,124,638
50,000-99,999	1,225,569	2,079,561	1,039,785	332,554	331,490	5,008,959
100,000-999,999	2,991,228	4,959,689	1,866,041	750,751	1,092,847	11,660,556
1,000,000 & Over	1,635,649	2,597,673	969,480	485,936	341,793	6,030,531
All incorporated places	10,595,172	18,048,385	7,949,819	3,280,645	3,513,878	43,387,899
All areas and places	15,370,325	25,815,393	11,329,553	4,864,371	5,123,931	62,503,573
All standard metropolitan statistical areas	8,624,417	16,872,945	8,251,884	3,935,540	3,838,568	41,523,354

Source: Based upon unpublished tables H-18 and H-18.1 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-70.

APPENDIX B
Background and Procedures

Background

The Nationwide Personal Transportation Survey was designed to obtain up-to-date information on national patterns of travel. Earlier surveys for the U.S. Bureau of Public Roads, limited primarily to automobile and truck travel, were conducted in a number of States between 1930-40 and more recently between 1951-59. In April 1961, a national survey was conducted to determine characteristics of travel, ownership, and use of automobiles. In addition, household income data were available which could be related to travel patterns.

Besides these special surveys national personal transportation data was also collected for the U.S. Censuses of Transportation in 1957, 1963, and 1967. Comparability among the three surveys is limited because of the changes in methodology. The censuses, however, excluded trips to work and considered only trips over 100 miles or overnight. Therefore, the "trip" definition was different from the NPTS.

Survey procedures

Data for the Nationwide Personal Transportation Survey were collected in 1969-70 by the Bureau of the Census of the Department of Commerce for the Federal Highway Administration of the Department of Transportation.

The survey was based on a multistate probability sample of housing units located in 235 sample areas, comprising 485 counties and independent cities, representing every State and the District of Columbia. The 235 sample areas were selected by grouping all of the Nation's counties and independent cities into about 1,900 primary sample units (PSU's) and further forming 235 strata containing one or more PSU's that are relatively homogeneous according to socio-economic characteristics. Within each of the strata, a single PSU was selected to represent the stratum. Within each PSU, a probability sample of housing units was selected to represent the civilian non-institutionalized population.

The households in the Nationwide Personal Transportation Survey comprised two outgoing panels in the Quarterly Housing Survey (QHS) conducted by the Bureau of the Census. One panel was interviewed in April, July, and October 1969 and January 1970; the second panel was interviewed only once in August 1969.

Experienced field staff of the Bureau of the Census were assigned to the survey. Training consisted of a one-day session for field supervisors by Washington office personnel, and a one-day session of training of the interviewers by field supervisors. In addition, interviewers were assigned home-study exercises to be turned in before each interview period. The interviewers were also observed periodically by field office supervisory personnel.

APPENDIX B--continued

The completed questionnaires were edited first in the Census regional field offices to clear up inconsistencies and omissions and later in the Washington office. The data were then coded, put on tapes, and mechanically edited. An edited tape for each of the months of the survey was furnished to the Federal Highway Administration for processing.

At the first visit to a selected household, in panel 1 during April 1969 and in panel 2 during August 1969, Sections I through VII of the household questionnaire were completed as well as a control card. On the control card were entered data on characteristics of the household such as income, automobile ownership, and age and sex of persons in the households. Only Sections VI and VII were completed at subsequent interviews at the households in panel 1.

Each of the tables in this report will indicate a reference source to a particular table from which the sample base can be determined. These sample bases are identified below. A copy of the questionnaire is also found in the Appendix.

Sampling variability

The Nationwide Personal Transportation Survey is based on a probability sample and the estimates are subject to sampling variability. The term "sampling variability" refers to the expected differences between the results of the survey and those that would have been obtained had a complete census been taken.

Some items such as person or household characteristics or number of vehicles were collected only during the first visit to a household in April or in August. Standard errors of estimates, measures of sampling variability, were calculated from data collected during those two months. Estimates of the standard errors for characteristics of vehicle trips and vehicle-miles were determined from variance functions fitted to the data collected during the five interview months.

Most of the data are presented as percentage distributions. The base value of each 100 percent figure is also indicated. Tables I and II in Appendix C give the standard errors for specified percentages and base values. The appropriate standard error of estimate may be determined by interpolation. In general, the chances are about two out of three that the difference due to sampling variability between the estimated data and the figure that would have been obtained from a complete census does not exceed the standard error.

APPENDIX B--continued

Other possible sources of error

In addition to variability arising from the use of samples and household responses, errors may have been made by interviewers or by other personnel involved in the collection and processing of data. Quality controls at all levels of data collection, coding, and editing were exercised by the Bureau of the Census.

Sample base for Nationwide Personal Transportation Survey

The following are the major series of tables and the sample base for tables developed from the survey. Each of the tables in any of these reports will indicate a reference source from which the sample base can be determined.

1. H-series, E-series, and T-9 through T-16

These tables relate to data collected in Sections I through V of the questionnaire. The tables are based upon a sample of approximately 6,000 households, approximately 3,000 from panel 1 interviewed in April 1969 and approximately 3,000 from panel 2 interviewed in August 1969. Each of these panels was expanded to national estimates. For purposes of all tables referred to in any of these reports the expanded data from the two panels were averaged.

2. P-series and T-1 through T-8

These tables relate to data collected in Section VI. Data from four interviews at the identical households in panel 1, approximately 3,000 households (interviews in April, July, October 1969, and January 1970) were combined and expanded to represent annual estimates of trips and travel by automobile or other forms of public transportation.

Major sections of questionnaire

The following are the main sections of the questionnaire:

1. The data reported in items a through t above in Section 1 of the questionnaire form were transcribed from the control card.
2. Section I--Automobile Record.

APPENDIX B--continued

3. Section II--Shopping and nearness to public transportation to main business district by residents of standard metropolitan statistical areas.
4. Section III--Travel to work for all employed persons 16 years or older.
5. Section IV--Driver information or estimated annual miles driven by licensed drivers.
6. Section V--Travel to school for persons between 5 and 18 years of age and attending school. For panel 2 of the households interviewed in August 1969, the interviewer asked for the travel to school information for the preceding May.
7. Section VI--Travel day report on all one-way trips by motor vehicle or some form of public transportation taken by persons 5 years of age or older were reported for a pre-assigned reference day. The reference days were all in a one-week period in each of the months of interviewing and all weekdays and weekends were represented. Generally, the interviewer visited all households the first weekday after the reference day in order to minimize memory errors.
8. Section VII--Overnight travel record of all trips lasting one or more nights during the 7 days ending the day before the preassigned travel day. Insufficient data were collected in this section to permit detailed analyses.

APPENDIX C

TABLE I-1 Estimated Standard Errors for Number of
 Vehicle Trips for One Day
 When Single Auto is Only Means

Estimated Total (000)	Estimated Standard Error (1 Sigma) (000)
100	95
250	150
500	213
750	261
1,000	302
2,500	479
5,000	683
10,000	982
15,000	1,222
25,000	1,625
50,000	2,459
75,000	3,197
100,000	3,893
125,000	4,567
150,000	5,228
175,000	5,879
200,000	6,524
225,000	7,164
235,000	7,420
255,000	7,802

Source: U. S. Bureau of the Census

APPENDIX C--Continued

Table I-2 Estimated Standard Errors for Percentages of
 Vehicle Trips for One Day
 When Single Auto is Only Means

Base of Percentage (000)	Estimated Percentage					
	1 or 99%	5 or 95%	10 or 90%	20 or 80%	25 or 75%	50%
500	---	---	---	17.0	18.4	21.2
750	---	---	10.4	13.9	15.0	17.3
1,000	---	---	9.0	12.0	13.0	15.0
2,500	---	4.1	5.7	7.6	8.2	9.5
5,000	1.3	2.9	4.0	5.4	5.8	6.7
10,000	.9	2.1	2.9	3.8	4.1	4.8
15,000	.8	1.7	2.3	3.1	3.4	3.9
25,000	.6	1.3	1.8	2.4	2.6	3.0
50,000	.4	.9	1.3	1.7	1.8	2.1
75,000	.3	.8	1.0	1.4	1.5	1.7
100,000	.3	.7	.9	1.2	1.3	1.5
125,000	.3	.6	.8	1.1	1.2	1.3
150,000	.2	.5	.7	1.0	1.1	1.2
175,000	.2	.5	.7	.9	1.0	1.1
200,000	.2	.4	.6	.8	.9	1.1
225,000	.2	.4	.6	.8	.9	1.0
235,000	.2	.4	.6	.8	.8	1.0
255,000	.2	.4	.6	.8	.8	.9

APPENDIX C--Continued

TABLE II-1 Estimated Standard Errors for Number of
 Vehicle Miles for One Day
 When Single Auto is Only Means

Estimated Total (000)	Estimated Standard Error (1 Sigma) (000)
5,000	4,220
10,000	5,970
20,000	8,440
25,000	9,440
50,000	13,370
75,000	16,400
100,000	18,950
150,000	23,270
250,000	30,180
500,000	43,180
750,000	53,500
1,000,000	62,454
1,250,000	70,600
1,500,000	78,150
1,750,000	85,300
2,000,000	92,130
2,100,000	94,780
2,380,000	103,730

APPENDIX C--Continued

TABLE II-2 Estimated Standard Errors for Percentages of
Vehicle Miles for One Day
When Single Auto is Only Means

Base of Percentage (000)	Estimated Percentage					
	1 or 99%	5 or 95%	10 or 90%	20 or 80%	25 or 75%	50%
20,000	---	---	---	16.9	18.3	21.1
25,000	---	---	11.3	15.1	16.3	18.9
50,000	---	5.8	8.0	10.7	11.6	13.3
75,000	2.2	4.7	6.5	8.7	9.4	10.9
100,000	1.9	4.1	5.7	7.5	8.2	9.4
150,000	1.5	3.4	4.6	6.2	6.7	7.7
250,000	1.2	2.6	3.6	4.8	5.2	6.0
500,000	.8	1.8	2.5	3.4	3.6	4.2
750,000	.7	1.5	2.1	2.8	3.0	3.4
1,000,000	.6	1.3	1.8	2.4	2.6	3.0
1,250,000	.5	1.2	1.6	2.1	2.3	2.7
1,500,000	.5	1.1	1.5	1.9	2.1	2.4
1,750,000	.4	1.0	1.4	1.8	2.0	2.2
2,000,000	.4	.9	1.3	1.7	1.8	2.1
2,100,000	.4	.9	1.2	1.6	1.8	2.0
2,380,000	.4	.9	1.2	1.6	1.7	1.9

APPENDIX C--Continued

TABLE III-1 Estimated Standard Errors for
Estimates for Households

Estimated Total (000)	Estimated Standard Error (1 Sigma) (000)
25	25
50	29
100	40
150	49
200	57
250	64
300	70
500	90
750	110
1,000	127
1,500	155
2,000	178
3,000	217
5,000	276
7,500	333
10,000	378
15,000	447
20,000	496
25,000	532
30,000	556
35,000	571

APPENDIX C--Continued

TABLE III-2
Estimated Standard Errors for
Percentages for Households

Base of Percentage (000)	Estimated Percentage					
	1 or 99%	5 or 95%	10 or 90%	20 or 80%	25 or 75%	50%
100	---	---	---	16.1	17.5	20.2
150	---	---	9.9	13.2	14.3	16.5
200	---	---	8.6	11.4	12.4	14.3
250	---	5.6	7.6	10.2	11.0	12.8
300	---	5.1	7.0	9.3	10.1	11.6
500	1.8	3.9	5.4	7.2	7.8	9.0
750	1.5	3.2	4.4	5.9	6.4	7.4
1,000	1.3	2.8	3.8	5.1	5.5	6.4
1,500	1.0	2.3	3.1	4.2	4.5	5.2
2,000	.9	2.0	2.7	3.6	3.9	4.5
3,000	.7	1.6	2.2	2.9	3.2	3.7
5,000	.6	1.2	1.7	2.3	2.5	2.8
7,500	.5	1.0	1.4	1.9	2.0	2.3
10,000	.4	.9	1.2	1.6	1.7	2.0
15,000	.3	.7	1.0	1.3	1.4	1.6
20,000	.3	.6	.9	1.1	1.2	1.4
25,000	.3	.6	.8	1.0	1.1	1.3
30,000	.2	.5	.7	.9	1.0	1.2
35,000	.2	.5	.6	.9	.9	1.1
50,000	.2	.4	.5	.7	.8	.9
63,000	.2	.4	.5	.6	.7	.8

APPENDIX D

NOTICE - All information which would permit identification of the individual will be held in strict confidence, will be used only by persons engaged in and for the purposes of the survey, and will not be disclosed or released to others for any purposes.

BUDGET BUREAU NO. 41-S69011
APPROVAL EXPIRES DECEMBER 1970

FORM NPT-2 (7-10-68)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS
ACTING AS COLLECTING AGENT FOR THE
U.S. DEPARTMENT OF TRANSPORTATION

HOUSEHOLD QUESTIONNAIRE - AUGUST 1969
NATIONWIDE PERSONAL TRANSPORTATION SURVEY

a. Ident. Code b. Household No. c. Control No. (PSU, Rot., Segment, Serial, Str.)

d. Type of structure e. Race f. SMSA g. Place h. State

i. Subsample j. Designated travel day (Day of week, Mo./day) k. No. of hhd. members (all ages) l. Number of automobiles

m. Automobile (Auto No., Year, Make, Office use)

n. Principal user Line No. o. (If no automobile) 1 Auto available, 2 Not available

g. Income q. Interviewer's code

r. OFFICE USE

s. Date of interview t. Noninterview reason (1 NOH, 2 TA, 3 Ref., 4 Other Type A, 5 Other type - Specify)

(Fill in a, b, c, f, g, h, i, j, q.)

Section I - AUTOMOBILE RECORD

Now I have some questions about your -- (first, second, etc., automobile)

1. Is it owned by somebody living here? (1 Yes, 2 No (Go to Q. 3))

2a. Was it purchased new or used? (1 New, 2 Used)

b. In what month and year was it bought? (Examples: 10/67, 04/68)

3. About how many thousand miles was it driven during the past 12 months? (Miles (Thousands))

4. Is it used at least once a week in going from home to work? (1 Yes - Entire trip, 2 Yes - Part-way, 3 No (Go to next auto or Sec. II))

5. How many people are usually in the automobile going to work, including the driver? (Number)

6a. What type of parking facility is usually used for the trip to work - the employer's lot, a commercial lot, on the street, or what? (CODE KEY: 1 - Commercial parking garage or lot, 2 - Employer provided space, 3 - Fringe parking, 4 - Other lot or garage, 5 - On the street, 6 - No all day parking used, 7 - Other)

b. Is there a cost for parking? (1 Yes, 2 No (Go to next auto or Sec. II))

c. How much? (\$, 1 Day, 2 Week, 3 Month)

d. Does . . . pay by putting coins into a meter? (1 Yes, 2 No)

Section II - SHOPPING
ASK for SMSA residents only - 1 or 2 as second digit of identification code

Now we are interested in where people shop - (Ask 1 and 2 for (1) wife or (2) female head or (3) male head)

1. During the past 3 months has . . . gone to the main business district of _____ principally to shop? (1 Yes -> How many times? _____ (Go to Q. 3), 2 No)

2. What were the reasons for not shopping there? (Mark all boxes that apply)

1 Goods available locally 4 Difficulty of driving in congested area
2 Too far away 5 No automobile
3 Difficulty of parking 6 Other - Specify

3. How far is it from home to the nearest public transportation line to go to the main business district of _____? (1 Less than one block, 2 1-2 blocks (less than 1/4 mile), 3 3-6 blocks (1/4 - 1/2 mile), 4 Over 6 blocks (over 1/2 mile), 5 No public transportation available, 6 Lives in main business district)

Note: Fill remaining pages for household members 5 years old or over.

APPENDIX D--Continued

Section III - TRAVEL TO WORK	
1. Line No. 3	2. CHECK ITEM <input type="checkbox"/> This person is 16 years old or older and has an entry in Control Card question 16b. (Fill in Sec. III, IV, and V as applicable) <input checked="" type="checkbox"/> All others (Fill in Sec. IV and V as applicable)
We are interested in where people work and how they get to work. 3. Is the place where . . . works located in a city?	1 <input type="checkbox"/> Yes — What city? _____ 2 <input type="checkbox"/> No 3 <input type="checkbox"/> Don't know State? _____
4. How far is it from home to the place where . . . works? (Actual travel distance)	Miles 1X <input type="checkbox"/> No fixed place } (Go to Sec. IV) 2X <input type="checkbox"/> At home 3X <input type="checkbox"/> Less than 1/4 mile (5 blocks)
5. How much time is usually required for . . . to get to work from the time he leaves until he arrives at work?	Minutes
6. How does . . . usually get to work? (Mark all appropriate boxes)	1 <input type="checkbox"/> Bus or street car 2 <input type="checkbox"/> Commuter train, subway, elevated, etc. 3 <input type="checkbox"/> Automobile — with other persons 4 <input type="checkbox"/> Automobile — alone 5 <input type="checkbox"/> Truck 6 <input type="checkbox"/> Motorcycle 7 <input type="checkbox"/> Walk only (in to Q. 10a) 8 <input type="checkbox"/> Other — including bicycle — specify <u>7</u>
7. How far is it from home to the nearest public transportation line that . . . uses (could use) to get to his place of work?	1 <input type="checkbox"/> Less than 1 block 2 <input type="checkbox"/> 1 to 2 blocks (less than 1/4 mile) 3 <input type="checkbox"/> 3 to 6 blocks (1/4 to 1/2 mile) 4 <input type="checkbox"/> Over 6 blocks (over 1/2 mile) } (Go to Q. 10a) 5 <input type="checkbox"/> None available
(Ask if boxes 1 and/or 2 — is not marked in Q. 6) 8. What is the reason . . . does not use public transportation to go to work? Anything else? (Mark all boxes that apply)	1 <input type="checkbox"/> None available 2 <input type="checkbox"/> Not convenient to get to 3 <input type="checkbox"/> Not convenient to place of work 4 <input type="checkbox"/> Too many transfers 5 <input type="checkbox"/> Too expensive } (Go to 10a) 6 <input type="checkbox"/> Too crowded or uncomfortable 7 <input type="checkbox"/> Takes too long 8 <input type="checkbox"/> Need auto for work 9 <input type="checkbox"/> Other — specify <u>7</u>
(Ask if either box 1 or 2 — is marked in Q. 6) 9. What is the reason . . . uses public transportation to get to work? Anything else? (Mark all boxes that apply)	1 <input type="checkbox"/> No driver's license 2 <input type="checkbox"/> No car available 3 <input type="checkbox"/> No car pool available 4 <input type="checkbox"/> Cheaper than auto 5 <input type="checkbox"/> Safer than auto 6 <input type="checkbox"/> No parking problems 7 <input type="checkbox"/> No driving strain 8 <input type="checkbox"/> Faster 9 <input type="checkbox"/> Other — specify <u>7</u>
(Ask for persons 21 years old or older) 10a. Does . . . work at same location as 5 years ago? b. Does . . . live at same location as 5 years ago? c. Compared with the time it took . . . to get to work 5 years ago, is the time to work:	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No 3 <input type="checkbox"/> Not working 5 years ago } (Go to Sec. IV) 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No 1 <input type="checkbox"/> About the same as 5 years ago 2 <input type="checkbox"/> At least 10 minutes more 3 <input type="checkbox"/> At least 10 minutes less
Section IV - DRIVER INFORMATION	
(Ask for licensed drivers only) 1. About how many thousands of miles did . . . drive during the past 12 months, including driving as part of work?	1 <input type="checkbox"/> None 2 <input type="checkbox"/> Under 5,000 3 <input type="checkbox"/> 5,000 — 9,999 4 <input type="checkbox"/> 10,000 — 14,999 5 <input type="checkbox"/> 15,000 — 19,999 6 <input type="checkbox"/> 20,000 — 24,999 7 <input type="checkbox"/> 25,000 — 29,999 8 <input type="checkbox"/> 30,000 and over
Section V - TRAVEL TO SCHOOL	
(Ask Sec. V for persons 5-18 years old) Now I would like to ask some questions about transportation to school.	
1. Last May was . . . attending or enrolled in school?	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No } (Go to Q. 1)
2. Was it a public or private school?	1 <input type="checkbox"/> Public 2 <input type="checkbox"/> Private
3. What grade was . . . attending?	Grade <small>(Enter "0" for kindergarten or 1-12 for)</small>
4. About how many miles was it from home to . . . 's school? (If less than one mile enter "0")	Miles
5. About how long did it take . . . to get from home to school?	Minutes
6. How did . . . usually get to school? (Mark only one box)	1 <input type="checkbox"/> School bus — No charge 2 <input type="checkbox"/> Public transportation — No charge 3 <input type="checkbox"/> School bus — Charge 4 <input type="checkbox"/> Public transportation — Charge 5 <input type="checkbox"/> Walk, bicycle 6 <input type="checkbox"/> Automobile — Driver 7 <input type="checkbox"/> Automobile — Passenger 8 <input type="checkbox"/> Motorcycle 9 <input type="checkbox"/> Other } (Go to Q. 1)
7. Was free school bus or free public transportation available?	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No

APPENDIX D--Continued

Section VI - TRAVEL DAY REPORT								
a. Line No.	b. Age	c. Sex 1 <input type="checkbox"/> Male 2 <input type="checkbox"/> Female	d. Employment status (C.C. 16a) 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	e. Occupation (C.C. 16b)	f. Retired Code (C.C. 17)	g. Licensed driver (C.C. 18) 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No		
<p>Now I have some questions about the trips taken on _____. A trip is anytime you went from one place to another by motor vehicle or some form of public transportation. For example, going to work by automobile would be one trip, going to lunch by automobile would be a second trip, returning to work from lunch would be a third trip.</p> <p>Reference day is from 4:00 a.m. to 3:59 a.m. the following day</p>								
1. Did . . . go any place or anytime on _____?		1 <input type="checkbox"/> Yes - One or more trips not previously reported (Fill columns) 2 <input type="checkbox"/> Yes - All previously reported (Go to Q. 14a) 3 <input type="checkbox"/> No						
2. At what time did . . . start the (1st, next) trip he took on _____?		Trip 1		Trip 2		Trip 3		Trip 4
		1 <input type="checkbox"/> a.m. 2 <input type="checkbox"/> p.m.		1 <input type="checkbox"/> a.m. 2 <input type="checkbox"/> p.m.		1 <input type="checkbox"/> a.m. 2 <input type="checkbox"/> p.m.		1 <input type="checkbox"/> a.m. 2 <input type="checkbox"/> p.m.
3. How far is it from where . . . started to where he went?		Miles 0 <input type="checkbox"/> Less than 1/2 mile (5 blocks)		Miles 0 <input type="checkbox"/> Less than 1/2 mile (5 blocks)		Miles 0 <input type="checkbox"/> Less than 1/2 mile (5 blocks)		Miles 0 <input type="checkbox"/> Less than 1/2 mile (5 blocks)
4. How long did it take to get there?		1 <input type="checkbox"/> 15 min. or less 2 <input type="checkbox"/> 16-30 min. 3 <input type="checkbox"/> 31-45 min. 4 <input type="checkbox"/> 46 min.-1 hr. 5 <input type="checkbox"/> Bet. 1 and 2 hrs. 6 <input type="checkbox"/> 2 hrs. or more		1 <input type="checkbox"/> 15 min. or less 2 <input type="checkbox"/> 16-30 min. 3 <input type="checkbox"/> 31-45 min. 4 <input type="checkbox"/> 46 min.-1 hr. 5 <input type="checkbox"/> Bet. 1 and 2 hrs. 6 <input type="checkbox"/> 2 hrs. or more		1 <input type="checkbox"/> 15 min. or less 2 <input type="checkbox"/> 16-30 min. 3 <input type="checkbox"/> 31-45 min. 4 <input type="checkbox"/> 46 min.-1 hr. 5 <input type="checkbox"/> Bet. 1 and 2 hrs. 6 <input type="checkbox"/> 2 hrs. or more		1 <input type="checkbox"/> 15 min. or less 2 <input type="checkbox"/> 16-30 min. 3 <input type="checkbox"/> 31-45 min. 4 <input type="checkbox"/> 46 min.-1 hr. 5 <input type="checkbox"/> Bet. 1 and 2 hrs. 6 <input type="checkbox"/> 2 hrs. or more
5. What was the main reason for this trip? <i>(If "other" is used, enter the reason on a separate sheet of paper, plus "H.N.") (Enter one only.)</i>		CODE KEY → 1. To work 2. Business, other than to work 3. Shopping 4. Other family or personal business 5. To school or church 6. To doctor or dentist 7. Vacation 8. Visit friends or relatives 9. Pleasure driving 10. Other social or recreational 11. Other Return home (reclassification required)						
		Code		Code		Code		Code
6. In addition to . . . did anyone else living here go on this trip? (List line numbers of the household members 5 years old or older who went on this trip.)		0 <input type="checkbox"/> No others Line numbers		0 <input type="checkbox"/> No others Line numbers		0 <input type="checkbox"/> No others Line numbers		0 <input type="checkbox"/> No others Line numbers
7. What means of transportation were used for this trip? <i>(If more than one, circle major means.)</i>		CODE KEY → 1. School bus 2. Other bus and/or street car 3. Elevated or subway 4. Other train 5. Airplane 6. Taxi 7. Automobile - Driver 8. Automobile - Passenger 9. Motorcycle or motor bike 10. Truck (including pickup) 11. Other						
		Code		Code		Code		Code
8. Was public transportation for this trip available within 1/2 blocks (1/4 mile)?		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No 3 <input type="checkbox"/> Don't know		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No 3 <input type="checkbox"/> Don't know		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No 3 <input type="checkbox"/> Don't know		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No 3 <input type="checkbox"/> Don't know
9. What automobile was used? <i>(Enter auto or automobile number from C.C.)</i>		Automobile No. or 9 <input type="checkbox"/> Not an auto listed on the C.C.		Automobile No. or 9 <input type="checkbox"/> Not an auto listed on the C.C.		Automobile No. or 9 <input type="checkbox"/> Not an auto listed on the C.C.		Automobile No. or 9 <input type="checkbox"/> Not an auto listed on the C.C.
10. Who drove the automobile for this trip?		Line No. _____ 99 <input type="checkbox"/> Not a household member		Line No. _____ 99 <input type="checkbox"/> Not a household member		Line No. _____ 99 <input type="checkbox"/> Not a household member		Line No. _____ 99 <input type="checkbox"/> Not a household member
11. Was parking free for this trip?		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No 3 <input type="checkbox"/> Did not park 4 <input type="checkbox"/> Don't know		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No 3 <input type="checkbox"/> Did not park 4 <input type="checkbox"/> Don't know		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No 3 <input type="checkbox"/> Did not park 4 <input type="checkbox"/> Don't know		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No 3 <input type="checkbox"/> Did not park 4 <input type="checkbox"/> Don't know
12. How many people were in the automobile including the driver? <i>(Do not include children under 5 and non-household members.)</i>		Number 0 <input type="checkbox"/> Don't know		Number 0 <input type="checkbox"/> Don't know		Number 0 <input type="checkbox"/> Don't know		Number 0 <input type="checkbox"/> Don't know
13. Did . . . go anywhere else on _____?		1 <input type="checkbox"/> Yes - One or more trips not recorded (Go to next column) 2 <input type="checkbox"/> Yes - All trips recorded 3 <input type="checkbox"/> No		1 <input type="checkbox"/> Yes - One or more trips not recorded (Go to next column) 2 <input type="checkbox"/> Yes - All trips recorded 3 <input type="checkbox"/> No		1 <input type="checkbox"/> Yes - One or more trips not recorded (Go to next column) 2 <input type="checkbox"/> Yes - All trips recorded 3 <input type="checkbox"/> No		1 <input type="checkbox"/> Yes - One or more trips not recorded (Go to next column) 2 <input type="checkbox"/> Yes - All trips recorded 3 <input type="checkbox"/> No
14a. During the 7 days ending (the day before travel day) did . . . return home from a trip after being away from home one or more nights?		1 <input type="checkbox"/> Yes - One or more trips not previously reported (Go to 14b) 2 <input type="checkbox"/> Yes - All trips previously reported 3 <input type="checkbox"/> No						
b. How many such trips ended during the 7 days?		Number (Go to Sec. VII)						

APPENDIX D--Continued

Section VII - OVERNIGHT TRAVEL			
OUTBOUND TRIP	Trip 1	Trip 2	Trip 3
	Line No. 9	Line No. 10	Line No. 11
1. How many miles is it from home to where . . . went? (To farthest point)	Miles	Miles	Miles
2. How much time did . . . spend getting there? (Total time from home to farthest point, not just travel time) (Enter nearest full hour or day)	1 <input type="checkbox"/> Hours 2 <input type="checkbox"/> Days	1 <input type="checkbox"/> Hours 2 <input type="checkbox"/> Days	1 <input type="checkbox"/> Hours 2 <input type="checkbox"/> Days
3. What time of day did the trip start?	1 <input type="checkbox"/> a.m. 2 <input type="checkbox"/> p.m.	1 <input type="checkbox"/> a.m. 2 <input type="checkbox"/> p.m.	1 <input type="checkbox"/> a.m. 2 <input type="checkbox"/> p.m.
4. On what day of the week did the trip start?	1 <input type="checkbox"/> Sun. 5 <input type="checkbox"/> Thurs. 2 <input type="checkbox"/> Mon. 6 <input type="checkbox"/> Fri. 3 <input type="checkbox"/> Tues. 7 <input type="checkbox"/> Sat. 4 <input type="checkbox"/> Wed.	1 <input type="checkbox"/> Sun. 5 <input type="checkbox"/> Thurs. 2 <input type="checkbox"/> Mon. 6 <input type="checkbox"/> Fri. 3 <input type="checkbox"/> Tues. 7 <input type="checkbox"/> Sat. 4 <input type="checkbox"/> Wed.	1 <input type="checkbox"/> Sun. 5 <input type="checkbox"/> Thurs. 2 <input type="checkbox"/> Mon. 6 <input type="checkbox"/> Fri. 3 <input type="checkbox"/> Tues. 7 <input type="checkbox"/> Sat. 4 <input type="checkbox"/> Wed.
5. What was the main reason for the trip? (Enter code)	Code Key →		
	1. To work 2. Business - Other than to work 3. Shopping 4. Other family or personal business 5. To school or church 6. To doctor or dentist 7. Vacation 8. Visit friends or relatives 9. Pleasure driving 10. Other social or recreational 11. Other		
6. What means of transportation were used? (Enter code)	Code Key →		
	1. School bus 2. Other bus and/or street car 3. Elevated or subway 4. Other train 5. Airplane 6. Taxi 7. Automobile - Driver 8. Automobile - Passenger 9. Motorcycle or motorbike 10. Truck (including pickup) 11. Other		
7. What automobile was used? (If more than one has been entered in Q. 4, enter last question 7-9)	Auto No. or 9 <input type="checkbox"/> Not an auto listed on the C.C.	Auto No. or 9 <input type="checkbox"/> Not an auto listed on the C.C.	Auto No. or 9 <input type="checkbox"/> Not an auto listed on the C.C.
8. Who drove the automobile? (If more than one driver, enter the line number of the person who drove the most miles)	Driver Line No. or 99 <input type="checkbox"/> Not a household member	Driver Line No. or 99 <input type="checkbox"/> Not a household member	Driver Line No. or 99 <input type="checkbox"/> Not a household member
9. How many people were in the automobile, including the driver? (Include children under 5 and non-household members)	Number	Number	Number
RETURN TRIP	Trip 1	Trip 2	Trip 3
10. How many nights were you away from home?	Number	Number	Number
11. How much time did . . . spend on the return trip? (Enter nearest full hour or day)	1 <input type="checkbox"/> Hours 2 <input type="checkbox"/> Days	1 <input type="checkbox"/> Hours 2 <input type="checkbox"/> Days	1 <input type="checkbox"/> Hours 2 <input type="checkbox"/> Days
12. What time of day did . . . start on the return trip?	1 <input type="checkbox"/> a.m. 2 <input type="checkbox"/> p.m.	1 <input type="checkbox"/> a.m. 2 <input type="checkbox"/> p.m.	1 <input type="checkbox"/> a.m. 2 <input type="checkbox"/> p.m.
13. On what day of the week did . . . start on the return trip?	1 <input type="checkbox"/> Sun. 5 <input type="checkbox"/> Thurs. 2 <input type="checkbox"/> Mon. 6 <input type="checkbox"/> Fri. 3 <input type="checkbox"/> Tues. 7 <input type="checkbox"/> Sat. 4 <input type="checkbox"/> Wed.	1 <input type="checkbox"/> Sun. 5 <input type="checkbox"/> Thurs. 2 <input type="checkbox"/> Mon. 6 <input type="checkbox"/> Fri. 3 <input type="checkbox"/> Tues. 7 <input type="checkbox"/> Sat. 4 <input type="checkbox"/> Wed.	1 <input type="checkbox"/> Sun. 5 <input type="checkbox"/> Thurs. 2 <input type="checkbox"/> Mon. 6 <input type="checkbox"/> Fri. 3 <input type="checkbox"/> Tues. 7 <input type="checkbox"/> Sat. 4 <input type="checkbox"/> Wed.
14. What means of transportation were used? (Enter codes)	Code Key →		
	1. School bus 2. Other bus and/or street car 3. Elevated or subway 4. Other train 5. Airplane 6. Taxi 7. Automobile - Driver 8. Automobile - Passenger 9. Motorcycle or motorbike 10. Truck (including pickup) 11. Other		
15. Who drove the automobile? (If more than one driver, enter the Line N of the person who drove the most miles)	Code Key →		
	1. School bus 2. Other bus and/or street car 3. Elevated or subway 4. Other train 5. Airplane 6. Taxi 7. Automobile - Driver 8. Automobile - Passenger 9. Motorcycle or motorbike 10. Truck (including pickup) 11. Other		
16. How many people were in the automobile on the return trip, including the driver? (Include children under 5 and nonhousehold members)	Number	Number	Number
17. In addition to . . . did anyone else living here go on this trip both outbound and return? (If neither on return only, enter the trip only separate column)	0 <input type="checkbox"/> No others		
	Line Numbers	Line Numbers	Line Numbers