



NATIONWIDE PERSONAL TRANSPORTATION STUDY

Mode of Transportation and Personal Characteristics of Tripmakers

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CHARACTERISTICS OF TRIPMAKERS

Report No. 9

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HIGHLIGHTS

- . Persons 5 years old and over make 85 percent of all their trips by private automobile.
- . Persons 16 years old and over make about one-half of all their trips as auto drivers, and about one-third as auto passengers.
- . Males 16 years old and over make about 60 percent of their trips as auto drivers; females, about 40 percent.
- . Whites make 52 percent of their trips as auto drivers; nonwhites, 37 percent.
- . Persons in incorporated places make a slightly higher percentage of their trips by automobile than those in unincorporated areas, 87 percent as compared with 81 percent.

MODE OF TRANSPORTATION AND PERSONAL
CHARACTERISTICS OF TRIPMAKERS

Introduction

This report of the 1969-1970 Nationwide Personal Transportation Survey presents personal characteristics of all individuals 5 years old and over who reported making a one-way trip ("person trip" 1/) by a motorized vehicle.2/ The survey data were expanded to represent travel habits on an annual basis for the entire U.S. population. The percentage distributions of these trips by mode are related to age, sex, race, and place of residence (shown in tables 1 through 14, Appendix C). Trips are aggregated to show personal travel for all purposes.

The age-groupings have been selected to provide data for a variety of transportation planning needs; for example, to furnish information about school children (5-13), teenagers (14-20), young adults (21-25), persons normally included in the work force (21-59), and several usual break points for classifying older persons: 60-64, 65-69, and 70 and over.

1/ For a definition of person trip see Section VI, page 47 of the questionnaire included in Appendix D. "A person trip is a one-way trip from one place to another by private motor vehicle or some form of public transportation, excluding walk trips."

2/ Transportation modes considered in this survey include automobile (driver and passenger separately), motorcycle, truck, school bus, taxicab, bus, elevated or subway, train and airplane.

Personal Travel in the United States

Mode of Transportation and Age of Traveler

In the United States, persons 5 years old and over made more than 145 billion trips a year, or 807 trips per person per year (2.2 trips per day) using the various motorized modes included in this 1969-70 survey. They made 51 percent of these trips as automobile drivers and 34 percent as automobile passengers. Of the remaining 15 percent of their trips, almost half (6 percent) were made by truck and motorcycle, 5 percent by school bus, and the rest (4 percent) by some form of public transportation.

Table A.--Annual person trips by age distributed by mode of travel

Age group	Private Automobile			Other private vehicles	School bus	Public transportation modes ^{1/}	Total
	Driver	Passenger	Subtotal				
	Percent	Percent	Percent	Percent	Percent	Percent	Percent
5-13	-	72	72	4	22	2	100
14-15	5 ^{2/}	63	68	5	21	6	100
16-20	49	37	86	3	6	5	100
21-25	62	29	91	4	1	4	100
26-29	68	23	91	5	3 [/]	4	100
30-39	70	19	89	7	1	3	100
40-49	66	21	87	8	1	4	100
50-59	62	25	87	8	1	4	100
60-64	58	26	84	8	3 [/]	8	100
65-69	58	29	87	6	1	6	100
70 and over	50	41	91	3	1	5	100
Total	51	34	85	6	5	4	100

See table 1, Appendix C

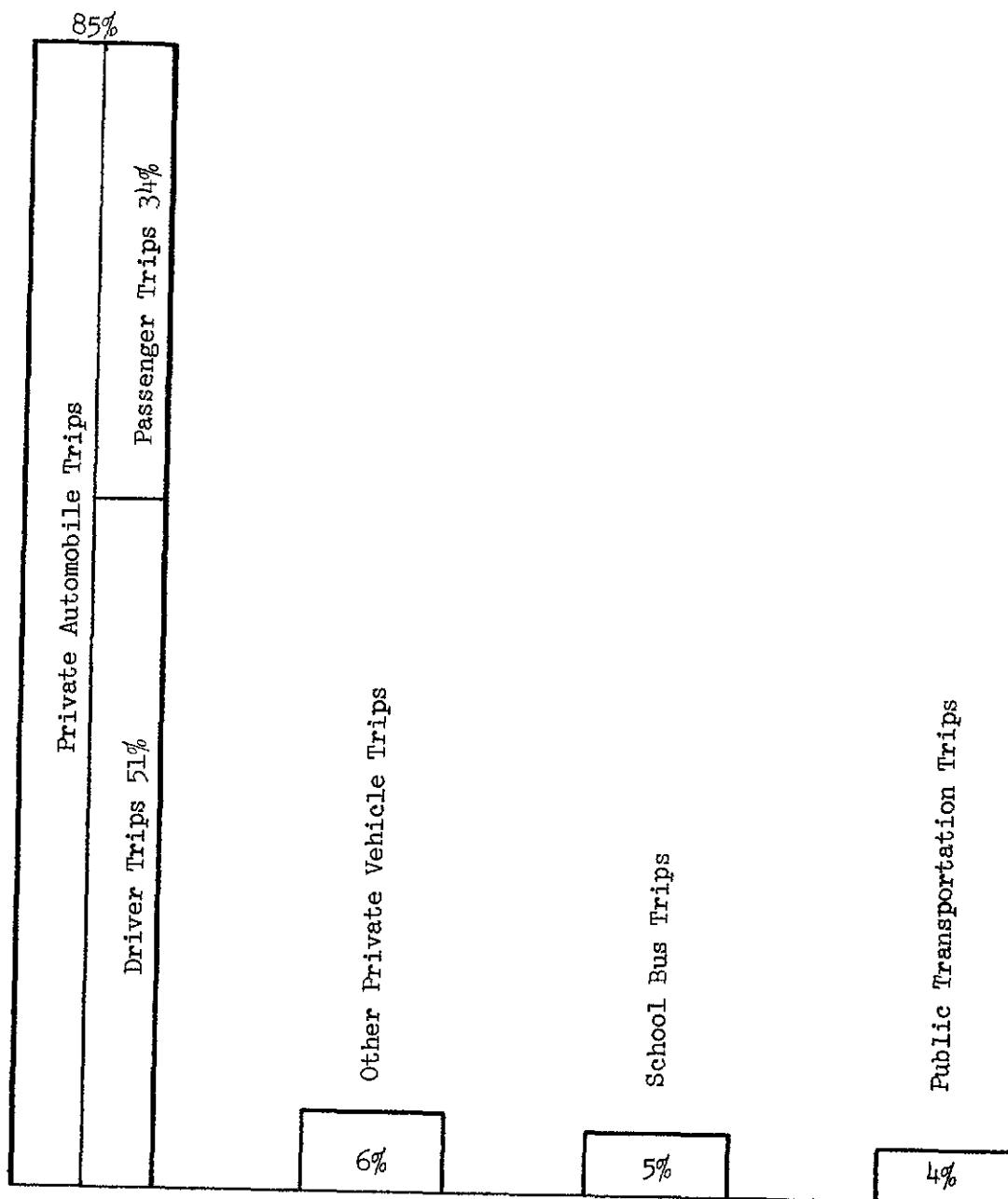
^{1/} Includes taxicab, bus, elevated or subway, train, and airplane.

^{2/} "The modal class for minimum legal driving age for motor vehicles is 16 years, but there are 22 States that permit 15- or 14-year olds to drive under certain conditions." Driver License Administration and Fees, National Highway Traffic Association Administration, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C., 1972, p. 3.

"Licensed Drivers by Age and Sex." 1970 Automobile Facts and Figures, Automobile Manufacturers Association, (p. 45). This report estimates that there are 100,000 licensed male drivers and less than 50,000 licensed female drivers under age 16.

^{3/} Less than one-half of 1 percent.

FIGURE 1. DISTRIBUTION OF PERSON TRIPS BY MODE OF TRAVEL



Source: Based upon unpublished table P-1 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970. See table 1, Appendix C.

In contrast with the younger and older groups, many of whom cannot drive and do not own cars, persons in the middle years (21-59) made nearly two-thirds of their trips as automobile drivers and one-third of their trips as automobile passengers. As they become older, persons above age 60 make a decreasing percentage of their trips as auto drivers (from 58 percent at age 60 down to 50 percent at age 70 and over) and an increasing percentage of their trips as auto passengers (from 26 up to 41). Understandably, school age children (5-15) make about 70 percent of their trips as auto passengers.

The following percentage distribution of private motor vehicle trips summarizes mode use by age group. (See table 2, Appendix C.)

<u>Age group</u>	<u>Automobile driver</u>	<u>Automobile passenger</u>	<u>All automobile trips</u>	<u>Motorcycle</u>	<u>Truck</u>
5-15	<u>1/</u>	<u>38</u>	<u>15</u>	<u>12</u>	<u>12</u>
16-20	<u>10</u>	<u>12</u>	<u>11</u>	<u>42</u>	<u>5</u>
21-59	<u>79</u>	<u>41</u>	<u>64</u>	<u>46</u>	<u>74</u>
60 and over	<u>11</u>	<u>9</u>	<u>10</u>	<u>-</u>	<u>9</u>
Total	100	100	100	100	100

1/ Less than one-half of 1 percent.

Nearly 80 percent of all auto driver trips were made by persons in the 21-59 age group. The balance (about 20 percent) of the auto driver trips were almost equally distributed among the 16-20 year olds and 60 and over age groups at around 10 percent each. Of the auto passenger trips, 21 to 59 year olds accounted for only 41 percent. Persons under 21 years of age and those 60 years of age and older shared a 59 percent remainder of the auto passenger trips--50 and 9 percent respectively.

The distribution below shows that nearly 75 percent of all motorcycle trips were made by persons between the ages of 16 and 25, while about 60 percent of truck trips were made by persons from 30 to 60 years of age. (See table 2, Appendix C.)

<u>Age group</u>	<u>Motorcycle</u>	<u>Truck</u>
5-13	3	9
14-15	9	3
16-20	42	5
21-25	33	7
26-29	5	6
30-39	1	22
40-49	7	24
50-59	-	15
60-64	-	6
65-69	-	2
70 and over	-	1
Total	100	100

As expected, 93 percent of all school bus trips were made by the young, persons under age 16 making the most, around 80 percent, as shown in the percentage distribution below. 1/

<u>Age group</u>	<u>School bus</u>
5-13	65
14-15	16
16-20	12
over 21	7
Total	100

1/ See also table 2, Appendix C.

For each public transportation mode, the percentage of trips made by each age group is-- 1/

<u>Age group</u>	<u>Taxicab</u>	<u>Bus</u>	<u>Elevated or subway</u>	<u>Train</u>	<u>Airplane</u>
5-15	14	16	5	2	-
16-20	1	16	15	12	5
21-59	63	53	65	66	80
60 and over	22	15	15	20	15
Total	100	100	100	100	100

Persons age 20 and under made 15 percent of all the taxi trips, the elderly (age 60 and over) made 22 percent, and persons age 21-59 made the remaining 63 percent.

About half (53 percent) of the bus trips were made by persons aged 21-59. Younger persons tended to use the bus more than they did the elevated or subway. Persons in the middle years accounted for 65 percent of the elevated or subway trips, whereas the younger groups accounted for only 20 percent. For older persons (60 and over), the percentage of bus trips and subway trips were approximately equal (15 percent). The use of train and airplane followed a similar pattern by age groups.

Sex of tripmaker

The most significant variations in mode use by sex were in automobile trips as shown in table B.

1/ See also table 2, Appendix C.

Table B.--Annual automobile person trips for males and females distributed by age

Total trips by all modes for each age group = 100

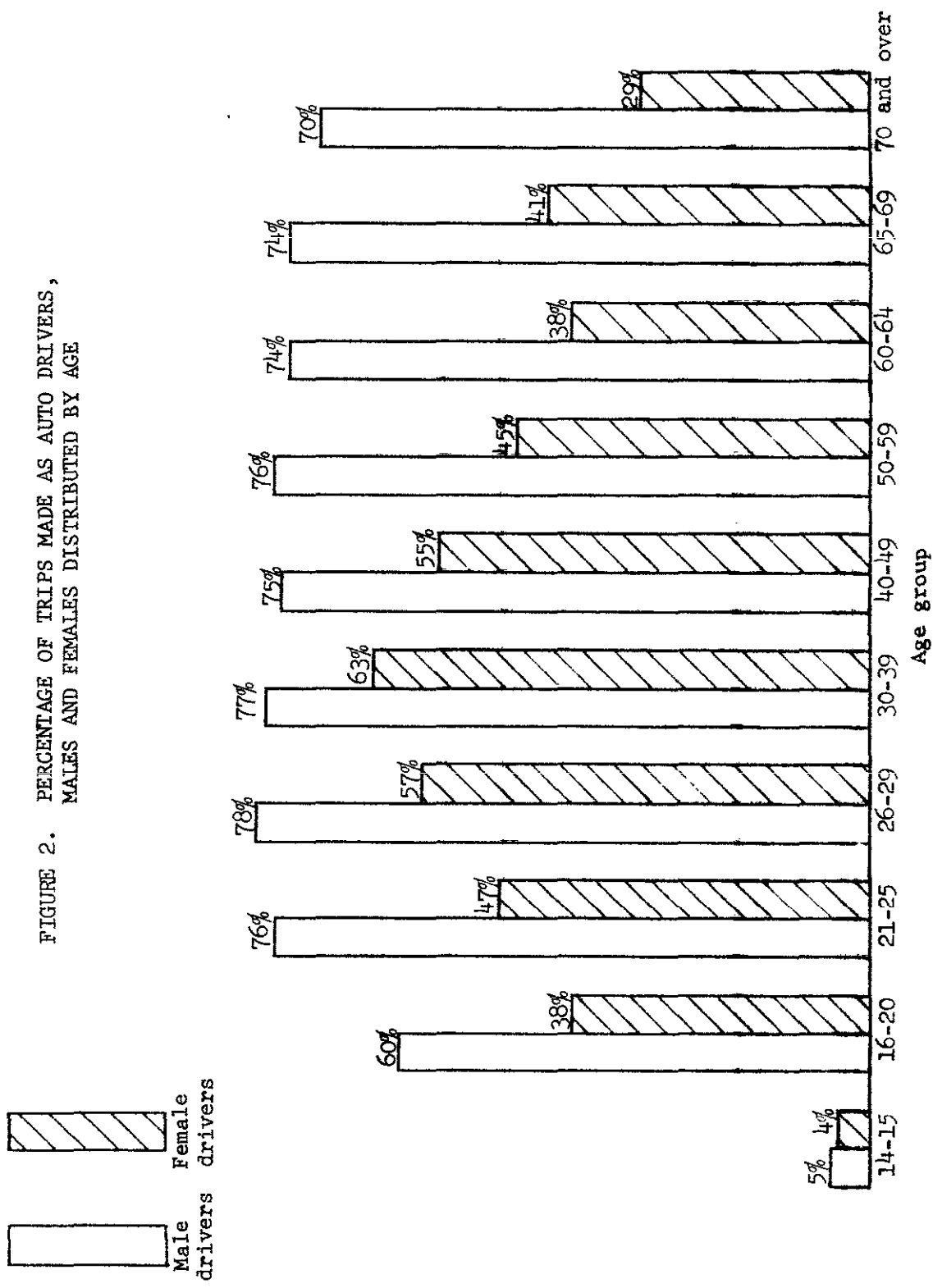
Age group	Males			Females		
	Driver	Passenger	Total	Driver	Passenger	Total
	Percent	Percent	Percent	Percent	Percent	Percent
5-13	-	70	70	-	74	74
14-15	5	62	67	4	65	69
16-20	60	25	85	38	49	87
21-25	76	14	90	47	45	92
26-29	78	10	88	57	36	93
30-39	77	8	85	63	32	95
40-49	75	8	83	55	37	92
50-59	76	9	85	45	46	91
60-64	74	8	82	38	50	88
65-69	74	11	85	41	47	88
70 and over	70	19	89	29	66	95
Total	61	22	83	41	47	88

See tables 3 and 5, Appendix C.

In each age group, males were considerably ahead of females in the proportion of trips made as automobile drivers. The total for all ages showed that males were at the wheel for around 60 percent of their trips and females 40 percent.

Males made 9 percent of their trips by motorcycle and truck compared with 2 percent by females. The motorcycle played a relatively minor role as a mode of personal transportation. It was used chiefly by males between 14 and 25 years old for only 1 percent of their trips. Its use by females was confined to the age group from 16 to 20 for one-half of 1 percent or less of their trips.

FIGURE 2. PERCENTAGE OF TRIPS MADE AS AUTO DRIVERS, MALES AND FEMALES DISTRIBUTED BY AGE



Source: Based upon unpublished table P-1 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970. See tables 3 and 5, Appendix C.

As indicated in table C below, males also make far greater use of the truck than females do.

Table C.--Annual person trips by truck for males and females distributed by age

Total trips by all modes for each age group = 100

Age group	Males	Females
	Percent	Percent
5-13	5	2
14-15	6	3
16-20	4	2
21-25	6	2
26-29	7	2
30-39	12	2
40-49	12	3
50-59	11	2
60-64	11	3
65-69	10	3
70 and over	5	<u>1/</u>
Total	9	2

See tables 3 and 5, Appendix C

1/ Less than one-half of 1 percent.

Males under 30 years old made from 4 to 7 percent of their trips by truck, but the rate jumped to 12 percent after age 30 and continued in that neighborhood until age 70. On the other hand, the proportion of trips that females made by truck was uniformly low at from 2 to 3 percent of their trips.

The proportions of trips made by school bus presented in table D indicate very little differences in usage between males and females. As one would expect, school bus use for both falls off sharply after the age of 15 until it constitutes only 1 percent of all trips for persons age 21 and over.

Table D.--Annual person trips by school bus for males and females distributed by age group

Total trips by all modes for each age group = 100

Age group	Males	Females
	Percent	Percent
5-13	23	22
14-15	20	22
16-20	5	6
21-25	1	1
26-29	1	$\frac{1}{2}$
30-39	1	$\frac{1}{2}$
40-49	1	$\frac{1}{2}$
50-59	1	$\frac{1}{2}$
60-64	$\frac{1}{2}$	$\frac{1}{2}$
65-69	$\frac{1}{2}$	$\frac{1}{2}$
70 and over	1	$\frac{1}{2}$
Total	5	5

See tables 3 and 5, Appendix C.

$\frac{1}{2}$ Less than one-half of 1 percent.

Differences between the sexes in the use of public transportation modes were negligible. Table E indicates somewhat greater use of these modes by females between ages 50 and 70 (7 to 9 percent), but the rate drops again at age 70 to the 5 percent average for all age groups.

Table E.--Annual person trips by public transportation 1/
for males and females by age group

Total trips by all modes for each age group = 100

Age group	Males	Females
	Percent	Percent
5-13	2	2
14-15	6	6
16-20	5	5
21-25	2	5
26-29	4	5
30-39	2	3
40-49	3	5
50-59	3	7
60-64	7	9
65-69	5	8
70 and over	6	5
Total	3	5

See tables 3 and 5, Appendix C.

1/ Includes taxicab, bus, elevated or subway, train, and airplane.

Race of tripmaker

The greatest spread in trip distribution by race occurred in the auto driver mode as shown in table F.

Table F.--Annual person trips by automobile made by whites and nonwhites distributed by age group

Total trips by all modes for each age group = 100

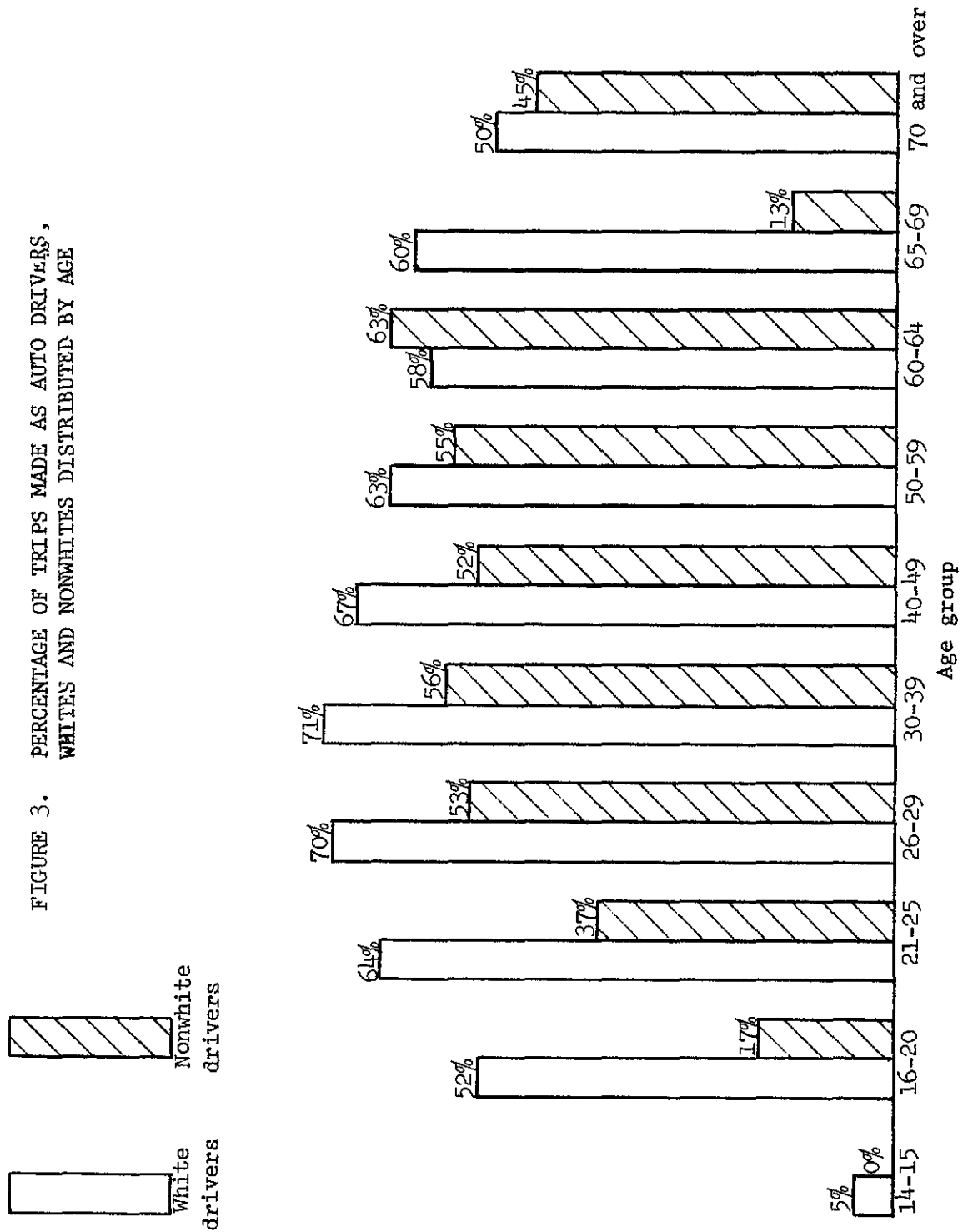
Age group	White race			Negro and other races		
	Driver	Passenger	Total	Driver	Passenger	Total
	Percent	Percent	Percent	Percent	Percent	Percent
5-13	-	75	75	-	44	44
14-15	5	66	71	-	29	29
16-20	52	36	88	17	41	58
21-25	64	28	92	37	43	80
26-29	70	22	92	53	27	80
30-39	71	19	90	56	23	79
40-49	67	21	88	52	19	71
50-59	63	25	88	55	27	82
60-64	58	27	85	63	22	85
65-69	60	27	87	13	63	76
70 and over	50	42	92	45	32	77
Total	52	34	86	37	32	69

See tables 7 and 9, Appendix C.

White persons of all ages, on the average, made 52 percent of their trips as auto drivers compared with 37 percent by nonwhites. The percentage of passenger trips by auto varied only slightly with race: 34 percent for whites, 32 percent for nonwhites.

Other private modes--the motorcycle and truck--showed practically no variation by race. Nonwhites reported no trips by motorcycle, and whites reported a maximum of only 1 percent of their trips by this mode. As indicated in table G, truck trips show very little difference by race, averaging 1 percent more trips by whites than nonwhites.

FIGURE 3. PERCENTAGE OF TRIPS MADE AS AUTO DRIVERS, WHITES AND NONWHITES DISTRIBUTED BY AGE



Source: Based upon unpublished table P-1 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970. See tables 7 and 9, Appendix C.

Table G.--Annual person trips by truck for whites and nonwhites distributed by age group

Total trips by all modes for each age group = 100

Age group	White race	Negro and other races
	Percent	Percent
5-13	3	5
14-15	4	4
16-20	3	3
21-25	4	2
26-29	5	1
30-39	8	3
40-49	8	13
50-59	8	4
60-64	8	5
65-69	7	-
70 and over	2	15
Total	6	5

See tables 7 and 9, Appendix C.

Nonwhites tend to make more use of the school bus than whites, as shown in table H, their trips by this mode averaging 9 percent of all their trips compared with 5 percent for whites.

Table H.--Annual person trips by school bus for whites and nonwhites distributed by age group

Total trips by all modes for each age group = 100

Age group	White race	Negro and other races
	Percent	Percent
5-13	21	38
14-15	20	33
16-20	5	11
21-25	1	2
26-29	<u>1/</u>	1
30-39	1	<u>1/</u>
40-49	1	-
50-59	<u>1/</u>	3
60-64	<u>1/</u>	-
65-69	1	-
70 and over	1	-
Total	5	9

See tables 7 and 9, Appendix C.

1/ Less than one-half of 1 percent.

Nonwhites made a somewhat higher percentage of their trips by taxicab than whites (table I). The margin of differences, on the average, was very small. Taxi usage by nonwhites in the age group from 26 through 29 was 3 percent compared with less than 1 percent for whites. Among the elderly, the small percent of taxi usage shown was by whites.

School-age nonwhites made a higher proportion of their trips by public transportation than whites did, as shown in table I. It has been shown previously (table F) that these young people made comparatively fewer automobile trips than whites. These are the trade-off modes.

Table I.--Annual persons trips by public transportation 1/
for whites and nonwhites, by age group

Total trips by all modes for each age group = 100

Age group	White race			Negro and other races		
	Taxicab	Bus	Elevated or subway	Taxicab	Bus	Elevated or subway
	Percent	Percent	Percent	Percent	Percent	Percent
5-13	<u>2/</u>	1	<u>2/</u>	1	8	1
14-15	<u>2/</u>	4	<u>2/</u>	1	25	6
16-20	-	3	1	<u>2/</u>	25	3
21-25	<u>2/</u>	1	1	1	13	2
26-29	<u>2/</u>	2	1	3	13	2
30-39	<u>2/</u>	1	<u>2/</u>	2	11	4
40-49	<u>2/</u>	2	1	<u>2/</u>	14	2
50-59	<u>2/</u>	3	1	1	9	1
60-64	1	5	1	-	5	5
65-69	1	4	-	-	12	12
70 and over	1	4	<u>2/</u>	-	7	-
Total	<u>2/</u>	2	1	1	13	3

See tables 7 and 9, Appendix C.

1/ Data for train and airplane were not included here because they are insufficient for analysis.

2/ Less than one-half of 1 percent.

The higher dependence of nonwhites on public transit is apparent in table I. They made 13 percent of their trips by bus, whereas whites made only 2 percent. In the use of elevated or subway trains, the margin narrowed to 3 percent for nonwhites versus 1 percent for whites. Data on train and airplane travel are insufficient for analysis.

Place of residence of tripmakers

The variation in automobile use between residents of incorporated places and unincorporated areas is minimal, as shown in table J, which presents personal automobile travel by place of residence.

Incorporated places range in size from under 5,000 to 1,000,000 or more. Although unincorporated areas are predominantly rural in the country at large, they cannot be equated with "rural areas," because they include many such densely populated areas as the urban towns of New England, urban townships in New Jersey and Pennsylvania, and urban counties around the country. Their lower population density and inadequate public transportation facilities, make them, on the whole, more comparable to rural than urban areas for transportation planning purposes.

Table J.--Annual person trips by automobile for incorporated places and unincorporated areas distributed by age group

Total trips by all modes for each age group = 100

Age group	Incorporated places			Unincorporated areas		
	Driver	Passenger	Total	Driver	Passenger	Total
	Percent	Percent	Percent	Percent	Percent	Percent
5-13	-	82	82	-	60	60
14-15	5	68	73	5	57	62
16-20	50	36	86	48	38	86
21-25	62	29	91	62	29	91
26-29	68	23	91	69	22	91
30-39	70	20	90	70	18	88
40-49	68	21	89	63	23	86
50-59	64	25	89	61	24	85
60-64	58	26	84	59	26	85
65-69	59	31	90	55	25	80
70 and over	50	41	91	51	41	92
Total	53	34	87	48	33	81

See tables 11 and 13, Appendix C.

Persons in incorporated places made a higher percentage of their trips driving their own cars than did persons living in unincorporated areas: 53 percent compared with 48 percent. The average of all trips as auto passengers did not vary significantly in this respect, but the proportions for the age groups under 15 were considerably greater in incorporated places than in unincorporated areas.

Place of residence had no apparent effect on comparative use of motorcycles, but greater truck use is reflected in the higher percentages of trips made by persons living in unincorporated areas (especially in age groups 30 to 69), as shown in table K. Trucks are often dual-purpose vehicles serving both as the family car and the means of transporting agricultural products or making deliveries for individually owned businesses.

Table K.--Annual person trips by truck for incorporated places and unincorporated areas distributed by age group

Total trips by all modes for each age group = 100

Age group	Incorporated places	Unincorporated areas
	Percent	Percent
5-13	3	4
14-15	4	5
16-20	2	3
21-25	2	6
26-29	3	8
30-39	6	10
40-49	5	13
50-59	4	13
60-64	5	13
65-69	1	18
70 and over	1	7
Total	4	9

See tables 11 and 13, Appendix C.

As might be expected, school children in unincorporated areas used the school bus more than those in towns and cities. See table L.

Table L.--Annual person trips on school bus for incorporated places and unincorporated areas distributed by age group

Total trips by all modes for each age group = 100

Age group	Incorporated places	Unincorporated areas
	Percent	Percent
5-13	12	35
14-15	13	31
16-20	3	9
21-25	1	1
26-29	<u>1/</u>	<u>1/</u>
30-39	<u>1/</u>	1
40-49	1	<u>1/</u>
50-59	<u>1/</u>	1
60-64	<u>1/</u>	1
65-69	1	-
70 and over	1	-
Total	3	9

See tables 11 and 13, Appendix C.

1/ Less than one-half of 1 percent.

Children aged 5-13, the group using the school bus the most, made 35 percent of their trips by this mode in unincorporated areas compared with 12 percent by children in incorporated places. Historically, large unincorporated areas have consolidated school systems with extensive busing patterns.

Table M, showing public transportation use by place of residence, indicates that persons in incorporated places made a higher percentage of their trips by taxicab than did persons in unincorporated areas. There are few taxicabs in many unincorporated areas, and the fare by distance in many instances would deter use. Similarly, the absence of elevated or subway facilities is responsible for the fact that persons in unincorporated areas reported no trips by these modes. The data on train and airplane are insufficient for analysis.

Bus trips made by persons in unincorporated areas which averaged 1 percent of all their trips compared to 4 percent for persons in incorporated places, also reflects a lack of access to public transit that is common in such areas.

Table M.--Annual person trips by public transportation ^{1/} for incorporated places and unincorporated areas distributed by age group

Total trips by all modes for each age group = 100

Age group	Incorporated places			Unincorporated areas		
	Taxicab	Bus	Elevated or subway	Taxicab	Bus	Elevated or subway
	Percent	Percent	Percent	Percent	Percent	Percent
5-13	<u>2/</u>	3	<u>2/</u>	<u>2/</u>	1	-
14-15	<u>2/</u>	9	1	<u>2/</u>	1	-
16-20	-	6	2	<u>2/</u>	1	-
21-25	<u>2/</u>	4	1	-	1	-
26-29	<u>2/</u>	4	2	-	1	-
30-39	<u>2/</u>	3	1	<u>2/</u>	<u>2/</u>	-
40-49	<u>2/</u>	4	1	<u>2/</u>	1	-
50-59	1	4	2	<u>2/</u>	1	-
60-64	1	7	3	-	<u>2/</u>	-
65-69	1	6	1	1	1	-
70 and over	1	5	1	<u>2/</u>	1	-
Total	1	4	1	<u>2/</u>	1	-

See tables 11 and 13, appendix C.

^{1/} Data for trips by train and airplane were not included here because they are insufficient for analysis.

^{2/} Less than one-half of 1 percent.

Appendices

APPENDIX A 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 were also collected for the U.S. Census 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 1969-1970 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.

APPENDIX A--continued

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.

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 in Appendix B. A copy of the questionnaire is also found in Appendix B.

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 B 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.

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 I of the questionnaire form were transcribed from the control card.
2. Section I--Automobile Record.
3. Section II--Shopping and nearness of 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 B

TABLE I Estimated Standard Errors for Number of Total
Person Trips for One Day

Estimated Total (000)	Estimated Standard Error (1 Sigma) (000)
150	140
200	163
250	182
500	257
750	315
1,000	363
1,500	445
2,500	574
5,000	812
7,500	995
10,000	1,150
25,000	1,815
50,000	2,564
75,000	3,137
100,000	3,618
150,000	4,421
200,000	5,094
250,000	5,683
300,000	6,211
350,000	6,694
400,000	7,140
450,000	7,557

APPENDIX B--continued

TABLE II Estimated Standard Errors for Percentages of Total Person Trips for One Day

Base of Percentage (000)	Estimated Percentage					
	1 or 99%	5 or 95%	10 or 90%	20 or 80%	25 or 75%	50%
500	-	-	-	20.6	22.2	25.7
750	-	-	12.6	16.8	18.1	21.0
1,000	-	7.9	10.9	14.5	15.7	18.2
1,500	-	6.5	8.9	11.9	12.8	14.8
2,500	2.3	5.0	6.9	9.2	10.0	11.5
5,000	1.6	3.5	4.9	6.5	7.0	8.1
7,500	1.3	2.9	4.0	5.3	5.7	6.6
10,000	1.1	2.5	3.4	4.6	5.0	5.7
25,000	.7	1.6	2.2	2.9	3.1	3.6
50,000	.5	1.1	1.5	2.1	2.2	2.6
75,000	.4	.9	1.3	1.7	1.8	2.1
100,000	.4	.8	1.1	1.5	1.6	1.8
150,000	.3	.6	.9	1.2	1.3	1.5
200,000	.3	.6	.8	1.0	1.1	1.3
250,000	.2	.5	.7	.9	1.0	1.1
300,000	.2	.5	.6	.8	.9	1.0
350,000	.2	.4	.6	.8	.8	1.0
400,000	.2	.4	.5	.7	.8	.9
450,000	.2	.4	.5	.7	.8	.9

Table 1.--Distribution of trips by persons in each age group classified by major mode of transportation--all persons by mode

Age group	Major mode of transportation													Total annual trips	
	Auto driver	Auto passenger	Subtotal- automobile	Taxicab	Motorcycle	Truck	School bus	Other bus	Elevated or subway	Other train	Airplane	Other	Total	Percent	Base of percentages (millions)
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent		
5-13	-	72.0	72.0	0.2	-	3.4	22.3	1.6	0.1	-	-	-	0.4	100.0	21,020
14-15	4.6	63.2	67.8	0.2	0.4	4.1	21.2	5.2	0.6	-	-	-	0.5	100.0	5,271
16-20	49.2	36.7	85.9	-	0.6	2.7	5.5	4.0	1.0	0.2	-	-	0.1	100.0	15,527
21-25	62.1	29.1	91.2	0.3	0.5	3.8	0.6	2.6	0.6	0.2	-	-	0.2	100.0	14,652
26-29	67.9	22.5	90.4	0.4	0.1	5.0	0.3	2.6	1.0	-	0.1	0.1	0.1	100.0	10,046
30-39	70.0	19.3	89.3	0.3	-	7.3	0.5	1.7	0.5	0.1	0.1	0.2	0.2	100.0	23,985
40-49	66.0	21.5	87.5	0.2	0.1	8.0	0.5	2.5	0.8	0.2	0.1	0.1	0.1	100.0	24,070
50-59	62.8	24.6	87.4	0.3	-	7.4	0.5	2.2	1.0	0.2	0.1	0.2	0.2	100.0	16,685
60-64	58.2	26.1	84.3	0.7	-	7.4	0.4	4.6	1.7	0.6	-	0.3	0.3	100.0	6,391
65-69	57.6	29.2	86.8	0.8	-	6.4	0.5	4.6	0.6	-	0.1	0.2	0.2	100.0	3,236
70 and over	50.2	41.0	91.2	0.4	-	2.6	0.7	4.0	0.5	0.2	0.2	0.2	0.2	100.0	4,863
Total	51.4	33.7	85.1	0.3	0.2	5.6	4.9	2.7	0.7	0.2	0.1	0.2	0.2	100.0	145,146

Source: Based upon unpublished table P-1 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

Table 2.--Distribution of trips by persons in each age group classified by major mode of transportation--all persons by age group

Age group	Major mode of transportation														Total	Percent
	Auto driver	Auto passenger	Subtotal-automobile	Taxicab	Motorcycle	Truck	School bus	Other bus	Elevated or subway	Other train	Airplane	Other	Total			
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent			
5-13	-	30.9	12.2	11.5	2.6	8.8	65.3	8.7	2.5	2.1	-	24.4	14.5			
14-15	0.3	6.8	2.9	2.8	9.3	2.7	15.6	6.9	3.0	-	-	8.5	3.6			
16-20	10.2	11.6	10.8	0.9	41.4	5.2	11.9	15.6	14.9	11.7	5.0	3.7	10.7			
21-25	12.2	8.7	10.8	10.4	32.7	6.9	1.2	9.4	9.4	9.7	-	10.7	10.1			
26-29	9.1	4.6	7.3	8.6	5.4	6.2	0.4	6.6	9.8	-	9.8	4.9	6.9			
30-39	22.5	9.5	17.3	17.7	1.3	21.6	1.6	10.3	11.3	13.7	33.6	14.5	16.5			
40-49	21.3	10.6	17.0	13.5	7.3	23.7	1.8	15.1	18.2	25.0	27.4	7.6	16.6			
50-59	14.0	8.4	11.8	12.9	-	15.2	1.2	12.1	16.3	17.6	9.8	13.2	11.5			
60-64	5.0	3.4	4.4	11.1	-	5.8	0.3	7.4	10.7	16.0	1.6	6.6	4.4			
65-69	2.5	1.9	2.3	5.9	-	2.5	0.3	3.7	2.0	-	3.0	2.1	2.2			
70 and over	2.9	3.6	3.2	4.7	-	1.4	0.4	4.2	1.9	4.2	9.8	3.8	3.0			
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			
Base of percentages (millions)	74,684	48,941	123,625	410	235	8,081	7,159	3,989	1,007	235	101	304	145,146			

Source: Based upon unpublished table P-1 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

Table 3.--Distribution of trips by persons in each age group classified by major mode of transportation--males by mode

Age group	Major mode of transportation														Base of percentages (millions) Trips
	Auto driver	Auto passenger	Subtotal-automobile	Taxicab	Motorcycle	Truck	School bus	Other bus	Elevated or subway	Other train	Airplane	Other	Total		
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent		
5-13	-	70.4	70.4	0.4	-	4.5	22.4	1.8	0.1	-	-	0.4	100.0	10,833	
14-15	4.8	61.6	66.4	0.2	0.9	5.6	20.3	5.5	0.4	-	-	0.7	100.0	2,554	
16-20	59.6	25.5	85.1	-	1.1	3.9	4.9	4.2	0.7	-	-	0.1	100.0	8,040	
21-25	76.1	13.9	90.0	0.1	1.1	5.6	0.6	1.5	0.7	0.1	-	0.3	100.0	7,362	
26-29	77.9	10.2	88.1	-	0.2	7.4	0.5	2.2	1.4	-	0.2	-	100.0	5,289	
30-39	76.8	7.9	84.7	0.2	-	12.1	0.6	1.1	0.5	0.2	0.2	0.4	100.0	12,700	
40-49	75.2	8.5	83.7	0.1	0.1	12.4	0.5	1.8	0.6	0.4	0.2	0.2	100.0	13,203	
50-59	76.2	8.7	84.9	0.2	-	11.3	0.5	1.4	1.0	0.3	-	0.4	100.0	9,563	
60-64	73.5	8.5	82.0	0.5	-	10.6	0.4	3.3	2.5	0.4	-	0.3	100.0	3,676	
65-69	74.2	10.9	85.1	0.6	-	9.9	0.4	3.8	-	-	-	0.2	100.0	1,634	
70 and over	69.5	18.6	88.1	0.4	-	4.5	0.9	4.3	0.7	0.3	0.3	0.5	100.0	2,255	
Total	61.1	21.6	82.7	0.2	0.3	8.6	4.7	2.2	0.7	0.2	0.1	0.3	100.0	77,109	

Source: Based upon unpublished table P-1 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

Appendix C

Table 4.--Distribution of trips by persons in each age group classified by major mode of transportation--males by age group

Age group	Major mode of transportation														Total
	Auto driver	Auto passenger	Subtotal-automobile	Taxicab	Motorcycle	Truck	School bus	Other bus	Elevated or subway	Other train	Airplane	Other	Total		
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent		
5-13	-	45.8	12.0	25.8	1.4	7.4	66.8	11.4	1.7	3.6	-	16.9	14.1		
14-15	0.3	9.4	2.7	2.7	9.8	2.1	14.3	8.3	1.9	-	-	8.2	3.3		
16-20	10.2	12.3	10.7	-	39.3	4.7	10.8	19.8	11.0	-	-	5.0	10.4		
21-25	11.9	6.1	10.4	4.5	34.7	6.2	1.2	6.6	9.0	6.9	-	10.5	9.5		
26-29	8.7	3.2	7.3	-	5.7	5.9	0.8	6.9	12.7	-	12.3	-	6.9		
30-39	20.7	6.0	16.9	19.1	1.4	23.1	2.0	8.5	11.5	15.4	39.1	19.9	16.5		
40-49	21.1	6.7	17.3	8.6	7.7	24.6	1.6	14.2	14.8	37.7	34.3	10.4	17.1		
50-59	15.5	5.0	12.7	13.9	-	16.2	1.3	7.9	17.9	20.8	4.2	17.4	12.4		
60-64	5.7	1.9	4.7	13.3	-	5.9	0.4	7.0	16.6	11.3	1.9	5.0	4.8		
65-69	2.6	1.1	2.2	6.7	-	2.4	0.2	3.7	-	-	-	1.5	2.1		
70 and over	3.3	2.5	3.1	5.4	-	1.5	0.6	5.7	2.9	4.3	8.2	5.2	2.9		
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		
Base of percentages (millions)	47,089	16,663	63,752	146	222	6,644	3,641	1,705	557	141	80	221	77,109		

Source: Based upon unpublished table P-1 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

Table 5.--Distribution of trips by persons in each age group classified by major mode of transportation--females by mode

Age group	Major mode of transportation													Base of percentages (millions) Trips
	Auto driver	Auto passenger	Subtotal-automobile	Taxicab	Motorcycle	Truck	School bus	Other bus	Elevated or subway	Other train	Airplane	Other	Total	
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	
5-13	-	73.7	73.7	0.1	-	2.2	22.0	1.5	0.1	-	-	0.4	100.0	10,186
14-15	4.4	64.7	69.1	0.3	-	2.7	22.0	4.9	0.7	-	-	0.3	100.0	2,717
16-20	38.1	48.7	86.8	-	0.1	1.5	6.1	3.8	1.2	0.4	0.1	-	100.0	7,488
21-25	47.8	44.6	92.4	0.5	-	2.0	0.6	3.6	0.6	0.2	-	0.1	100.0	7,290
26-29	56.9	36.1	93.0	0.7	-	2.3	0.1	3.0	0.6	-	-	0.3	100.0	4,757
30-39	62.3	32.1	94.4	0.4	-	1.9	0.4	2.4	0.4	0.1	-	-	100.0	11,285
40-49	54.9	37.2	92.1	0.4	-	2.6	0.6	3.3	0.9	0.1	-	-	100.0	10,867
50-59	44.8	46.0	90.8	0.5	-	2.1	0.5	4.9	0.9	0.2	0.1	-	100.0	7,121
60-64	37.6	50.1	87.7	1.0	-	3.0	0.2	6.4	0.6	0.8	-	0.3	100.0	2,715
65-69	40.7	47.8	88.5	0.9	-	2.8	0.7	5.4	1.3	-	0.2	0.2	100.0	1,602
70 and over	28.5	66.1	94.6	0.5	-	0.3	0.4	3.6	0.2	0.2	-	-	100.0	2,008
Total	40.6	47.4	88.0	0.4	-	2.1	5.2	3.4	0.7	0.1	-	0.1	100.0	68,036

Source: Based upon unpublished table P-1 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

Table 6.--Distribution of trips by persons in each age group classified by major mode of transportation--females by age group

Age group	Major mode of transportation														Total
	Auto driver	Auto passenger	Subtotal- automobile	Taxicab	Motorcycle	Truck	School bus	Other bus	Elevated or subway	Other train	Airplane	Other	Total		
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent		
5-13	-	23.3	12.5	3.6	23.6	15.3	63.7	6.7	3.4	-	-	44.6	15.0		
14-15	0.4	5.5	3.1	2.9	-	5.1	17.0	5.8	4.4	-	-	9.3	4.0		
16-20	10.3	11.3	10.8	1.4	76.4	7.7	13.1	12.5	19.7	29.3	24.8	-	11.0		
21-25	12.6	10.1	11.3	13.7	-	10.3	1.2	11.4	9.9	13.8	-	11.5	10.7		
26-29	9.8	5.3	7.4	13.3	-	7.4	0.1	6.3	6.2	-	-	18.0	7.0		
30-39	25.5	11.2	17.8	16.9	-	14.9	1.2	11.7	10.9	11.2	11.9	-	16.6		
40-49	21.6	12.5	16.7	16.3	-	19.5	2.0	15.8	22.4	5.9	-	-	16.0		
50-59	11.6	10.1	10.8	12.4	-	10.5	1.0	15.3	14.3	12.9	32.0	1.9	10.5		
60-64	3.7	4.2	4.0	9.8	-	5.7	0.2	7.6	3.4	23.2	-	11.0	4.0		
65-69	2.4	2.4	2.4	5.5	-	3.1	0.3	3.8	4.6	-	15.0	3.7	2.3		
70 and over	2.1	4.1	3.2	4.2	-	0.5	0.2	3.1	0.8	3.7	16.3	-	2.9		
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		
Base of percentages (millions)	27,594	32,278	59,872	264	13	1,438	3,518	2,285	450	94	20	82	68,036		

Source: Based upon unpublished table P-1 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

Table 7.--Distribution of trips by persons in each age group classified by major mode of transportation--white race by mode

Age group	Major mode of transportation														Base of percentages (millions)
	Auto driver	Auto passenger	Subtotal-automobile	Taxicab	Motorcycle	Truck	School bus	Other bus	Elevated or subway	Other train	Airplane	Other	Total		
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	
5-13	-	74.5	74.5	0.2	-	3.2	20.8	1.1	0.1	-	-	0.1	100.0	19,317	
14-15	5.0	66.2	71.2	0.1	0.5	4.1	20.2	3.4	0.1	-	-	0.1	100.0	4,844	
16-20	51.5	36.4	87.9	-	0.7	2.7	5.1	2.5	0.8	0.2	-	0.1	100.0	14,473	
21-25	64.5	27.8	92.3	0.2	0.6	4.0	0.5	1.5	0.5	0.2	-	0.2	100.0	13,349	
26-29	69.4	22.0	91.4	0.1	0.1	5.3	0.3	1.7	0.9	-	0.1	0.1	100.0	9,216	
30-39	71.1	19.0	90.1	0.2	-	7.6	0.5	1.0	0.2	0.1	0.1	0.2	100.0	22,319	
40-49	67.1	21.6	88.7	0.2	0.1	7.6	0.6	1.6	0.7	0.3	0.1	0.1	100.0	22,337	
50-59	63.3	24.4	87.7	0.3	-	7.6	0.3	2.5	1.0	0.3	0.1	0.2	100.0	15,628	
60-64	58.0	26.4	84.4	0.8	-	7.5	0.4	4.6	1.4	0.6	-	0.3	100.0	6,012	
65-69	60.2	27.2	87.4	0.8	-	6.7	0.6	4.2	-	-	0.1	0.2	100.0	3,058	
70 and over	50.6	41.7	92.3	0.5	-	1.6	0.7	3.7	0.5	0.2	0.3	0.2	100.0	3,962	
Total	52.6	33.9	86.5	0.2	0.2	5.6	4.6	2.0	0.5	0.2	0.1	0.1	100.0	134,535	

Source: Based upon unpublished table P-1 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

Table 8.--Distribution of trips by persons in each age group classified by major mode of transportation--white race by age group

Age group	Major mode of transportation													Total Percent
	Auto driver	Auto passenger	Subtotal- automobile	Taxicab	Motorcycle	Truck	School bus	Other bus	Elevated or subway	Other train	Airplane	Other		
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent		
5-13	-	31.6	12.4	12.9	2.6	8.2	65.0	8.2	1.4	1.6	-	9.9	14.4	
14-15	0.3	7.0	3.0	2.0	9.3	2.6	15.8	6.3	0.9	-	-	8.1	3.6	
16-20	10.5	11.6	10.9	-	41.4	5.2	12.0	13.6	16.6	11.9	5.4	5.0	10.8	
21-25	12.2	8.1	10.6	10.6	32.7	7.1	1.0	7.5	9.2	9.8	-	14.7	9.9	
26-29	9.0	4.5	7.2	4.3	5.4	6.5	0.4	6.0	10.7	-	10.6	3.5	6.8	
30-39	22.4	9.3	17.3	12.3	1.3	22.4	1.8	8.8	6.2	13.3	28.3	17.4	16.6	
40-49	21.2	10.6	17.0	15.1	7.3	22.6	2.1	13.9	20.1	25.3	29.5	10.3	16.6	
50-59	14.0	8.4	11.8	15.3	-	15.8	0.8	14.7	20.4	17.8	10.6	15.4	11.6	
60-64	4.9	3.5	4.4	14.1	-	6.0	0.4	10.5	11.9	16.2	1.7	9.1	4.5	
65-69	2.6	1.8	2.3	7.5	-	2.7	0.3	4.9	-	-	3.3	2.8	2.3	
70 and over	2.9	3.6	3.1	5.9	-	0.9	0.4	5.6	2.6	4.1	10.6	3.8	2.9	
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	
Base of percentages (millions)	70,785	45,558	116,343	323	235	7,531	6,186	2,634	735	232	93	223	134,535	

Source: Based upon unpublished table P-1 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

Table 9.--Distribution of trips by persons in each age group classified by major mode of transportation--Negro and other races by mode

Age group	Major mode of transportation														Base of percentages (millions) Trips
	Auto driver	Auto passenger	Subtotal- automobile	Taxicab	Motorcycle	Truck	School bus	Other bus	Elevated or subway	Other train	Airplane	Other	Total		
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent		
5-13	-	44.3	44.3	0.3	-	5.4	38.3	7.6	0.9	0.1	-	3.1	100.0	1,703	
14-15	-	29.2	29.2	1.2	-	4.3	33.0	24.8	5.7	-	-	1.8	100.0	427	
16-20	17.6	40.9	58.5	0.3	-	3.3	10.4	24.9	2.6	-	-	-	100.0	1,054	
21-25	36.9	43.3	80.2	0.6	-	1.6	1.9	13.6	2.1	-	-	-	100.0	1,303	
26-29	52.5	27.4	79.9	2.6	-	0.9	0.9	12.5	2.4	-	-	0.8	100.0	830	
30-39	55.9	22.5	78.4	2.0	-	3.5	0.3	10.9	4.1	0.1	0.4	0.3	100.0	1,665	
40-49	52.0	19.0	71.0	0.4	-	12.6	-	13.9	2.1	-	-	-	100.0	1,713	
50-59	54.8	27.1	81.9	0.3	-	3.7	3.1	9.1	1.3	-	-	0.6	100.0	1,057	
60-64	62.4	22.3	84.7	-	-	5.2	-	4.7	5.4	-	-	-	100.0	379	
65-69	13.2	63.2	76.4	-	-	-	-	12.1	11.5	-	-	-	100.0	178	
70 and over	44.9	32.1	77.0	-	-	14.7	-	7.3	-	-	-	1.0	100.0	301	
Total	36.7	31.9	68.6	0.8	-	5.2	9.2	12.8	2.6	-	0.1	0.7	100.0	10,610	

Source: Based upon unpublished table P-1 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

Table 10.--Distribution of trips by persons in each age group classified by major mode of transportation--Negro and other races by age group

Age group	Major mode of transportation														Total
	Auto driver	Auto passenger	Subtotal-automobile	Taxicab	Motorcycle	Truck	School bus	Other bus	Elevated or subway	Other train	Airplane	Other	Total		
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent		
5-13	-	22.3	10.4	6.3	-	16.5	67.1	9.6	5.7	50.4	-	64.3	16.0		
14-15	-	3.7	1.7	6.0	-	3.3	14.5	7.8	8.9	-	-	9.5	4.0		
16-20	4.7	12.7	8.5	4.2	-	6.3	11.3	19.4	10.0	-	-	-	9.9		
21-25	12.3	16.7	14.3	9.7	-	3.9	2.5	13.0	9.9	-	-	-	12.3		
26-29	11.2	6.7	9.1	24.5	-	1.3	0.7	7.7	7.3	-	-	8.7	7.8		
30-39	23.9	11.1	17.9	37.8	-	10.7	0.5	13.3	25.0	49.6	100.0	6.6	15.7		
40-49	22.9	9.6	16.7	7.7	-	39.1	-	17.6	13.1	-	-	-	16.1		
50-59	14.8	8.5	11.9	3.8	-	7.2	3.4	7.1	5.1	-	-	7.2	10.0		
60-64	6.1	2.5	4.4	-	-	3.6	-	1.3	7.5	-	-	-	3.6		
65-69	0.6	3.3	1.9	-	-	-	-	1.6	7.5	-	-	-	1.7		
70 and over	3.5	2.9	3.2	-	-	8.1	-	1.6	-	-	-	3.7	2.9		
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		
Base of percentages (millions)	3,898	383	7,281	87	-	551	973	1,355	272	3	7	81	10,610		

Source: Based upon unpublished table P-1 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

Table 11.--Distribution of trips by persons in each age group classified by major mode of transportation--total incorporated places by mode

Age group	Major mode of transportation														Base of percentages (millions) Trips												
	Auto driver		Auto passenger		Subtotal-automobile		Taxicab		Motorcycle		Truck		School bus			Other bus		Elevated or subway		Other train		Airplane		Other		Total	
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent		Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent
5-13	-	82.0	0.2	0.1	2.4	12.0	2.5	0.2	-	-	-	-	-	-	-	-	-	0.2	-	-	-	-	0.6	100.0	11,532		
14-15	4.7	68.1	0.3	0.3	3.0	12.9	8.8	1.0	-	-	-	-	-	-	-	-	-	1.0	-	-	-	0.9	100.0	2,910			
16-20	49.8	36.2	-	0.5	2.5	3.3	6.1	1.6	-	-	-	-	-	-	-	-	-	1.6	-	-	-	-	-	100.0	9,521		
21-25	62.0	29.0	0.5	0.5	2.3	0.6	3.6	1.0	-	-	-	-	-	-	-	-	-	1.0	0.3	-	-	0.2	100.0	9,248			
26-29	67.5	22.7	0.5	0.1	3.3	0.4	3.6	1.5	-	-	-	-	-	-	-	-	-	1.5	-	-	-	0.2	100.0	6,499			
30-39	69.9	19.9	0.3	-	6.1	0.2	2.5	0.7	-	-	-	-	-	-	-	-	-	0.7	-	-	-	0.2	100.0	16,318			
40-49	67.9	20.7	0.3	-	5.4	0.7	3.5	1.1	-	-	-	-	-	-	-	-	-	1.1	0.1	-	-	0.1	100.0	15,389			
50-59	64.3	24.8	0.3	-	4.3	0.2	4.3	1.6	-	-	-	-	-	-	-	-	-	1.6	0.1	-	-	0.1	100.0	10,407			
60-64	57.6	26.2	1.1	-	4.7	0.2	6.8	2.6	-	-	-	-	-	-	-	-	-	2.6	0.3	-	-	0.5	100.0	4,225			
65-69	58.6	31.0	0.8	-	1.3	0.8	6.2	0.9	-	-	-	-	-	-	-	-	-	0.9	-	-	-	0.3	100.0	2,261			
70 and over	50.0	41.1	0.4	-	1.1	0.9	5.2	0.6	-	-	-	-	-	-	-	-	-	0.6	0.3	-	-	0.4	100.0	3,123			
Total	53.4	34.1	0.3	0.1	3.9	2.6	4.0	1.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.1	0.1	0.1	0.1	0.3	100.0	91,433			

Source: Based upon unpublished table P-1.2 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

Table 12.--Distribution of trips by persons in each age group classified by major mode of transportation--total incorporated places by age group

Age group	Major mode of transportation												Total
	Auto driver	Auto passenger	Subtotal-automobile	Taxicab	Motorcycle	Truck	School bus	Other bus	Elevated or subway	Other train	Airplane	Other	
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	
5-13	-	30.3	11.8	9.2	4.8	7.7	58.4	7.8	2.5	5.6	-	33.4	12.6
14-15	0.3	6.4	2.7	2.5	7.2	2.4	15.8	7.0	3.1	-	-	12.3	3.2
16-20	9.7	11.1	10.2	-	41.9	6.6	13.2	15.8	15.0	-	5.8	-	10.4
21-25	11.7	8.6	10.5	13.9	38.4	6.1	2.2	9.2	9.5	25.1	-	8.4	10.1
26-29	9.0	4.7	7.3	11.4	5.1	6.0	1.2	6.4	9.8	-	11.3	7.1	7.1
30-39	23.3	10.4	18.3	15.1	2.6	28.1	1.5	10.9	11.3	4.9	35.0	15.1	17.9
40-49	21.4	10.3	17.1	14.2	-	23.2	4.2	14.7	17.7	24.8	31.4	4.7	16.8
50-59	13.7	8.3	11.6	8.5	-	12.6	1.1	12.2	16.3	15.0	11.3	0.8	11.4
60-64	5.0	3.6	4.4	14.8	-	5.6	0.4	7.8	10.8	14.0	1.8	9.7	4.6
65-69	2.7	2.2	2.5	5.8	-	0.8	0.8	3.8	2.0	-	3.4	3.0	2.5
70 and over	3.2	4.1	3.6	4.6	-	0.9	1.2	4.4	2.0	10.6	-	5.5	3.4
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
Base of percentages (millions)	48,852	31,154	80,006	308	125	3,557	2,373	3,679	999	90	88	208	91,433

Source: Based upon unpublished table P-1.2 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

Table 13.--Distribution of Trips by persons in each age group classified by major mode of transportation--unincorporated areas by mode

Age group	Major mode of transportation														Base of percentages (millions) Trips
	Auto driver	Auto passenger	Subtotal- automobile	Taxicab	Motorcycle	Truck	School bus	Other bus	Elevated or subway	Other train	Airplane	Other	Total		
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent		
5-13	-	59.8	59.8	0.2	-	4.6	34.7	0.6	-	-	-	0.1	100.0	9,488	
14-15	4.4	57.3	61.7	0.2	0.5	5.5	31.4	0.7	-	-	-	-	100.0	2,362	
16-20	48.4	37.4	85.8	0.1	0.7	3.1	9.0	0.7	-	0.4	-	0.2	100.0	6,006	
21-25	62.2	29.4	91.6	-	0.5	6.3	0.6	0.7	-	-	-	0.3	100.0	5,404	
26-29	68.8	22.1	90.9	-	0.2	8.0	0.1	0.8	-	-	-	-	100.0	3,547	
30-39	70.4	17.7	88.1	0.3	-	9.8	1.1	0.1	-	0.4	-	0.2	100.0	7,645	
40-49	62.7	22.7	85.4	0.1	0.2	12.6	0.3	0.7	0.1	0.4	-	0.2	100.0	8,681	
50-59	60.3	24.3	84.6	0.4	-	12.5	0.9	0.6	-	0.4	-	0.6	100.0	6,277	
60-64	59.5	25.9	85.4	-	-	12.6	0.6	0.3	-	1.1	-	-	100.0	2,167	
65-69	55.4	24.9	80.3	0.7	-	18.0	-	1.0	-	-	-	-	100.0	975	
70 and over	50.9	40.6	91.5	0.4	-	6.7	-	0.5	-	-	0.9	-	100.0	1,140	
Total	48.1	33.1	81.2	0.2	0.2	8.5	8.9	0.6	-	0.3	-	0.1	100.0	53,692	

Source: Based upon unpublished table P-1.2 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

Table 14.--Distribution of trips by persons in each age group classified by major mode of transportation--unincorporated areas by age group

Age group	Major mode of transportation														Total Percent
	Auto driver	Auto passenger	Subtotal- automobile	Taxicab	Motorcycle	Truck	School bus	Other bus	Elevated or subway	Other train	Airplane	Other	Total		
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent		
5-13	-	32.0	13.0	18.4	-	9.6	68.7	19.7	-	-	-	4.7	17.7		
14-15	0.4	7.6	3.3	3.8	11.7	2.9	15.5	5.1	-	-	-	-	4.4		
16-20	11.2	12.6	11.8	3.6	40.8	4.1	11.3	13.2	-	19.1	-	11.7	11.2		
21-25	13.0	8.9	11.4	-	26.2	7.6	0.7	11.9	-	-	-	16.0	10.1		
26-29	9.5	4.4	7.4	-	5.7	6.3	0.1	8.6	-	-	-	-	6.6		
30-39	20.8	7.6	15.5	25.5	-	16.5	1.7	3.0	-	19.2	23.8	13.3	14.2		
40-49	21.1	11.1	17.0	11.5	15.6	24.1	0.6	19.9	80.7	25.2	-	13.8	16.2		
50-59	14.6	8.6	12.2	26.0	-	17.3	1.2	11.8	19.3	19.2	-	40.5	11.7		
60-64	5.0	3.2	4.2	-	-	6.0	0.2	1.8	-	17.3	-	-	4.0		
65-69	2.1	1.4	1.8	6.4	-	3.9	-	3.0	-	-	-	-	1.8		
70 and over	2.3	2.6	2.4	4.8	-	1.7	-	2.0	-	-	76.2	-	2.1		
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		
Base of percentages (millions)	25,831	17,767	43,598	102	110	4,525	4,786	310	8	145	13	95	53,692		

Source: Based upon unpublished table P-1.2 from the Nationwide Personal Transportation Survey conducted by the Bureau of the Census for the Federal Highway Administration, 1969-1970.

APPENDIX D

<p>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.</p>				<p>BUDGET BUREAU NO. 41-569011 APPROVAL EXPIRES DECEMBER 1970</p>																																																					
<p>FORM NPT-2 (7-10-69)</p> <p>U.S. DEPARTMENT OF COMMERCE BUREAU OF THE CENSUS ACTING AS COLLECTING AGENT FOR THE U.S. DEPARTMENT OF TRANSPORTATION</p> <p>HOUSEHOLD QUESTIONNAIRE - AUGUST 1969 NATIONWIDE PERSONAL TRANSPORTATION SURVEY</p>				<p>a. Ident. Code</p>		<p>b. Household No.</p>		<p>c. Control No.</p> <p>PSU Rot. Segment Serial Str.</p>																																																	
<p>d. Type of structure</p>		<p>e. Race</p>		<p>f. SMSA</p>		<p>g. Place</p>		<p>h. State</p>																																																	
<p>i. Subsample</p>		<p>j. Designated travel day</p> <p>Day of week Mo./day</p>		<p>k. No. of hhd. members (all ages)</p>		<p>l. Number of automobiles</p>																																																			
<p>m. Automobile</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Auto No.</th> <th style="width: 10%;">Year</th> <th style="width: 30%;">Make</th> <th style="width: 10%;">Office use</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>				Auto No.	Year	Make	Office use																																									<p>n. Principal user Line No.</p>		<p>o. (If no automobile)</p> <p>1 <input type="checkbox"/> Auto available</p> <p>2 <input type="checkbox"/> Not available</p>		<p>p. Income</p>		<p>q. Interviewer's code</p>		<p>r. OFFICE USE</p>	
Auto No.	Year	Make	Office use																																																						
<p>s. Date of interview</p>		<p>t. Noninterview reason</p> <p>1 <input type="checkbox"/> NOH 2 <input type="checkbox"/> TA</p>		<p>3 <input type="checkbox"/> Ref. 4 <input type="checkbox"/> Other Type A</p>		<p>5 <input type="checkbox"/> Other type - Specify</p>																																																			
<p>Section I - AUTOMOBILE RECORD</p>																																																									
<p>Now I have some questions about your -- (first, second, etc., automobile)</p>				<p>Auto No. Auto No. (2)</p>		<p>Auto No.</p>																																																			
<p>1. Is it owned by somebody living here?</p>				<p>1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No (Go to Q. 3)</p>		<p>1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No (Go to Q. 3)</p>		<p>1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No (Go to Q. 3)</p>																																																	
<p>2a. Was it purchased new or used?</p>				<p>1 <input type="checkbox"/> New 2 <input type="checkbox"/> Used</p>		<p>1 <input type="checkbox"/> New 2 <input type="checkbox"/> Used</p>		<p>1 <input type="checkbox"/> New 2 <input type="checkbox"/> Used</p>																																																	
<p>b. In what month and year was it bought? (Examples: 10/67, 04/68)</p>				<p>Month Year</p>		<p>Month Year</p>		<p>Month Year</p>																																																	
<p>3. About how many thousand miles was it driven during the past 12 months?</p>				<p>Miles (Thousands)</p>		<p>Miles (Thousands)</p>		<p>Miles (Thousands)</p>																																																	
<p>4. Is it used at least once a week in going from home to work?</p>				<p>1 <input type="checkbox"/> Yes - Entire trip 2 <input type="checkbox"/> Yes - Part-way 3 <input type="checkbox"/> No (Go to next auto or Sec. II)</p>		<p>1 <input type="checkbox"/> Yes - Entire trip 2 <input type="checkbox"/> Yes - Part-way 3 <input type="checkbox"/> No (Go to next auto or Sec. II)</p>		<p>1 <input type="checkbox"/> Yes - Entire trip 2 <input type="checkbox"/> Yes - Part-way 3 <input type="checkbox"/> No (Go to next auto or Sec. II)</p>																																																	
<p>5. How many people are usually in the automobile going to work, including the driver?</p>				<p>Number</p>		<p>Number</p>		<p>Number</p>																																																	
<p>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?</p>				<p>CODE KEY →</p> <p>1 - Commercial parking garage or lot 2 - Employer provided space 3 - Fringe parking 4 - Other lot or garage</p>		<p>5 - On the street 6 - No all day parking used 7 - Other</p>																																																			
<p>b. Is there a cost for parking?</p>				<p>1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No (Go to next auto or Sec. II)</p>		<p>1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No (Go to next auto or Sec. II)</p>		<p>1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No (Go to next auto or Sec. II)</p>																																																	
<p>c. How much?</p>				<p>\$ 1 <input type="checkbox"/> Day 2 <input type="checkbox"/> Week 3 <input type="checkbox"/> Month</p>		<p>\$ 1 <input type="checkbox"/> Day 2 <input type="checkbox"/> Week 3 <input type="checkbox"/> Month</p>		<p>\$ 1 <input type="checkbox"/> Day 2 <input type="checkbox"/> Week 3 <input type="checkbox"/> Month</p>																																																	
<p>d. Does ... pay by putting coins into a meter?</p>				<p>1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No</p>		<p>1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No</p>		<p>1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No</p>																																																	
<p>Section II - SHOPPING</p> <p>ASK for SMSA residents only - 1 or 2 as second digit of identification code</p>																																																									
<p>Now we are interested in where people shop - (Ask 1 for (1) male or (2) female head or (3) male head)</p>				<p>1 <input type="checkbox"/> Yes → How many times? _____ (Go to Q. 3)</p>		<p>2 <input type="checkbox"/> No</p>																																																			
<p>1. During the past 3 months has ... gone to the main business district of _____ principally to shop?</p>				<p>1 <input type="checkbox"/> Goods available locally</p>		<p>4 <input type="checkbox"/> Difficulty of driving in congested area</p>		<p>5 <input type="checkbox"/> No automobile</p>		<p>6 <input type="checkbox"/> Other - Specify</p>																																															
<p>2. What were the reasons for not shopping there? (Mark all boxes that apply)</p>				<p>2 <input type="checkbox"/> Too far away</p>		<p>3 <input type="checkbox"/> Difficulty of parking</p>																																																			
<p>3. How far is it from home to the nearest public transportation line to go to the main business district of _____?</p>				<p>1 <input type="checkbox"/> Less than one block</p>		<p>4 <input type="checkbox"/> Over 6 blocks (over 1/2 mile)</p>		<p>5 <input type="checkbox"/> No public transportation available</p>		<p>6 <input type="checkbox"/> Lives in main business district</p>																																															
				<p>2 <input type="checkbox"/> 1-2 blocks (less than 1/4 mile)</p>																																																					
				<p>3 <input type="checkbox"/> 3-6 blocks (1/4 - 1/2 mile)</p>																																																					

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

3		Section III - TRAVEL TO WORK	
1. Line No.		2. CHECK ITEM	
		<input type="checkbox"/> This person is 16 years old or older and has an entry in Control Card question 16b. <i>(Fill in Sec. III, IV, and V as applicable)</i> <input type="checkbox"/> All others <i>(Fill in Sec. IV and V as applicable)</i>	
We are interested in where people work and how they get to work.		1 <input type="checkbox"/> Yes	What city? _____
3. Is the place where . . . works located in a city?		2 <input type="checkbox"/> No	State? _____
		3 <input type="checkbox"/> Don't know	
4. How far is it from home to the place where . . . works? (Actual travel distance)		Miles	1X <input type="checkbox"/> No fixed place 2X <input type="checkbox"/> At home 3X <input type="checkbox"/> Less than 1/2 mile (5 blocks)
		<i>(Enter nearest full mile)</i>	
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? <i>(Mark all appropriate boxes)</i>		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 8 <input type="checkbox"/> Other - including bicycle - specify _____
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) 5 <input type="checkbox"/> None available
<i>(Ask if boxes 1 and/or 2 - is not marked in Q. 6)</i>		<i>(Go to Q. 10a)</i>	
8. What is the reason . . . does not use public transportation to get to work? Anything else? <i>(Mark all boxes that apply)</i>		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	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 _____
<i>(Ask if either box 1 or 2 - is marked in Q. 6)</i>		<i>(Go to Q. 10a)</i>	
9. What is the reason . . . uses public transportation to get to work? Anything else? <i>(Mark all boxes that apply)</i>		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 _____
<i>(Ask for persons 21 years old or older)</i>			
10a. Does . . . work at same location as 5 years ago?		1 <input type="checkbox"/> Yes	3 <input type="checkbox"/> Not working 5 years ago
		2 <input type="checkbox"/> No	<i>(Go to Sec. IV)</i>
b. Does . . . live at same location as 5 years ago?		1 <input type="checkbox"/> Yes	2 <input type="checkbox"/> No
c. Compared with the time it took . . . to get to work 5 years ago, is the time to work:		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			
<i>(Ask for licensed drivers only)</i>			
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			
<i>(Ask Sec. V for persons 5-18 years old)</i>			
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
2. Was it a public or private school?		1 <input type="checkbox"/> Public	2 <input type="checkbox"/> Private
3. What grade was . . . attending?		Grade	<i>Enter "0" for kindergarten or 1-12, 13+</i>
4. About how many miles was it from home to . . . 's school? <i>(If less than one mile enter "0")</i>		Miles	
5. About how long did it take . . . to get from home to school?		Minutes	
6. How did . . . usually get to school? <i>(Mark only one box)</i>		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	<i>(Go to Sec. VI)</i> <i>(Go to 2.7)</i>
7. Was free school bus or free public transportation available?		1 <input type="checkbox"/> Yes	2 <input type="checkbox"/> No

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 at 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 1 <input type="checkbox"/> a.m. 2 <input type="checkbox"/> p.m.		Trip 2 1 <input type="checkbox"/> a.m. 2 <input type="checkbox"/> p.m.		Trip 3 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)	
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	
5. What was the main reason for this trip? <i>(If "return home" enter the trip purpose of the subsequent trips, plus "R.H.") (Enter one code.)</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	
6. In addition to . . . did anyone else living here go on this trip? <i>(List line numbers of those 6 years old and older who went on this trip.)</i>	0 <input type="checkbox"/> No others		0 <input type="checkbox"/> No others		0 <input type="checkbox"/> No others	
	Line numbers		Line numbers		Line numbers	
7. What means of transportation were used for this trip? <i>(If more than one, enter in 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	
8. Was public transportation for this trip available within 6 blocks (1/2 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	
9. What automobile was used? <i>(Enter the automobile number from C.C.)</i>	Automobile No. _____		Automobile No. _____		Automobile No. _____	
	9 <input type="checkbox"/> Not an auto listed on the C.C.		9 <input type="checkbox"/> Not an auto listed on the C.C.		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	
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	
12. How many people were in the automobile including the driver? <i>(Do not include under 5 and nonresident 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	
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 (Go to Q. 14a) 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 (Go to Q. 14a) 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 (Go to Q. 14a) 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 (Go to Q. 14a) 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 (Go to Q. 14a) 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 (Go to Q. 14a) 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 (Fill Sections III-VI for next person 5 years old or older) 3 <input type="checkbox"/> No					
b. How many such trips ended during the 7 days?	Number _____ (Go to Sec. VII)					

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 codes) <i>(Include all means such as transportation to and from terminals as well as major means, 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 motorbike 10. Truck (including pick-up) 11. Other		
7. What automobile was used? <i>(If either code 7 or 8 has been entered in Q. 6, complete questions 7-9)</i> <i>(Transcribe automobile number from C.C.)</i>	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? <i>(If more than one driver, enter the line number of the person who drove the most miles)</i>	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? <i>(Include children under 5 and non-household members)</i>	Number	Number	Number
RETURN TRIP			
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) <i>(Include all means such as transportation to and from terminals as well as major means, 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 motorbike 10. Truck (including pick-up) 11. Other		
15. Who drove the automobile? <i>(If more than one driver, enter the Line No. of the person who drove the most miles)</i>	Driver Line No. or 9 <input type="checkbox"/> Not a household member	Driver Line No. or 9 <input type="checkbox"/> Not a household member	Driver Line No. or 9 <input type="checkbox"/> Not a household member
16. How many people were in the automobile on the return trip, including the driver? <i>(Include children under 5 and nonhousehold members)</i>	Number	Number	Number
17. In addition to . . . , did anyone else living here go on this trip both outbound and return? <i>(If outbound or return only, enter the trip in a separate column)</i> <i>(List line numbers of other household members 5 years old or older who went on this round trip)</i>	0 <input type="checkbox"/> No others		
	Line Numbers	Line Numbers	Line Numbers

Reports Published to Date As Part of the
Nationwide Personal Transportation Study

1. Automobile Occupancy
2. Annual Miles of Automobile Travel
3. Seasonal Variations of Automobile Trips and Travel
4. Transportation Characteristics of School Children
5. Availability of Public Transportation and Shopping Characteristics of SMSA Households
6. Characteristics of Licensed Drivers
7. Household Travel in the United States
8. Home-To-Work Trips and Travel
9. Mode of Transportation and Personal Characteristics of Tripmakers