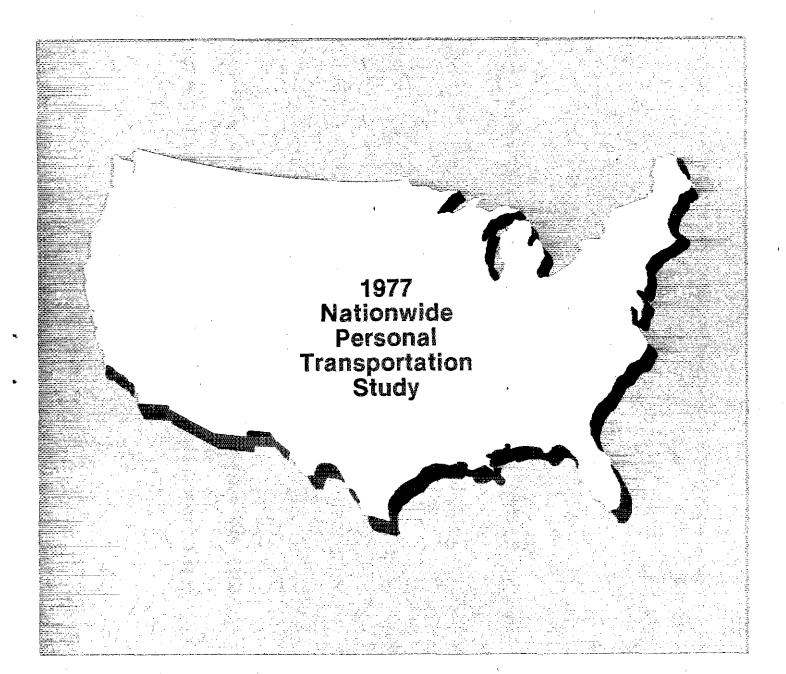
US.Department of Transportation

Federal Highway Administration

Characteristics of 1977 Licensed Drivers and Their Travel

Office of Highway Planning October 1980 Report No. 1



1977 NATIONWIDE PERSONAL TRANSPORTATION STUDY

CHARACTERISTICS OF 1977 LICENSED DRIVERS AND THEIR TRAVEL REPORT 1

.

Ruth H. Asin Statistician Highway Statistics Division Office of Highway Planning

October 1980

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION WASHINGTON, D.C. 20590

Table of Contents

			Page
I.	HIGHLIGHTS		1
II.	INTRODUCTION		3
	A. PURPOSE	OF REPORT	3
	B. ORGANIZ	ATION OF REPORT	3
	C. DESCRIP	TION OF THE DATA	4
III.	CHARACTERISTICS	OF 1977 LICENSED DRIVERS AND THEIR TRAVEL	5
	A. CHARACTI	BRISTICS OF LICENSED DRIVERS	5
	By Pl	lace of Residence	5
	Ir	nside/Outside SMSA's	5
	SM	ASA Population Size Groups	5
	By Ag	ge Groups and Sex	8
	B. CHARACTE	ERISTICS OF TRAVEL	15
	By Ag	ge Group's and Sex	15
	Compa	arison of 1977 Travel with 1969 Travel	
	Ву	Age Groups and Sex	22
	Place	e of Residence: Inside/Outside SMSA's	26
	Avera	age Vehicle Miles Driven	
	Pe	er Licensed Driver by Number of Drivers and	
	Nu	mber of Vehicles in the Household	26
	Relat	ionship of Number of Licensed Drivers	
	ir	the Household and Household Income	26
IV.	SUMMARY		29
v.	APPENDICES		31

.

٠

,

Contents (continued)

44 . . .

....

:

TAE	BLES		Page
1.	Percent of Persons 16 Years of Age and Older with Driver		
	Licenses by Place of Residence	1	r 6
2.	Number and Percent of Persons 16 Years of Age and Older		
	with Driver Licenses By Sex, Percent Difference		÷ :
	Between 1977 and 1969		6
3.	Percent of Persons 16 Years of Age and Older with Driver	i i i i i i i i i i i i i i i i i i i	
	Licenses By Place of Residence in SMSA Population Size	Groups .	. 7
4.	Percent of Persons 16 Years of Age and Older with Driver		ŝ
	Licenses By SMSA Population Size Groups, Percent Diffe	rence	
	Between 1977 and 1969	-a-,	7
5.	Percent of Persons 16 Years of Age and Gider Licensed as		-
	Drivers by Age Groups and Sex		. 9
6.	Percent of Persons 16 Years of Age and Older Licensed as	E	• •
	Drivers by Age Groups and Sex, Percent Difference	4	
	Between 1977 and 1969	्र ् ≹≇∙∙∙∙∙≖¥≩	. 9
7.	Percent of Licensed Drivers By Age Groups and Sex	□ ·: 9 :: • • • • • • • • • • • • • •	12
8.	Percent of Licensed Drivers By Age Groups and Sex,		
	Percent Difference Between 1977 and 1969		12
9.	Percent of Licensed Drivers by Age Groups and Sex	12 - 詳	14
10.	Percent of Licensed Drivers by Age Groups and Sex		-
	for 1977 and 1969	5	14
11.	Percent of Mileage Driven By Age Groups (All Drivers)		16
12.	Percent of Mileage Driven By Age Groups (Male Drivers)		17
13.	Percent of Mileage Driven By Age Groups (Female Drivers)		18
14.	Distribution of Annual Miles Driven by Mileage Classes and	Sex,	÷
	Percent Difference Between 1977 and 1969	\$********** €********	20
15.	Percent of Estimated Annual Miles Driven By Age Groups and	S ex	20
	· · · ·		

vi

.

٠

1

TABI	LES	Page
1.	Percent of Persons 16 Years of Age and Older with Driver	
	Licenses by Place of Residence	6
2.	Number and Percent of Persons 16 Years of Age and Older	
	with Driver Licenses By Sex, Percent Difference	
	Between 1977 and 1969	6
3.	Percent of Persons 16 Years of Age and Older with Driver	
	Licenses By Place of Residence in SMSA Population Size Groups	7
4.	Percent of Persons 16 Years of Age and Older with Driver	
	Licenses By SMSA Population Size Groups, Percent Difference	
	Between 1977 and 1969	7
5.	Percent of Persons 16 Years of Age and Older Licensed as	
	Drivers by Age Groups and Sex	9
6.	Percent of Persons 16 Years of Age and Older Licensed as	
	Drivers by Age Groups and Sex, Percent Difference	
	Between 1977 and 1969	9
7.	Percent of Licensed Drivers By Age Groups and Sex	12
8.	Percent of Licensed Drivers By Age Groups and Sex,	
	Percent Difference Between 1977 and 1969	12
9.	Percent of Licensed Drivers by Age Groups and Sex	14
10.	Percent of Licensed Drivers by Age Groups and Sex	
	for 1977 and 1969	14
11.	Percent of Mileage Driven By Age Groups (All Drivers)	16
12.	Percent of Mileage Driven By Age Groups (Male Drivers)	17
13.	Percent of Mileage Driven By Age Groups (Female Drivers)	18
14.	Distribution of Annual Miles Driven by Mileage Classes and Sex,	
	Percent Difference Between 1977 and 1969	20
15.	Percent of Estimated Annual Miles Driven By Age Groups and Sex	20

Contents (continued)

		Page
16.	Comparison of Estimated Number of Annual Miles	
	Driven By Age Groups, Percent Difference	
	Between 1977 and 1969	23
17.	Estimated Average Annual Miles Driven Per Licensed Driver	
	By Age Groups and Sex	24
18.	Difference in Estimated Average Annual Miles Driven	
	per Licensed Driver by Age Groups and Sex, 1977 and 1969	24
19.	Average Number of Vehicle Miles Driven Per Licensed Driver	
	by Place of Residence	27
20.	Average Number of Vehicle Miles Driven Per Licensed Driver	
	By Number of Drivers and Number of Vehicles in Household	27
21.	Average Number of Vehicle Miles Driven by Number of	
	Licensed Drivers in the Household and Household Income	28

ч

-

~ . . **.** .

.

Contents (continued)

FIGU	RES	Page
1.	Percent of Population Holding Driver Licenses by Age	
	Groups and Sex for 1977-1969	10
2.	Distribution of Mileage Driven by Licensed Drivers	
	by Sex and Mileage Classes for 1977 and 1969	21
3.	Average Annual Miles Driven Per Licensed Driver by	
	Age Groups and Sex for 1977 and 1969	25

¥.

I. HIGHLIGHTS

- Driver licenses in 1977 were held by 80.8 percent of all persons 16 years of age and older.

- Driver licenses are held by 89.1 percent of all males and 73.4 percent of all females. For both sexes, the highest percent of licensed drivers was in the 25-29 and 30-34 year age groups, 91.2 and 92.1 percent, respectively.

- Approximately 51.9 percent of all licensed drivers are males and 48.1 percent of all licensed drivers are females. Since 1969, the percent difference of female drivers to total driving population has increased by 11.9 percent, however, the proportion of female licensed drivers in all age groups, except the 35-39 year age group has been below that of males.

- The percentage difference of persons driving less than 5,000 miles annually has decreased by 8.5 percent since 1969, while the percentage difference of persons driving more than 10,000 miles annually has increased by 9.9 percent.

- Average annual miles per driver have continued to climb since 1969 despite the oil embargo in 1973. Nationally, the average driver drove 10,006 miles during 1977, an increase of 1,324 miles from 1969.

- Males drove an average of 13,563 miles annually in 1977, an increase of 2,211 miles since 1969.

- Females drove an average of 5,943 miles annually, an increase of 532 miles from 1969.

- Despite the increased driving by females, male drivers on the average continue to drive more than twice as many miles per year as females.

- Vehicle miles of driving are highest for licensed drivers who reside in the less populated areas.

- On the average, the number of miles driven per licensed driver increases proportionately to the number of vehicles in the household.

- On the whole, as household income increases, the average number of miles driven per licensed driver increases.

2

and a string to be a second

÷

II. INTRODUCTION

A. PURPOSE OF REPORT

This report presents data related to licensed drivers and compiled from the 1977 Nationwide Personal Transportation Study (1977 NPTS).

Information about licensed drivers is important to Federal, State and local officials in the highway taxation and planning fields. The proportion of drivers to total driving age population 16 years of age-and-older has increased since 1969, accompanied by a proportional increase in the number of automobiles being driven. Women, in particular, are responsible for this large increase. More than 80 percent of females, ages 20-49 are licensed drivers today, compared to 50 percent and less 30 years ago. Since more than 85 percent of all person miles of travel is done in household vehicles such as the automobile, the characteristics of licensed drivers are critical to our understanding of travel behavior in the United States.

B. ORGANIZATION OF REPORT

Data collected in this study of licensed drivers are examined within three parameters. These parameters are (1) geographic distribution of the resident non-institutionalized driving age population 16 years of age-and-older with driver licenses by place of residence: inside and outside SMSA's, and SMSA by population size-groups; (2) population distribution of licensed drivers by age groups and sex; and (3) travel distribution of licensed drivers by place of residence inside/outside SMSA's, age groups, sex, and as related to number of drivers in the household, household income and number of vehicles in household.

The population data shown in this report are based on estimates of 1977 population expanded from the 1970 Census and include Armed Forces personnel living on base and off-base housing units.

Information describing the survey procedures and data processing, including sample design, survey methodology, processing procedures, provisions for obtaining special tabulations, subject areas planned for 1977 NPTS reports, as well as an order form with description and price of the public use tapes are found in the Appendix of this report.

C. DESCRIPTION OF DATA

The 1977 Nationwide Personal Transportation Study (1977 NPTS) was designed to update the earlier study done in 1969 to provide comprehensive data on travel and transportation patterns in the United States. The 1977 NPTS addressed the full range of trips and travel done by U.S. households, along with the related social and economic characteristics of the tripmaker. The 1977 study was designed to collect information on all trips taken during a designated 24-hour period and some additional detail on trips of 75-miles-or-more during the preceding 14-day period. The 1977 study collected information on the use and availability of public transportation facilities, types of motorized vehicles available to the household, characteristics of the trips taken, including mode, purpose, miles traveled, time required and persons on the trip. The additional information obtained for trips of 75 miles-or-more included number and type of stops made during the trip and uses of additional modes of transportation. A unique feature of the 1977 NPTS was the use of mapping during home interviews to estimate the amount of travel in urban and rural areas.

and states .

المتطلب الطالب

Nationwide, the total number of persons who indicated they were licensed drivers was estimated at 127,525,000. This number is approximately 10,596,000 below the total number of driver licenses reported by and in the files of the 50 States and the District of Columbia. Table A-1 in Appendix A compares the number of licensed drivers from the 1977 NPTS (127,525,000) with the number of driver licenses reported by the 50 States and the District of Columbia for 1977 (138,121,000) within each age group. Although the age distribution from the two sources is almost identical, the number of driver licenses from NPTS. The differences in the two figures may be definitional; i.e., licensed drivers vs. driver licenses. That is, the NPTS 1977 questionnaire asked a respondent to indicate whether he (she) was a licensed driver; the expanded sample of licensed drivers obtained from NPTS may have produced too low an estimate. The number of driver licenses, on the other hand, is based on a count of documents from reports of State authorities and may include duplicate licenses as well as licenses no longer valid (e.g., death).

III. CHARACTERISTICS OF 1977 LICENSED DRIVERS AND THEIR TRAVEL

A. CHARACTERISTICS OF LICENSED DRIVERS

By Place of Residence

Inside/Outside SMSA's - As shown in table 1, more than four-fifths (80.8 percent) of all persons 16 years of age and older (or 127.5 million persons) were licensed drivers in 1977. The incidence was highest for persons living in areas outside SMSA's where 82.8 percent of all eligible persons were licensed drivers. For these areas, the distribution of licensed drivers was 1.3 percentage points higher (83.5) in areas of less than 5,000 population, than in areas of more than 5,000 population (82.2).

Inside SMSA's, 79.8 percent of all persons were licensed drivers and the incidence was greater in the less-populated areas outside the central cities (84.8) than inside the central cities (74.7).

As shown above, in 1977, 80.8 percent of all persons 16 years and older were licensed drivers, or 127.5 million persons. This represented a 7.2 percentage point increase from the 73.6 percent or 103.0 million licensed drivers in-1969, (table 2), and was due largely to the increasing proportion of female licensed drivers during this period. While male drivers increased 2.1 percentage points during this period to a level of 66.2 million in 1977 (89.1 percent of population) from 58.0 million in 1969 (87.0 percent of population), female licensed drivers increased by 11.9 percentage points to a level of 61.3 million in 1977 (73.4 percent of population) from a level of 45.0 million in 1969 (61.5 percent of population).

<u>SMSA Population Size Groups</u> - Table 3 indicates that the percent of population 16 years of age and older as licensed drivers decreased as size of SMSA increased and dropped to a low of 72.8 percent in SMSA's of 3,000,000 and over, from 83.6 percent in SMSA's of under 100,000 population. This was generally true except for a slight increase in the percent of licensed drivers in SMSA's from 250,000-499,999 population.

TABLE I. PERCENT OF PERSONS 16 YEARS OF AGE AND OLDER

PLACE OF RESIDENCE URBAN/RURAL	PERCENT	WITH DRIVER	LICENSES	TOTAL
GROUPS	MALES	FEMALES	TOTAL	(000,000)
INSIDE SMSAs	88.4	72.3	79.8	84.1
OUTSIDE A CENTRAL CITY	92.0	78.3	84.8	45.3
INSIDE A CENTRAL CITY	84.6	66.2	74.7	38.8
OUTSIDE SMSAs	90.5	75.8	82.8	43.4
POPULATION < 5,000	91.6	76.0	83.5	22.7
POPULATION > 5,000	89.4	75.7	82.2	20.7
TOTAL	89.1	73.4	80.8	127.5
NUMBER OF LICENSED DRIVERS (000,000)	66.2	61.3	127.5	-

WITH DRIVER LICENSES BY PLACE OF RESIDENCE

1

TABLE 2. NUMBER AND PERCENT OF PERSONS 16 YEARS OF AGE AND OLDER WITH DRIVER LICENSES BY SEX. PERCENT DIFFERENCE BETWEEN 1977 AND 1969

	DISTRIB	UTION OF	LICENSED DR	IVERS IN N	POPULATION
SEX	1977		19	REPORT	
	NUMBER (000,000)	PERCENT	NUMBER (000,000)	PERCENT	PERCENT DIFFERENCE
MALES	66.2	89.1	58.0	87.0	2.1
FEMALES	61.3	73.4	45.0	61.5	11.9
TOTAL	127.5	80.8	103.0	73.6	7.2

	TABLE	3.	PERCE	ENT OF	PERSO	NS 1	6 YEAR	8 0	OF AGE	
AND	OLDER	WIT	H DRI	VER LI	CENSES	BY	PLACE	OF	RESIDENCE	
		IN	SMSA	POPU	ATION	SIZE	GROUP	S		

SMSA POPULATION	PERCENT W	ITH DRIVERS	LICENSES	TOTAL
SIZE GROUPS	MALES	FEMALES	TOTAL	DRIVERS (000,000)
UNDER 100,000	92.9	74.3	83.6	1.7
100,000 - 249,999	91.0	76.3	83.2	9.3
250,000 - 499,999	91.3	77.4	83.9	13.7
500,000 - 999,999	89.4	74.6	81.6	13.8
1,000,000 - 2,999,999	88.9	73.9	80.9	26.9
3,000,000 AND OVER	83.6	63.6	72.8	18.8
ALL SMSAs	88.4	72.3	79.8	84.2

TABLE 4. PERCENT OF PERSONS 16 YEARS OF AGE AND OLDER WITH DRIVER LICENSES BY SMSA POPULATION SIZE GROUPS.

PERCENT DIFFERENCE BETWEEN 1977 AND 1969

SMSA POPULATION SIZE GROUPS		PERSONS WITH LICENSES	PERCENT
SIZE GROUPS	1977	1969	DIFFERENCE
UNDER 100,000	83.6	72.9	10.7
100,000 - 249,999	83.2	78.7	4.5
250,000 - 499,999	83.9	75.0	8.9
500,000 - 999,999	81.6	72.0	9.6
1,000,000 - 2,999,999	80.9	73.8	7.1
3,000,000 & OVER	72.8	65.1	7.7
ALL SMSAs	79.8	72.2	7.6
TOTAL NUMBER (000,000)	84.2	66.7	

Approximately 88.4 percent of all males in SMSA's were licensed drivers, and again the ratio decreased as population size-group increased, from a high of 92.9 percent in SMSA's under 100,000 to a low of 83.6 percent in the largest SMSA's of 3,000,000 and over.

Approximately 72.3 percent of all women were licensed drivers; it was highest in SMSA's of 250,000 - 499,999 (77.4 percent) and lowest in SMSA's of 3,000,000 and over (63.6 percent).

When comparing change over time, we find that there was a 7.6 percentage point increase in the proportion of licensed drivers between 1969-1977 (table 4). SMSA's of under 100,000 showed the largest percentage point increase (10.7 percent) during this time, while SMSA's from 100,00-249,999 showed the smallest percentage point increase (4.5 percent).

By Age Groups and Sex

Table 5 shows the percent of total population 16 years of age and older with driver licenses by age groups and sex. In 1977, there were 158 million persons 16 years of age and older in the United States, approximately 80.8 percent of these persons were licensed drivers. Almost 90 percent (88.9) of all males were licensed drivers and almost 75 percent (73.4) of all females were licensed drivers. For both sexes, the highest percent of licensed drivers was in 25-29 and 30-34 year age groups, 91.2 and 92.1 percent respectively. Approximately 95 percent of all males in these age groups (95.0 and 95.4 respectively) and almost 90 percent of all females (87.7 and 89.0 percent respectively) were licensed drivers. As expected, the smallest percent of licensed drivers (47.2 percent) was in the 70 year and over age group, where only 69.3 percent of all males and less than one-third (32.7) of all females were licensed drivers.

Table 6 is a comparison of percent of licensed drivers to total population 16 years of age and older by age groups and sex, and percent difference between 1977 and 1969. Nationally, as shown in Figure 1, the percent of driver licenses to total driving population has generally increased for both males and females, with females increasing at a greater rate than males, because of the very low proportion of female licensed drivers in 1969. Specifically, while the percent of

TABLE 5. PERCENT OF PERSONS 16 YEARS OF AGE

AND OLDER LICENSED AS DRIVERS

BY AGE GROUPS AND SEX

AGE GROUPS		ION OF POPULATI	
	MALES	FEMALES	TOTAL
16 - 19	71.8	64.0	67.8
20 - 24	92.8	83.8	88.2
25 - 29	95.0	87.7	91.2
30 - 34	95.4	89.0	92.1
35 - 39	94.5	88.0	91.1
40 - 44	94.3	84.4	89.2
45 - 49	93.2	82.6	87.7
50 - 54	94.3	76.3	84.8
55 - 59	93.1	69.5	80.6
60 - 64	88.6	66.5	74.6
65 - 69	82.7	55.5	64.5
70 & OVER	69.3	32.7	47.2
TOTAL	88.9	73.4	80.8
TOTAL POPULATION			
(000,000)	74.5	83.5	158.0
LICENSED DRIVERS			
(000,000)	66.2	61.3	127.5

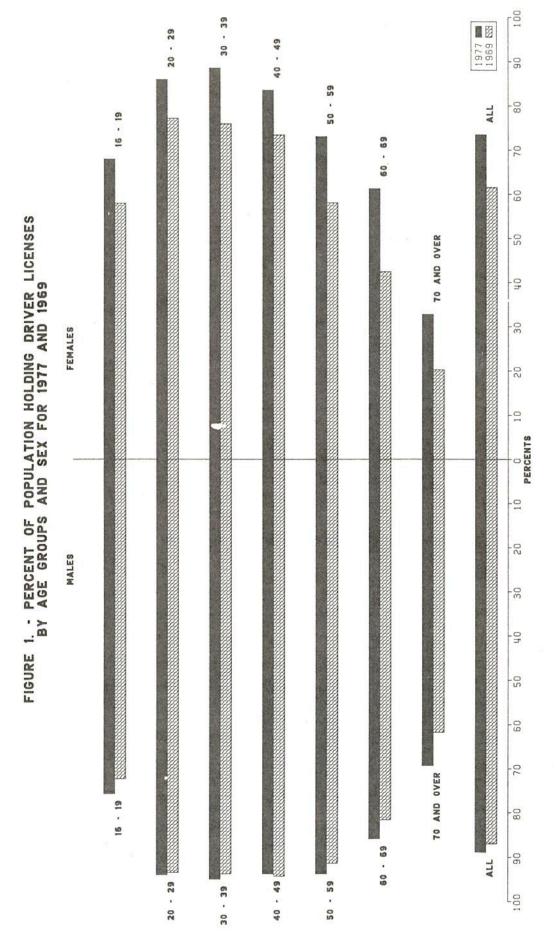
TABLE 6. PERCENT OF PERSONS 16 YEARS OF

AGE AND OLDER LICENSED AS DRIVERS

BY AGE GROUPS AND SEX.

PERCENT DIFFERENCE BETWEEN 1977 AND 1969

	PERCENT OF DRIVERS			
AGE GROUPS	1977	1969	PERCENT DIFFER- ENCE	
		MALES		
16 - 20 21 - 29 30 - 39 40 - 49 50 - 59 60 - 69 70 & OVER ALL AGES	75.7 94.0 95.0 93.8 93.8 85.9 69.3 88.9	72.3 93.5 93.8 94.3 91.4 81.6 61.8 87.0	3.4 0.5 1.2 -0.5 2.4 4.3 7.5 1.9	
		FEMALES		
16 - 20 21 - 29 30 - 39 40 - 49 50 - 59 60 - 69 70 & OVER ALL AGES	67.9 85.9 88.5 83.5 73.0 61.2 32.7 73.4	57.9 77.1 75.9 73.4 58.0 42.4 20.2 61.5	10.0 8.8 12.6 10.1 15.0 18.8 12.5 11.9	



male licensed drivers increased from 87.0 percent in 1969 to 88.9 percent in 1977 for a total difference of 1.9 percentage points, the percent of female licensed drivers increased from 61.5 to 73.4 percent respectively for the same time period, for a total difference of 11.9 percentage points.

The population of male drivers increased in almost all age groups, except for a slight decline in the 40-49 year old age group between 1977 and 1969 due to the aging of the population. Male drivers in the 21-29 and 30-39 year age groups registered the smallest gains, since they were already at a very high level and probably reached the saturation point of close to 95 percent in 1977.

The proportion of female drivers also increased in all age groups, but at a greater rate; more than 10 percentage points between 1977 and 1969. However, in spite of the gain, the proportion of female licensed drivers, in all age groups, as shown in figure 1, has been below that of males.

Table 7 shows the percentage of licensed drivers by age groups and sex. Nationwide, the total number of persons who indicated they were licensed drivers in 1977 was estimated at 127.5 million.

More than one-fourth (26.0 percent) of all drivers were in the 20-29 year age groups and totaled 33.3 million. Add to this figure drivers in the 30-34 year age group, and almost 37.0 percent of all drivers or 47.3 million were between the ages of 20-34 years. Less than 10 percent (9.4 percent) or 12 million drivers were 65 years of age and older.

Males constituted slightly more than half (51.9 percent) of all drivers and except for the 35-39 year age group, constituted the majority of licensed drivers in each age group. Females comprised 48.1 percent of all drivers. The proportion of female drivers increased steadily from 47.5 percent in the 16-19 year age group to 50.4 percent in the 35-39 year age group and then decreased with increasing age until the 60-64 year age group when it increased slightly and then decreased again to 42.1 percent in the 70 year and over age group.

As shown in table 8, the percent of male drivers within each age group has shown a decrease between 1969 and 1977 while the percent of female drivers has shown an

TABLE 7. PERCENT OF LICENSED DRIVERS

AGE		IBUTION GE GROUPS	DISTRIBUTION BY AGE	NUMBER OF DRIVERS
GROUPS	MALES	FEMALES	GROUPS	(000,000)
16 - 19 20 - 24 25 - 29 30 - 34 35 - 39 40 - 49 45 - 49 50 - 54 55 - 59 60 - 64 65 - 69 70 & OVER TOTAL	52.5 50.8 50.7 50.5 49.6 51.3 52.6 54.2 52.9 54.2 52.9 54.3 57.9 51.9	47.5 49.2 49.3 49.5 50.4 49.4 48.7 47.4 45.8 47.1 45.7 42.1 48.1	8.8 13.4 12.6 11.0 8.8 7.8 7.8 7.9 6.9 5.6 4.2 5.2 100.0	11.2 17.2 16.1 14.0 11.2 9.9 9.9 10.1 8.8 7.1 5.4 6.6 127.5

BY AGE GROUPS AND SEX

1

 TABLE 8. PERCENT OF LICENSED DRIVERS BY AGE GROUPS

 AND SEX. PERCENT DIFFERENCE BETWEEN 1977 AND 1969

105		DISTR	IBUTION WI	THIN AGE	GROUPS	
GROUPS	MAI	ES	PERCENT DIFFER-	FEM	ALES	PERCENT DIFFER-
	1977	1969	ENCE	1977	1969	ENCE
16 - 19	52.5	57.1	-4.6	47.5	42.9	4.6
20 - 24	50.8	52.6	-1.8	49.2	47.4	1.8
25 - 29	50.7	53.9	-3.2	49.3	46.1	3.2
30 - 34	50.5	53.6	-3.1	49.5	46.4	3.1
35 - 39	49.6	54.3	-4.7	50.4	45.7	4.7
40 - 44	50.6	54.5	-3.9	49.4	45.5	3.9
45 - 49	51.3	54.6	-3.3	48.7	45.4	3.3
50 - 54	52.6	57.9	-5.3	47.4	42.1	5.3
55 - 59	54.2	60.8	-6.6	45.8	39.2	6.6
60 - 64	52.9	62.7	-9.8	47.1	37.3	9.8
65 - 69	54.3	60.6	-6.3	45.7	39.4	6.3
70 & OVER	57.9	67.5	-9.6	42.1	32.5	9.6
TOTAL	51.9	56.3	-4.4	48.1	43.7	4.4

increase. However, except for the 35-39 year age group, male drivers still constitute more than half of all drivers in each age group.

Table 9 shows the percent of licensed drivers by age groups and sex. More than half (53.4 percent) of all male licensed drivers and 55.9 percent of all female drivers were under 40 years of age. Approximately 10.4 percent of male drivers and 8.5 percent of female drivers were 65 years of age and older.

As indicated in table 10, between 1969 and 1977, the percent of drivers in the 20-34 year age group continued to increase from 33.7 percent of total licensed drivers in 1969 to 37.0 percent of total in 1977 reflecting the baby boom of the fifties. The percent of licensed drivers in the 35-59 year age group decreased from 43.5 percent in 1969 to 39.2 percent in 1977, reflecting the decreased birth rate during the Depression and World War II. The proportion of licensed drivers in the population 60 years and over age group increased during this period from 13.8 percent of total in 1969 to 15.0 percent in 1977 because of the longer life span. Male and female licensed drivers showed the same trends.

Table A-2 of Appendix A compares the number of licensed drivers by age groups for 1977 and 1969. It indicates that during this period, the total number of licensed drivers increased by approximately 24.5 million. More than half (14.5 million) of this increase took place in the 16-34 year age group. The 35-39 year age group driver population increased, but at a lower rate. The 40-44 and 45-49 year age groups show a slight decrease. Beginning with the 50-54 year age group, the number of licensed drivers increased again, but at a decreasing rate.

			LICENS	ED DRIVERS		
AGE GROUPS	M	ALES	FEI	MALES	T	DTAL
	PERCENT	CUMULATIVE	PERCENT	CUMULATIVE	PERCENT	CUMULATIV
16 - 19	8.9	8.9	8.7	8.7	8.8	8.8
20 - 24	13.1	22.0	13.9	22.6	13.4	22.2
25 - 29	12.3	34.3	12.9	35.5	12.6	34.8
30 - 34	10.7	45.0	11.3	46.8	11.0	45.8
35 - 39	8.4	53.4	9.1	55.9	8.8	54.6
40 - 44	7.6	61.0	8.0	63.9	7.8	62.4
45 - 49	7.7	68.7	7.9	71.8	7.8	70.2
50 - 54	8.0	76.7	7.7	79.5	7.9	78.1
55 - 59	7.2	83.9	6.6	86.1	6.9	85.0
60 - 64	5.7	89.6	5.4	91.5	5.6	90.6
65 - 69	4.6	94.2	4.1	95.6	4.2	94.8
70 & OVER	5.8	100.0	4.4	100.0	5.2	100.0
TOTAL	10	0.0	10	0.0	10	0.0
NUMBER OF LICENSED DRIVERS (000,000)	F	6.2		51.3	1.2	27.5

TABLE 9. PERCENT OF LICENSED DRIVERS BY AGE GROUPS AND SEX

TABLE 10. PERCENT OF LICENSED DRIVERS

BY AGE GROUPS AND SEX FOR 1977 AND 1969

AGE GROUPS		1977			1969	
	MALES	FEMALES	TOTAL	MALES	FEMALES	TOTAL
16 - 19	8.9	8.7	8.8	9.0	8.8	9.0
20 - 34	36.1	38.1	37.0	32.0	36.1	33.7
35 - 59	38.9	39.3	39.2	43.5	43.7	43.5
60 & OVER	16.1	13.9	15.0	15.5	11.4	13.8
ALL	100.0	100.0	100.0	100.0	100.0	100.0

B. CHARACTERISTICS OF TRAVEL

By Age Groups and Sex

In 1977, licensed drivers were asked to give an estimate of miles driven during the 12 months preceding the interview. Unlike 1969, the response to the number of annual miles driven was left open-ended.

Table 11 indicates that more than half (56.8 percent) of all licensed motor vehicle drivers drive less than 10,000 miles per year, and more than three-fourths (77.7 percent) drive less than 15,000 miles annually. At the high-end of the spectrum, 5.8 percent drive from 20,000-24,999 miles annually, 2.4 percent drive from 25,000-29,000 miles and 5.0 percent drive more than 30,000 miles annually. Looking at the age distribution, more than three-fourths (78.6 percent) of the 16-19 years olds and 85.2 percent of the 70 year olds and over drive less than 10,000 miles annually. More than 15 percent of all drivers in 25-54 year age brackets drive more than 20,000 miles annually.

Table 12 shows that less than twenty percent (19.8 percent) of all males drive less than 5,000 miles annually, due largely to the low mileage driven by more than half (51.1 percent) of the 16-19 year olds and the 70 year old and older drivers (50.9 percent). Less than twenty percent of all drivers between the ages of 20-59 drive fewer than 5,000 miles per year. An additional 45.0 percent of all males drive between 5,000-14,999 miles annually. This indicates that more than one-third (35.2 percent) of all males drive more than 15,000 miles annually, and almost ten percent (8.6) drive more than 30,000 miles annually.

Female licensed drivers were responsible for the relatively greater percent of persons driving less than 10,000 miles annually. As shown in Table 13, almost half (49.4 percent) of all women drove less than 5,000 miles annually, with the percent in each age group never falling below 40 percent. An additional 27.0 percent of all women drive from 5,00-9,999 miles annually and 16.0 percent drive from 10,000-14,999 miles annually. This means that more than 90 percent (92.4 percent) of all women drive less than 15,000 miles annually. The remaining 7.6 percent drive over 15,000 miles annually, with 1.7 percent driving more then 25,000 miles per year.

TABLE 11. PERCENT OF MILEAGE DRIVEN BY AGE GROUPS

(ALL DRIVERS)

				MIL	MILEAGE CLASSES	SSES				
AGE GROUPS	ZERO	LESS THAN 5,000	5,000 TO 9,999	10,000 T0 14,999	15,000 TO 19,999	20,000 TO 24,999	25,000 TO 29,999	30,000 AND OVER	TOTAL	PERCENT OF DRIVERS
					PERCENT					
16 - 19	0.0	60.1	18.5	11.4	4.2	2.8	1.0	2.0	100.0	7.8
20 - 24	0.0	31.8	23.1	21.6	10.0	5.6	2.2	5.7	100.0	12.4
25 - 29	0.0	28.0	22.8	23.1	10.6	6.8	2.8	5.9	100.0	11.7
30 - 34	0.0	25.9	23.2	23.0	11.2	7.2	3.2	6.3	100.0	10.2
35 - 39	0.0	24.7	22.0	24.0	11.7	7.4	3.1	7.1	100.0	8.0
40 - 44	0.0	24.3	22.6	23.5	11.9	8.1	2.6	7.0	100.0	7.1
45 - 49	0.0	28.3	23.5	23.6	9.3	6.5	2.8	6.0	100.0	7.1
50 - 54	0.0	27.7	23.9	22.8	10.2	6.8	2.8	5.8	100.0	7.2
55 - 59	0.0	30.9	24.6	22.7	9.6	4.9	2.5	4.8	100.0	6.2
60 - 64	0.0	39.5	25.9	19.9	6.3	4.3	1.9	2.2	100.0	5.0
65 - 69	0.0	47.7	26.4	17.3	4.3	2.5	0.9	0.9	100.0	3.7
70 AND OVER	0.1	60.0	25.2	10.1	2.4	1.3	0.2	0.8	100.0	4.4
UNKNOWN MILEAGES	ı	ì	ī	ı	ı	ı	ĩ	1	r	9.2
ALL AGES	0.0	33.7	23.1	20.9	9.1	5.8	2.4	5.0	100.0	1/ 100.0
	127.5 MILLIO	MILLION DRIVERS.								

TABLE 12. PERCENT OF MILEAGE DRIVEN BY AGE GROUPS

(MALE DRIVERS)

				IIW	MILEAGE CLASSES	SES				DEDCENT
AGE GROUPS	ZERO	LESS THAN 5,000	5,000 TO 9,999	10,000 TO 14,999	15,000 T0 19,999	20,000 T0 24,999	25,000 TO 29,999	30,000 AND OVER	TOTAL	DRIVERS
					PERCENT					
- 19	0.0	51.2	20.0	15.2	5.3	3.9	1.3	3.1	100.0	8.0
- 24	0.0	18.5	18.9	25.8	15.1	8.3	3.7	9.7	100.0	12.3
- 29	0.0	11.4	18.0	28.5	16.4	11.1	4.6	10.0	100.0	11.6
- 34	0.0	10.4	17.2	27.1	17.8	11.4	5.0	1.11	100.0	10.2
68 1	0.0	9.7	15.2	28.1	16.7	12.5	5.4	12.4	100.0	7.9
- 44	0.0	9.7	16.3	26.4	17.0	13.5	4.6	12.5	100.0	7.1
- 49	0.0	12.7	17.3	28.4	15.4	10.5	4.8	10.9	100.0	7.1
- 54	0.0	13.0	18.5	26.9	15.4	11.2	4.8	10.2	100.0	7.5
- 59	0.0	16.4	20.8	28.3	14.7	7.5	4.2	8.1	100.0	6.6
- 64	0.0	22.1	27.0	26.8	10.1	6.7	3.4	3.9	100.0	5.4
- 69	0.0	33.8	31.4	21.5	6.6	3.5	1.6	1.6	100.0	4.2
70 AND OVER	0.0	50.9	28.8	13.6	3.4	2.0	0.2	1.1	100.0	5.2
UNKNOWN MILEAGES	ı	ı	ı	ï	I	ı	I	ı	1	6.9
ALL AGES	0.0	19.8	19.8	25.2	13.7	9.1	3.8	8.6	100.0	1/ 100.0
J 66.	.2 MILLION	MILLION DRIVERS.								

TABLE 13. PERCENT OF MILEAGE DRIVEN BY AGE GROUPS

(FEMALE DRIVERS)

PERCENT OF DRIVERS 7.6 12.5 11.8 10.2 6.8 5.7 4.6 3.3 11.8 8.1 7.1 7.1 3.4 100.0 7 100.0 100.0 100.0 100.0 0.00 0.00 100.0 100.0 TOTAL 100.0 100.0 100.0 100.0 100.0 ŧ 30,000 AND OVER 1.5 1.0 1.5 0.8 0.6 0.6 1.5 6.0 0.2 0.7 0.0 1.0 0.1 1 25,000 T0 29,999 0.6 0.8 1.3 0.5 0.6 0.3 0.7 0.7 0.0 0.4 0.2 0.1 0.7 T 20,000 T0 24,999 1.7 2.8 2.2 2.7 2.1 2.3 1.6 1.2 1.0 2.0 2.1 1.4 0.0 1 MILEAGE CLASSES 15,000 T0 19,999 PERCENT 2.9 4.6 4.4 4.1 6.4 6.3 2.6 4.0 3.2 1.5 0.8 3.9 1.1 ï 10,000 T0 14,999 17.0 17.4 18.5 19.8 20.3 18.5 17.9 15.7 11.2 16.0 7.1 11.4 4.4 . 5,000 T0 9,999 28.0 30.5 27.6 29.7 29.2 29.4 30.2 29.4 24.5 19.5 27.0 80. 19.4 16. ١ DRIVERS LESS THAN 5,000 49.4 45.9 45.7 42.7 40.5 40.2 45.3 61.3 67.0 45.1 49.1 75.1 70.1 1 MILLION 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 ZERO 1 е. 61 UNKNOWN MILEAGES AGE GROUPS 19 24 29 39 49 29 34 44 24 64 - 69 70 AND OVER 7 ALL AGES T 1 ı 1 I I I. 1 1 1 16 20 65 25 30 35 40 45 50 55 60

Table 14 and figure 2 compare the average mileage driven by mileage classes and sex of driver for 1977 and 1969. Both show that the percent of persons driving less than 10,000 miles annually has decreased by 10 percentage points and the percent of persons driving 10,000 miles and over has increased by about the same amount. More than three-fifths (61.5 percent) of all females drove less than 5,000 miles annually in 1969 and in 1977 it dropped to less than half (49.4 percent). For male drivers during the same period, there was a 6.4 percentage point decline in those driving less than 5,000 miles annually and a 5.1 percentage point decline in those driving between 5,000-9,999 miles annually. The percent of persons driving over 10,000 miles annually increased by 9.9 percentage points - male drivers increased by 12.6 pecentage points and female drivers by 9.3 percentage points. There is no doubt that the amount of driving done during this period has increased, and male drivers especially contributed largely to this overall increase.

Table 15 shows the percent of estimated annual miles driven by age groups and sex. Approximately 1,264,416 million miles were driven in 1977. This figure is approximately 212,151 million miles or about 14.4 percent less than estimates $\frac{1}{}$ for all motor vehicles assembled by FHWA and based on State highway agency reports. The disparity in the two estimates would seem to indicate that most driverstend to underestimate the amount of driving they do. Other factors that may contribute are (1) respondents frequently neglect to include estimates of mileage driven in other than their own customary vehicle, such as rental cars, motorcycles, etc.; (2) the mileage driven by non-licensed drivers was presumably excluded from the survey; (3) it is possible that high mileage drivers such as truck drivers and traveling salesman were underrepresented in the sample.

Male drivers estimate that they did 71.2 percent of the driving and accounted for more than two-thirds of the driving in every age group. Female drivers estimated that they did 28.8 percent of the driving and only in the 16-24 year age groups did they do more than 30 percent of the driving. Persons in the 20-44 year age brackets drove more than half (56.6 percent) of the total annual miles; while persons 65 years and older did less than 5 percent (4.5) of the driving.

1/ FHWA publication, "Highway Statistics 1977," Table VM-1, Estimated Motor Vehicle Travel in the United States and Related Data.

TABLE 14. DISTRIBUTION OF ANNUAL MILES DRIVEN

BY MILEAGE CLASSES AND SEX.

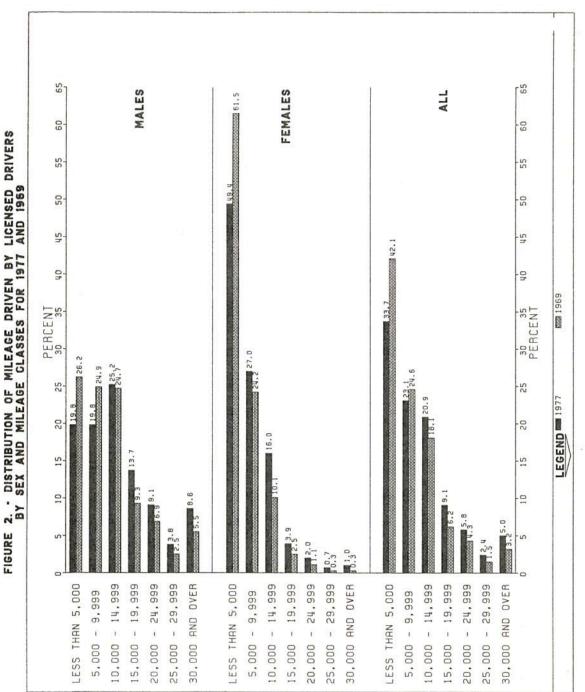
PERCENT DIFFERENCE BETWEEN 1977 AND 1969

MILEAGE	MALES	PERCENT DIFFER	FEMA	LES	PERCENT	ALL DR	IVERS	PERCENT
CLASSES	1977 1969		1977	1969	DIFFER-	1977	1969	DIFFER- ENCE
S THAN 5,000 000 - 9,999	19.8 26.2 19.8 24.9		49.4 27.0	61.5	-12.1	33.6 23.1	42.1	-8.5
000 - 14,999 000 - 99,999	25.2 24.7 13.7 9.3		16.0	10.1	5.9	20.9	18.1	2.8 2.9 4.2
000 - 99,999 000 & OVER	13.7 9.3 21.6 14.9		3.9 3.7		S 0 (28)			

TABLE 15. PERCENT OF ESTIMATED ANNUAL MILES DRIVEN

BY AGE GROUPS AND SEX

AGE GROUPS		NT OF EST		ESTIMATED NUMBER OF ANNUAL MILES
	MALE	FEMALE	TOTAL	DRIVEN (000,000)
16 - 19	66.3	33.7	100.0	56,043
20 - 24	69.6	30.4	100.0	163,012
25 - 29	71.8	28.2	100.0	168,433
30 - 34	72.7	27.3	100.0	151,282
35 - 39	72.0	28.0	100.0	125,139
40 - 44	72.7	27.3	100.0	107,754
45 - 49	72.8	27.2	100.0	99,577
50 - 54	75.1	24.9	100.0	99,613
55 - 59	75.4	24.6	100.0	79,657
60 - 64	75.4	24.6	100.0	51,398
65 - 69	73.7	26.3	100.0	29,949
70 AND OVER	75.0	25.0	100.0	26,994
ALL AGES	72.3	27.7	100.0	1,158,851
UNKNOWN MILEAGES	58.8	41.2	100.0	1/ 105,565
TOTAL	7.1 . 2	28.8	100.0	1,264,416
1/ TOTAL MIL BY USING THE AVERA AGE GROUP AND SEX PERSONS IN EACH AG ESTIMATE MILEAGE.	GE MILES AND THEN	PER YEAR MULTIPLY	PER DRI	HE NUMBER OF



21

.

Comparison of 1977 Travel with 1969 Travel by Age Groups and sex

Table 16 compares the estimated number of annual miles driven by age groups for 1977 and 1969. As indicated, there was an increase in the annual miles driven for each age group. Approximately 363,994 million additional miles were driven in 1977 than in 1969. Drivers in the 20-39 year age brackets were responsible for more than half (54.6 percent) of this increase. By subtracting the 67,301 million miles that were imputed, drivers in the 20-39 year age group were responsible for 67.0 percent of this increase.

The increased driving is reflected in the higher average annual miles per driver, as shown in table 17. Nationally, the average driver drove 10,006 miles during 1977. Males drove an average of 13,563 miles annually, and females drove an average of 5,943 miles annually. Generally, average miles driven increased for both males and females up through age 39 and then decreased. Overall, persons in the 35-39 year age group had the highest average annual miles per driver: 12,244 miles. This was true for males (17,172 miles) as well as females (7,046 miles). The average annual miles driven was lowest for persons 70 year and over (4,828 miles), with males at 5,800 miles and females at 3,217 miles. Women in all age groups drove less than half as many miles as men (except in the 16-19 year age group). Figure 3 compares the average annual miles driven in 1977 and 1969 for all drivers, and separately for males and females. Table 18 highlights the difference in estimated average annual miles driven per licensed drivers by age groups and sex for 1977-1969. Nationally, there was a net increase of 1324 miles per driver. As shown, almost all age groups, except the 60-64 age group showed a net increase; the highest net increase was in the 35-39 year age group. The average male drove an additional 2,211 miles per year in 1977 as compared to 1969, with the largest increase of 4,137 miles per male licensed driver in the 35-39 year age group. There was almost no difference in the average number of miles driven for males from 65-69 years of age. The average female drove an additional 532 miles per year in 1977 as compared to 1969. Women in the 20-24 year age group averaged the largest increase (1,153 miles per licensed driver) while women from 60-69 years of age, on the average, drove less in 1977 than in 1969.

COMPARISON OF ESTIMATED NUMBER OF ANNUAL MILES DRIVEN TABLE 16.

BY AGE GROUPS.

PERCENT DIFFERENCE BETWEEN 1977 AND 1969

AGE GROUPS	ESTIMATED DRIVEN	ESTIMATED ANNUAL MILES DRIVEN (000,000)	DIFFERENCE 1977-1969	PERCENT OF
	1977	1969	(000 , 000)	IUIAL DIFFERENCE
	56,043	39,888	16,155	4.4
20 - 24	163,012	108,987	54,025	14.8
25 - 29	168,433	112,959	55,474	15.2
30 - 34	151,282	97.008	54.274	14.9
35 - 39	125,139	90,184	34,955	9.6
40 - 44	107,754	95.451	12.303	3.4
45 - 49	99,577	95.403	4.174	1.2
50 - 54	99,613	75.504	24,109	6.6
۱ ۲	79,657	61,197	18.460	5.1
60 - 64	51,398	43.355	8.043	2.2
65 - 69	29,949	20.943	9.006	2.5
70 AND MORE	26,994	21,279	5,715	1.6
ALL AGES	1,158,851	862,158	296,693	81.5
UNKNOWN MILEAGES 1/	105,565	38,264	67.301	18.5
TOTAL	1,264,416	900,422	363,994	100.0
LV TOTAL MILES DRI	TOTAL MILES DRIVEN FOR THIS GROUP WAS PER DRIVER FOR EACH SEX AND AGE GROUP	GROUP WAS AGE GROUP	ESTIMATED BY USING AND MULTIPLYING BY	THE AVERAGE MILES THE NUMBER OF

TABLE 17. ESTIMATED AVERAGE ANNUAL

MILES DRIVEN PER LICENSED DRIVER

BY AGE GROUPS AND SEX

AGE	LIC	CENSED DRIV	ERS
GROUPS	MALES	FEMALES	ALL
16 - 19	7,099	4,031	5,662
20 - 24	13,803	6,475	10,260
25 - 29	15,881	6,548	11,337
30 - 34	16,151	6,790	11,726
35 - 39	17,172	7,046	12,244
40 - 44	16,618	6,774	11,898
45 - 49	15,428	6,280	11,043
50 - 54	15,003	5,965	10,887
55 - 59	13,764	5,647	10,165
60 64	10,843	4,452	8,002
65 - 69	6,925	3,919	6,277
70 AND OVER	5,800	3,217	4,828
ALL AGES	13,563	5,943	10,006

TABLE 18. DIFFERENCE IN ESTIMATED AVERAGE ANNUAL MILES DRIVEN PER LICENSED DRIVER BY AGE GROUPS AND SEX. 1977 - 1969

AGE		E IN ESTIMATE ES DRIVEN, 19	
	MALES	FEMALES	ALL
16 - 19	1,636	445	1,029
20 - 24	2,378	1,153	2,000
25 - 29	1,950	1,009	1,523
30 - 34	1,655	1,038	1,452
35 - 39	4,137	814	2,366
40 - 44	3,485	824	2,065
45 - 49	2,610	9	1,168
50 - 54	2,658	511	1,440
55 - 59	2,269	208	1,156
60 - 64	1,133	-839	-110
65 - 69	10	-254	427
70 +	498	34	184
ALL	2,211	532	1,324

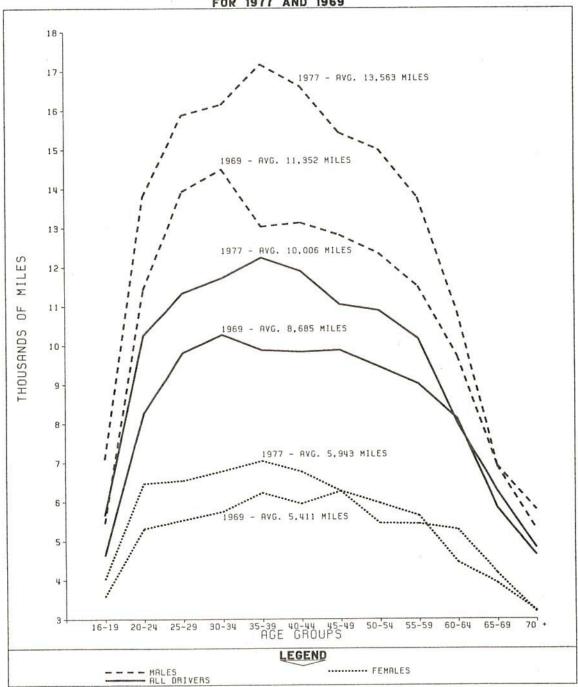


FIGURE 3. AVERAGE ANNUAL MILES DRIVEN PER Licensed Driver by Age groups and sex For 1977 and 1969

Place of Residence: Inside/Outside SMSA's

As shown in table 19, vehicle miles of travel were highest for licensed drivers who resided in the less populated areas. Drivers living outside of SMSA's and in places of less than 5,000 population drove some 760 miles less in 1977 than drivers residing in places of more than 5,000 population. Inside SMSA's, those living outside the central city, drove almost 1,000 miles more annually (10,376 miles) than those living inside central city (9,413 miles). The average driver drove 10,006 miles, regardless of place of residence. Of the 1,159 billion miles driven annually, almost two-thirds (65.6 percent) of the miles were driven by two-thirds (66.1 percent) of the drivers who lived in SMSA's.

Average Vehicle Miles of Travel Driven per Licensed Driver by Number of Drivers and Number of Vehicles in the Household

As shown in table 20, for one and two driver households, the average number of miles driven per driver increases with the number of vehicles in the household. However, in households with three-or-more drivers, there is variation in mileage driven per driver as the number of vehicles in the household increases. On the average, the number of miles driven per driver increases almost proportionately to the number of vehicles in the household.

Relationship of Number of Licensed Drivers in the Household and Household Income

On the whole, as income increases, the average number of miles driven per licensed driver increases. This is shown in table 21. In one-driver households, the average mileage per driver increases with income until the \$25,000 mark and then it begins to decrease. The average mileage for one-driver households is 9,841 miles. In twodriver households, the high is reached in the \$25,000-\$34,999 income level and then it plateaus. The average mileage driven per driver in these households is 10,205 miles. In three-driver households, mileage per driver increases as household income increases, although the average mileage is 9,945 miles, slightly lower than the average for one and two driver households. In households with four-and-more drivers, the average mileage per driver is greatest in households with incomes of over \$50,000 (14,453 miles per driver) and lowest in households with incomes from \$5,000-\$9,999. The average mileage for households with four-and-more drivers is 9,152 miles, again slightly lower than in three driver households. Only in households with two drivers does the average mileage per driver (10,205 miles) exceed the average for all drivers of 10,006 miles.

TABLE 19. AVERAGE NUMBER OF VEHICLE MILES DRIVEN

PLACE OF RESIDENCE	NUMBER OF MILES DRIVEN (000)	TOTAL DRIVERS (000)	AVERAGE MILES PER DRIVER
INSIDE SMSAs OUTSIDE A CENTRAL CITY INSIDE A CENTRAL CITY	433,109,906 327,365,626	41,740 34,780	10,376 9,413
OUTSIDE SMSAs POPULATION < 5,000 POPULATION > 5,000	216,710,308 181,846,189	20,640 18,672	10,499 9,739
TOTAL	1,159,032,029	1/ 115,833	10,006

PER LICENSED DRIVER BY PLACE OF RESIDENCE

TABLE 20. AVERAGE NUMBER OF VEHICLE MILES DRIVEN PER LICENSED DRIVER BY NUMBER OF DRIVERS AND NUMBER OF VEHICLES IN THE HOUSEHOLD

NUMBER OF DRIVERS		NUMBER O	F VEHICLE:	S IN HOUS	SEHOLD
IN HOUSEHOLD	1	2	3	4 +	ALL
1.	9,417	12,031	13,957	15,948	10,238
2	7,488	10,733	11,986	13,826	10,261
3	9,203	8,252	10,595	12,138	9,958
4 +	8,892	6,797	8,431	10,474	9,194
ALL	8,520	10,418	10,963	12,020	1/ 10,121

TABLE 21. AVERAGE NUMBER OF VEHICLE MILES DRIVEN

BY NUMBER OF LICENSED DRIVERS IN THE HOUSEHOLD

AND HOUSEHOLD INCOME

UNDER \$5,000- \$10,000- \$15,000- \$25,000- \$5,000 \$9,999 \$14,999 \$24,999 \$34,999 \$6,484 \$8,973 \$11,657 \$12,367 \$12,096 \$6,484 \$8,973 \$11,657 \$12,367 \$12,096 \$6,756 \$8,455 \$9,674 \$11,219 \$12,342 \$8,536 \$9,279 \$9,674 \$11,219 \$12,342 \$8,536 \$9,279 \$9,521 \$9,878 \$10,906 \$8,535 \$9,279 \$9,221 \$9,878 \$10,906 \$8,655 7,350 \$8,227 \$8,431 \$10,434 \$6,814 \$8,685 \$9,952 \$10,817 \$11,688	NIIMBED OF DRIVEDS				HOUSEHOL	HOUSEHOLD INCOME			
8,973 11,657 12,367 12,096 8,455 9,674 11,219 12,342 9,279 9,221 9,878 10,906 7,350 8,227 8,431 10,434 8,685 9,952 10,817 11,688	IN HOUSEHOLD	UNDER \$5,000	\$5,000- \$9,999	\$10,000- \$14,999	\$15,000- \$24,999	\$25,000- \$34,999	\$35,000- \$49,999	\$50,000 AND OVER	ALL
8,455 9,674 11,219 12,342 9,279 9,221 9,878 10,906 7,350 8,227 8,431 10,434 8,685 9,952 10,817 11,688	-	6,484	8,973	11,657	12,367	12,096	11,774	10,600	9,841
9,279 9,221 9,878 10,906 7,350 8,227 8,431 10,434 8,685 9,952 10,817 11,688	2	6,756	8,455	9,674	11,219		11,678	11,760	10,205
7,350 8,227 8,431 10,434 8,685 9,952 10,817 11,688 1	3	8,536	9,279	9,221	9,878	10,906	11,133	11,247	9,945
8,685 9,952 10,817 11,688	4 +	8,655	7,350	8,227	8,431	10,434	9,644	14,453	9,152
	ALL	6,814	8,685	9,952	10,817	11,688	11,132	11,923	10,006

IV. SUMMARY

Approximately 80.8 percent of all persons 16 years and over were licensed drivers in 1977, a 7.2 percentage points increase from 1969 and was due largely to the increasing proportion of women drivers. While the percent of male drivers increased 2.1 percentage points from 1969 to a level of 89.1 percent in 1977, the percent of female licensed drivers increased by 11.9 percent to a level of 72.3 percent in 1977. For both sexes, the highest percent of licensed drivers (as a proportion of 16 years and older) was in the 25-29 and 30-34 age groups, 91.2 and 92.1 percent, respectively.

Approximately 51.9 percent of all licensed drivers are males, a 4.4 percent decrease from 1969. Approximately 48.1 percent of all licensed drivers are females, a 4.4 percent increase since 1969. Since 1969, the percent of male drivers within each age group has shown a decrease. While female drivers have continued to make gains as drivers, the proportion of female licensed drivers in all age groups, except the 35-39 year age group, remains below that of males.

A comparison of 1977 data with 1969 data indicates that the percent of persons driving less than 5,000 miles annually has decreased, while the percent of persons driving the longer distances has increased. Male drivers specifically have contributed largely to this overall increase.

The increased driving is reflected in the higher average annual miles per driver. Nationally, the average driver drove 10,006 miles during 1977, an average increase of 1,324 miles from 1970. Males drove an average of 13,563 miles annually, an increase of 2,211 miles per driver from 1969. Females drove an average of 5.943 miles, up 532 miles per female driver from 1969.

Generally, average miles driven increased for both males and females up through age 39 and then decreased. The average annual miles driven was lowest for persons 70 years of age and older. Despite the increased driving by female drivers, males on the average drove more than twice the miles per year averaged by females.

Vehicle-miles of travel were highest for licensed drivers who resided in the lesspopulated areas. Drivers living outside of SMSA's in places of less than 5,000

population, drove 10,4999 miles or 760 miles less than those drivers living in places of more than 5,000 population. Inside SMSA's, drivers living outside the central city drove almost 1000 miles more (10,376 miles) than those living inside the central city. Here in the second

On the average, the number of miles driven per driver increases almost proportionally to the number of vehicles in the household.

As household income increases, the average number of miles driven per licensed driver increases.

APPENDICES

Appendix A - Additional Tables

Table A-1.Number of Licensed Drivers from 1977 NPTS Compared toNumber of Driver Licenses from State Documents by Age Groups

Table A-2. Comparison of the Number of Licensed Drivers by Age Groups for 1977 and 1969

Appendix B - Survey Procedures and Data Processing

Appendix C - Survey Questionnaire

Apendix D - NPTS Public Use Tape Request

TABLE A-1. NUMBER OF LICENSED DRIVERS FROM 1977 NPTS COMPARED TO NUMBER OF DRIVER LICENSES FROM STATE DOCUMENTS

BY AGE GROUPS

AGE GROUPS	NPTS LICENSED DRIVERS	PERCENT OF TOTAL	FHWA DRIVER LICENSES	PERCENT OF TOTAL
16 - 19	11,222	8.8	11,847	8.6
20 - 24	17,088	13.4	18,686	13.5
25 - 29	16,068	12.6	17,883	13.0
30 - 34	14,028	11.0	15,305	11.1
35 - 39	11,222	8.8	12,353	8.9
40 - 44	9,947	7.8	10,568	7.7
45 - 49	9,947	7.8	10,376	7.5
50 - 54	10,074	7.9	10,282	7.4
55 - 59	8,799	6.9	9,412	6.8
60 - 64	7,142	5.6	7,718	5.6
65 - 69	5,356	4.2	6,050	4.4
70 +	6,632	5.2	7,641	5.5
TOTAL	127,525	100.0	138,121	100.0

TABLE A-2. COMPARISON OF THE NUMBER OF LICENSED DRIVERS BY AGE GROUPS FOR

1977 AND 1969

12	NUMBER OF LIC	CENSED DRIVERS	DIFFERENCE
AGE GROUPS	1977	1969	1977-1969
	(000)	,000)	(000,000)
16 - 19	11.2	9.3	1.9
20 - 24	17.2	13.5	3.7
25 - 29	16.1	11.6	4.5
30 - 34	14.0	9.6	4.4
35 - 39	11.2	9.4	1.8
40 - 44	9.9	10.0	-0.1
45 - 49	9.9	10.0	-0.1
50 - 54	10.1	8.4	1.7
55 - 59	8.8	7.0	1.8
60 - 64	7.1	5.6	1.5
65 - 69	5.4	3.8	1.6
70 + TOTAL NUMBER OF	6.6	4.8	1.8
DRIVERS	127.5	103.0	24.5

Appendix B

SURVEY PROCEDURES AND DATA PROCESSING

Background

The 1977 NPTS was conducted by the Bureau of the Census under the joint sponsorship of the Federal Highway Administration, and the National Highway Traffic Safety Administration of the Department of Transportation (DOT), as part of the expanded scope of the National Travel Program. The National Travel Program is part of the Census of Transportation, which is conducted every five years by the Bureau of the Census and includes the National Travel Survey (NTS). In 1977, the National Travel Program also included the 1977 NPTS and provided profiles of the volume and characteristics of travel by the civilian population.

Sample Design

The 1977 NPTS was based on a national probability sample of 24,466 households selected from each of the 50 States and the District of Columbia and representing the total civilian noninstitutional population of the United States. Of the 24,466 household, 3,433 units were found to be vacant, demolished, converted to nonresidential use, or otherwise ineligible for the survey. Some 3,084 households were not interviewed because the occupants were not at home after repeated calls, refused to paticipate in the survey, or were unavailable for some other reason.

All of the sample units consisted of households that had previously been interviewed for the Current Population Survey (CPS). The CPS is a stratified multistage cluster sample. In the first stage, the United States was divided into 1,030 primary sampling units (PSU's) consisting of counties, groups of counties, or independent cities, which were gouped into 376 strata. Among these strata, 156 consisted of a single PSU, designated as self-representing (SR) areas, and generally contained the larger metropolitan areas. The remaining 220, contained one or more according to socio-economic PSU's relatively homogeneous that are characteristics. From each stratum, a single PSU was selected for the sample with a probability proportionate to its 1970 census population; these PSU's are referred to as non-self representing (NSR). The CPS portion of the NPTS was selected from these 376 PSU's (156 SR and 220 NSR).

Methodology

As indicated previously, the 1977 NPTS was conducted as part of the expanded scope of the National Travel Program which also included the National Travel Survey (NTS). The NTS/NPTS included a common sample of 13,365 households interviewed from April-November 1977 and January 1978; these households were referred to as the basic sample, and were interviewed four times for NTS data and once for NPTS data. An additional 4,584 addresses, referred to as the supplemental sample, were divided into three equal parts and were interviewed in December 1977, February 1978, and March 1978. This arrangement spread the total NPTS data collection over a 12-month period from April 1977-March 1978, with approximately 1500 households to be interviewed each month.

, lind.

1

ì

Ĵ

1

Å.

N.

77

الخمسين متدخر الألائيه

ui la

1

10

ł

and a

بمثقفت الملياتين فرغا

The households within each monthly sample were divided into 14 equal parts, with each part assigned to one of the first 14 days of the interview month. The assigned day was referred to as the designated travel day. In addition, each household was interviewed for trips of 75 miles and longer for the 14 days preceding the travel day; this was referred to as the 14-day travel period. Thus each household was interviewed for trips and travel during a 15-day period.

Data Processing

The major steps performed by the Bureau of the Census for the 1977 NPTS included clerical editing and coding of the NTS-2 Questionnaire, (Sections I-VI); the NTS-2A (Section VII) was edited and coded by the FHWA DOT personnel; full transcription of the data to magnetic tapes; computer edit of the data to ensure completeness and consistency; calculation of the weighting factors for each household; and computation of variance and calculation of statistical reliability of the data. The FHWA tabulated the data upon receipt of the edited, weighted data tapes from the Bureau of the Census.

Special Tabulations

There are some applications that require the use of data items on the Census file, such as those related to place of residence of individual respondents, that cannot be included on the public use tape without possible disclosure of the individual respondents. If disclosure can be avoided, the Bureau of the Census will undertake

special tabulations in accordance with its policy that "Special tabulation or transcriptions of data in the files of the Bureau of the Census will be undertaken on a cost basis, insofar as Bureau facilities are available. Those requesting special tabulations should understand that the data are based on surveys paid for by public funds and, therefore, are public property. The purpose for which such tabulations are obtained must not be contrary to the public interest, or be used to give unfair commercial or other advantage to any person or group."

Requests for special tabulations should be adressed to: Chief, Demographic Surveys Division, Bureau of the Census, Washington, D.C. 20233.

Subject Areas Planned for 1977 NPTS Reports

The following is a list of subject areas for which 1977 NPTS reports are presently planned. The sequence does not necessarily indicate the order in which the reports will be prepared and published. This is not a list of actual reports or report titles, but rather a list of subject areas. It is offered as an indication of current plans as well as to give transportation researchers and planners a general indication of the variety and scope which the 1977 NPTS data encompasses. For those reports that have been published, the correct title, report number and publication date are shown.

Licensed drivers: Characteristics of 1977 Licensed Drivers and Their Travel (Report # FHWA 1PL 180 1007, October 1980) Item 21: 74 pages Private vehicles - ownership and physical characteristics Purpose of trips and travel Home-to-work trips and travel Vehicle occupancy Vehicle utilization Travel and the family life cycle Multi-occupant vehicle travel - public and private Rural vs. urban travel Mapping as a travel data collection technique Survey description and tables of variance Discretionary travel Household travel rates Person-trip characteristics

Appendix C

▲ FOM 2		SURVEY OU	SURVEY QUESTIONNAIRE				i i i	APPERALIX C Form Approved; O.M.B. No. 41-R2943	o. 41-R294
MOTNCE - Your report to the Census Code). All identifiable information wi		FORM NTS-2	U.S. DEPARTMENT OF COMMERCE BUREAU OF THE CEMPUS	E a. Questionnaire	aire	ا ق 		questionnaires	
the purposes of the survey, and ma	the purposes of the survey, and may not be disclosed or released to others for any purpose.				Interviewer interferenden		6. Designation transit		
1a. Control number NTS Serial Check		DETAILED F (S	DETAILED PERSONAL INTERVIEW (Sections 1-VI)					9	đ
Address (Check 1		NATIONA	NATIONAL TRAVEL SURVEY	c. Record of interview	-	Date completed		nd travel works (cc.s)	
1B. Address (sheet) Line) what is your exact arrest (include House No., St., Apt. No., or other identification)		1977 CENSUS	1977 CENSUS OF TRANSPORTATION	204) househ	household respondent		 []		Dete
			Z, HOMINTERVIEW STATUS	IEW STATUS) - .		- 	TYPE Z].
Place, State and ZIP code		TYPE A	TYPEB	E 8		TYPEC		Interview not obtained for:	d for:
		I No one home	e 🗌 Vacant-regular	10 🗌 Under construction,	onstruction,	14 🗌 Demolished		Line number(s) -	
		z 🗌 i emporarity accents a 🗍 Refused	7 Vacant-storage of household furniture		Converted to temporary business of stresses	its [] House or tratier moved			
1c. Type of structure (cc e)		4 Unable to locate a 1 Other - occ.	by persons with URE		Unoccupied tent site or trailer	16 [] UDINERIED TO	siness		
(203) i □ Single family detached]	 Untit, or to be demotished 	site, pe constru	site, permit granted, construction not started	cr storage	8		
2 Single family attached to 1 or more structures	or more structures][(6 2)		
a 🖂 Single family trailer or mobile home	le home	RACE OF HEAD				19 Other			
4 🔲 Multi-family 2-4 units	1					1		. -	
s 🗂 Mutti-family over 4 units							<u></u>		
• Other - Specify									
() NAME (Last name first)	RELATIONSHIP TO 1 BIRTH DATE HOUSEHOLD HEAD //CC 11)	AGE M (cc 12)	SEX RACE (OC 14) (OC 15)	ORIGIN	EDUCATION For persons 5+	FORCES		12. TOTAL FAMILY INCOME IN PAST 12 MONTHS (CC 23)	15
(CC 30)	(CC 9b) Enter in numerals	Enter In FOI	Enter code Enter code	 	Highest grade Grade completed			1 🗌 Under \$2,000	
N au	3	4	Sep. 2 - Fennale 2 - Negro	(CC 16) Enter code	(CC 17a) (CC 17b))	z 2,000-5 2,999	
	Output CarlCe CarlCe CarlCe	3 1 1 1 1	5 - NM 3 - Other			Yes 1 - Yes No 2 - No		3,000- 3,999 4,000- 4,999	
6. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5.	St. ONLY M		4	*	104				
					-		<u>ו</u> ם		
的。————————————————————————————————————						 	<u>]</u> [10,000- 11,999 12 mm- 14 999	
1988年間にはあるなが いたい キャー・シー							<u></u>		
][
	なないに、「「「「「」」			-			, Ū		
						-	ק		
							<u> </u>	50,000- 99,999	
「「「「「「「「「」」」」」「「「」」」」」」									
	「「「「「「」」」 「「」」 「「」」 「「」」 「「」」 「」」 「」」						13. TOTAL N	13. TOTAL NUMBER OF HOUSEHOLD TRIPS	LO TRIPS
		, ,	· · · · · · · · · · · · · · · · · · ·					a. Havel day a. H-Dav travel nerind	
Person 1		Person 2	the second s	Person 3	-			Person 4	

Factor Factor <th> -</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>Sect</th> <th>Section I - M(</th> <th>DTORIZ</th> <th>ED VEH</th> <th>- MOTORIZED VEHICLE RECORD</th> <th>(*) </th> <th>kanan Ang kan Ang kan Ang kan</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>	-							Sect	Section I - M(DTORIZ	ED VEH	- MOTORIZED VEHICLE RECORD	(*) 	kanan Ang kan Ang kan Ang kan							
• The any interfactor with the constraint of the constant of the con		 READ — Now I would like t 	to ask you	some questions	s about motor veh	hickes owne	d or used b	y mambers o	A this house	ehold.											
Act time f c and once all valuette value. The company of the function and of the function and of the function and the function and the function of the function and the function of the functi	1	 How many licensed motorized during the period from (1st da motorized vehicles. Also inc. 	I vehicles by of 14-D; clude mato	were owned, or ay Travel Perior rized bicycles (i	available for use d) through (Trave MOPEDS) whethe	e on a regu si Day)? In si licensed	far basis, b clude lease or not.	y members o d or compan	of this house ly-awned lic	ehold ensed	(ii)	Num o 🗔 None – Ski	iber of veh IP to Secri	icles on H							
Mitche II (Mitche Mi		 Ask item 14c and onter all 	I vehicle	types. Then	complete 14d th	hrough n Ic	or the first	vehicle be	Hore recor	ding the	informati	on for the seco	nd vehicle	, etc.							
Markets		What type(s) of			Do not ask for i	motorcych	es or moto	rized bicyc	cles		ĥ	Who overs the		Ask for t	iousehold	peumo-J	is this vel	4	s it used to	r	bout how many
1 Antonche Anton enter steman Anton enter steman <th></th> <th>Venicle is it (are they)?</th> <th>What is the</th> <th>What is the m</th> <th>zke and model?</th> <th><u> </u></th> <th>loes it have</th> <th></th> <th></th> <th>s it air orditioned</th> <th></th> <th>vahitie? (Use codes beic</th> <th>[Aic</th> <th>(Entry of</th> <th>. T' II C</th> <th>olumn ı)</th> <th>4 times a</th> <th></th> <th>ALL the wa work of PA</th> <th></th> <th>iles was this chicle driven</th>		Venicle is it (are they)?	What is the	What is the m	zke and model?	<u> </u>	loes it have			s it air orditioned		vahitie? (Use codes beic	[Aic	(Entry of	. T' II C	olumn ı)	4 times a		ALL the wa work of PA		iles was this chicle driven
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		tuse codes below) 1 Automobile 2 Station wagon	model year?	Example: Do	dge, Coronet	. 4	Iansmission	, , , , , , , , , , , , , , , , , , ,	•			 Owned by ment of household Company-owned 	20	s it purchase ecsived, new ised?		vas the date chase (or t)?	to go to +		Hay?	<u> </u>	rring the last 2 anonths? In from the
I = I = I = I = I = I = I = I = I = I		3 Vanbus Minibus 4 Other van 5 Pickup 6 Pieure anter	•				Cricle 1 - Ye: 2 - Nn		arcare ar if itaryj	Circle I ~ Ye		3 Leased 4 Rented 5 Other - Specify		Cırcle 1 - New 2 - Usod	(For V purcha last 1. MONT	ehicles used within the 2 months enter 14 and year.	Curro 1 - Yes		Circle I - All the		less than Conditis ago)?
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	төдтый эрэг						2								For al year c	hers, enter nly) fer numerals)		~	A 110 - 7		
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	uəv				Ļ	OFFICE	Ľ			,é				<u>ـ</u>		ند	<u>-</u>		é	<u></u>	
Image: Second state of the second		yuuri apering	đ.	•		ONLY		No.	 ور	Yes	DN N	7	ž	-	┢╌┤	┝─	Yes	0N	<u> </u>	Part	Ë
(Ast only if one of the strate modely classe for galaxies for the formula for the strate modely classe for galaxies for the formula for the strate modely classe for galaxies for g		1		-		·····	-	2		-	2	 		1 2			_	2	1	2	
And the formation of the	\sim							2		-	2	_		1 2			-	2		2	
(Ast only if one or more vertices were reported in 143 (1) (2) (1) <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td>1</td> <td>2</td> <td></td> <td>1</td> <td>2</td> <td></td> <td></td> <td>1 2</td> <td> </td> <td></td> <td>_</td> <td>2</td> <td>_</td> <td>2</td> <td></td>				-			1	2		1	2			1 2			_	2	_	2	
(Ast only if one or more vehicles were reported in Table 1 2 1 <td>+</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td>2</td> <td></td> <td>1</td> <td>2</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td>2</td> <td></td> <td>2</td> <td></td>	+						-	2		1	2	-					1	2		2	
Acts only if one or more vehicles were reported in 143 1 2 1	<u>م</u>						-	2		-	2			1 2			-	2		2	
(Ask only if one or more vehicles were reported in Tat) 1 2 1	·•						-	2		-	2			1 2			1	2	l	2	
(Ast only if one or more vehicles were reported in 143) 1 2 1 2 1 2 1 2 1 2 (Ast only if one or more vehicles were reported in 143) 1 2 1 2 1 2 1 2 1 2 (Ast only if one or more vehicles were reported in 143) 1 2 1 2 1 2 1 2 (Ast only if one or more vehicles were reported in 143) 2 1 2 1 2 1 2	~							2		-	2			1 2			I	2	~	2	
(Ask only if one or more vehicles were reported in 143) 1 2 1 2 1 2 1 2 1 2 1 2 (Ask only if one or more vehicles were reported in 143) (Ask only if one or more vehicles were reported in 143) 1 2 1 2 1 2 1 2 1 2 (Ask only if one or more vehicles were reported in 143) (Ask only if one or more vehicles were reported in 143) (Ask only if one or more vehicles were reported in 143) (Ask only if one or more vehicles were reported in 143) (Ask only if one or more vehicles were reported in 143) (Ask only if one or more vehicles were reported in 143) (Ask only if one or more vehicles were reported in 143) (Ask only if one or more vehicles were reported in 143) (Ask only if one or more vehicles were reported in 143) (Ask only if one or more vehicles were reported in 143) (Ask one) (Ask one) <td>~</td> <td>-</td> <td></td> <td>-</td> <td></td> <td></td> <td>1</td> <td>2</td> <td></td> <td>1</td> <td>2</td> <td>- - 186-18</td> <td></td> <td>1 2</td> <td></td> <td></td> <td>1</td> <td>2</td> <td>-</td> <td>2</td> <td></td>	~	-		-			1	2		1	2	- - 186-18		1 2			1	2	-	2	
(Ask only if one or more vehicles were reported in 142) In the last pear, whit has been the average movebly expense for sullivericites conned or Acced by this household? *⊂ Don't know	-						-	5		1	2	.		1 2	 			2	-	2	
(Ask only if one or more vehicles were reported in 14a) in the last year, what has been the avenage movely expense for sullivericies owned or kessed by this household? ×																					
	≜ ⊮_		vhicles w In the aven	ere reported n. N gh monfrijy (xi)	n 142) Dense for gasolin.	e fer slil <mark>va</mark>	ikickas ommu	5				\$ form		monthly						÷	
													_			-				-	

L	Section II – AVAILABILITY OF PUBLIC TRANSPORTATION	PUBLIC TRANSPORTATION
	READ - Now I would like to ask about transportation in the area.	
	16. Is public transportation, other than laxis, avaitable within 2 miles of your home?	(402) 1 □ Yes 2 □ No x □ Don't know } Sk/P to 18
<u> </u>	17a. How far from your home is the NEAREST public transportation stop - (other than taxis)?	$\begin{array}{c} \textbf{(0)} i \subseteq \text{Less than 3 blocks (Less than 4 mile) \\ \textbf{z} \subseteq 3 - 6 \text{ blocks (}^4 - i_7 \text{ mile)} \\ \textbf{z} \subseteq 7 - 12 \text{ blocks (} \text{Hore than 4 mile, but not more than 1 mile) \\ \textbf{z} \subseteq 13 - 24 \text{ blocks (} \text{Hore than 4 mile, but not greater than 2 miles) \\ \textbf{x} \subseteq 0 \text{ bon't know } - skup to $78 \\ \end{array}$
	b. What type of transportation is it?	
39	18. How far is it from your home to the mearest point where you can get on or off a freeway, tollway or expressway? (A divided highway which goes under or over all crossing roads and can be entered or left only at selected points by way of a ramp)	 40.5 1 Less than 1 mile 2 1 -2 miles 3 More than 2, less than 5, miles 4 5 miles or more x 0 Don't know
-	19. For traveling to cities 30 miles or more away, how far is it from your home to the nearest -	
	a. inter-city bus terminal?	● ● Less than ¼ miles ● ● Less than ¼ mile × ● Don't know ■ ● ● None available
	b. train station?	● ■ Less than ½ mile ■ ■ Less than ½ mile × ■ Don't know ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■
	c. airport served by scheduled airlines?	ectes than ½mile □ Less than ½mile × Don't know sees None available
Ľ.	FOAM NT4-2 (11-6-71)	Page 3

.

	∼Peans ↓	Page 4
Section III - OCCUPATION AND TRAVEL TO WORK	Household member hine number	Γ
	(w)	
	[] VIS - Therefore information for 254-b them CO times 224-b before continuing instrume	
	2	
READ - Now I would like to ask you some questions about your occupation.		
20a. What were you doing most of LAST WEEK - (working, keeping house, guing to school) or something else?	(502) 1 □ Working - Skrip to 200 5 □ Going to school 2 □ With a job but not at work ~ skrip to 200 6 □ Unable to work - skrip to Socion IV 3 □ Looking for work 7 □ Retired 4 □ Keeping house 8 □ Other ~ Specify	
b. Did you do any work at all LAST WEEK, not counting work around the house?	1 1 Yes - Skip to 200 2 1 No	
c. Did you have a job or business from which you word temporarily absent or on layoff last week?	(SO) 1 Ves 2 NO - SKIP to Section IV	
d. For whom did you work? (For Armed Forces, enter the particular branch)		
e. What kind of business or industry is this? (For Armed Forces, enter "Same as above")		
1. What kind of work were you doing? (For example, electrical engineer, stock clerk, typist, farmer, Armed Forces) NOTE: Single word entries seldon give sufficient description.		
s. What were your most important activities as a (read entry from 2017) (For example, typing, keeping account books, selving cars, Anned Forces).		
h. Yee you -	 1 □ An employee of a PRIVATE company, business, or inclividual for wages, salary, or commissions? 2 □ A GOVERNMENT employee (Faderal, State, county, or local)? SELF-EMPLOYED in OTM business, professional practice or fam? (Max, "No.," to fammer without asking) 1 is incorrorabed? a □ Yes a □ Yes a □ Working WITHOUT PAY in family business or fam? 	
21. What is your principal means of transportation to work?	(SS) ← Enter code	Ī
(Enter code from NTSS, page 8)	Other - :	

Z2a. is this a regular arrangement of 2 or more persons traveling to work together - (carpool)?	(309) o∏ No - skip to 23 YES - How many persons, including you? Persons
b. How many of these persons are members of this household? (Include the respondent)	(510) Household members
c. Do you share driving, drive others only or ride only?	(51) 1 Share driving 2 Drive others anly 3 Ride only
23. What is your main reason for not riding in a carpool?	(512) 01
24a. In the last year have you changed your principal means of transportation to work?	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$
b. What was your reason for changing? Any obter reason? (Merk ALL that apply)	Image of residence Image of residence * 2 Change of job location * 2 Change of job location * 2 Change of job location * 3 Previous means unsatisfactory
25. What was the principal means of transportation to work before this change? (Enter code from NTS-6, page 8)	(51.5) ← Enter code Other - specify
CHECK Is one of the codes 01-07 entered in 25 above? ITEM C	☐ Yes □ No ~ Skup to 27
26a. Was this a regular arrangement of 2 or nore persons traveling to work together - (carpool)?	(516) a □ No - SKIP to 27 YES - How many persons, including you? Persons
b. How many of these persons were members of this household? (Include the respondent)	(517) Household members
c. Did you share driving, drive others only or ride only?	(S18) 1 □ Share driving ≥ □ Drive others only ∋ □ Ride only
27. What is the one-way distance from your home to your present place of work?	(519) Miles o∏ Less than ½ mile ss⊡ No fixed place - sk/P to Section /V
28. How long does it usually take you to get from home to work?	
FORM NT5.2 (11.077)	S the function of the function

Page 22 Household member line number . We – SKiP to the introduction marked READ above item 31 Stops (Each of these stops is a trip) (523) $0 \square | N_0 - SKIP to Section V$ YES ~ Which type of vehicle? $tenter code from <math>N_7S$ -6, nage B? YES - About how many miles? (52)) 1 () Yes 2 () No - SkiP to Section V 🛄 Yes 🛄 No – SkiP to Section V Days a week о 🗌 Less than 🖓 mile Alles / Miles miles Milles 🗆 YES (524) 0 □ No (init) (E) (<u>s</u> 8 ۲ Section IV - DRIVER INFORMATION Ask all household members 16 years or older. is there an entry in item 21 for this respondent (to indicate that he has a job)? About how many thousands of miles did you, personally, drive during the last 12 months, including miles driven as part of your work? e. You said you drove miles (entry in 30b) as part of your work on (Trave) Day). How many work-related stops did you make? (if respondent has already indicated that he drives, verify and mark appropriate box) c. Approximately how many miles do you drive on an average work day, not counting driving to and from your place of work? d. On the average, how many days a week do you drive as part of your work? 30a. As an essential part of your work do you drive a motovized vechicle, such as a car, bus, van, fruck, taxi or motorcycle? SHOW CALENDAR b. Did you drive this vehicle as part of your work on (Travel Cay)? Is one of the codes 01-07 or 14 entered in 30a? What was the longest dislance you traveled between 2 consecutive work-related stops? 23a. Are you a licensed driver? CHECK Item D CHECK ITEM D-1

CHECK Item D-2	Is the entry in 30e 4 staps or less?	Yes Complete Part A of the NTS-2A for each of these frige when you complete the NTS-2A for this respondent, How SkUP is the introduction marked READ, econe item 31
SHOW MAP 30g. You said you t Was all this tri	show MAP Sue said you baveledmiles (entry in 30b) as part of your job on (Trave) Day). Was all this travel within the area on this map?	(23) 1 □ No - SKIP to the introduction marked READ, above item 31 2 □ YES
CHECK ITEM D-3	Does the PSU urban/rural map for this household have an urban/rural boundary(les) marked on it?	(30) 1 \square No – SkiP to the introduction meried READ, above item 31 $z \square$ YeS – Show map to the respondent and ask 30h
h. About how man boundary(ies) (h. About how many of these miles were within the URBAN boundary(ies) stown on this map?	(31)Miles
READ - Now For e: would	READ - Now I would like to ask about any OTHER trips you took that ended on (Travel Day). A trip is anytime you went from one address to another by car or bus, by walking or bicycling or by some other means. For example, your trip from home to your place of work would be one trip, a side-trip made during work hours would be a second trip, driving or walking to lunch would be a third trip, a trip made after work would be a fourth trip, and so on.	one address to another by car or bus, by waiking or bicycling or by some other means. a second trip, driving or walking to lunch would be a third trip, a trip nade after work
NOTE: Reiers	NOTE: Reference period is from 4:00 a.m. on Travel Day to 3:59 a.m. the following day.	
31. Did you make a	31. Did you make any trips, other than those already reported, on (Trave! Day)?	(33) 1 □ Yes - skiP to item 32b 2 □ No - skiP to Section Vi
NOTES		
-0RM NT5-2 (11-8-77)		COTPA

Page 24

 member
hold r imber

Section V - TRAVEL DAY

ASK 0 NTERVIEWER INSTRUCTION REFER	Ask of all household members 14 years and over. For persons person for whom information is being obtained. Reference day is from 4:00 a.m. to 3:39 a.m. the following day. Include as trips all walking or bicycling where the destination		, ask household respondent and enter the same address. Do NOT include	. For persons 5-13 years of age, ask household respondent and enter the line number of the following day. the destination and origin are not the same address. Do NOT include these as trips for persons under 14 years of age.	yeats of age.	Household member line number
READ - Now I have some questions about all trips taken or ending on (Travel Day). A trip is anytime you went from one address to another by car or bus, by walking or bicycling or by some other means. driving a car from your home to work would be one trip, walking from work to funch would be a verted work would be a third trip, etc.	bout all trips taken or ending on (to work would be one trip, walking	Teavel Dayr. A trip is anytime you from work to lunch would be a se	u went from one address to anoth cond trip, walking back from lun	er by car or bus, by walking or l ch to work would be a third trip,	vicycling or by some other means. Fetc.	For example,
→ PGM 6 ←				Enter trip number		
	TRIP (601)	TRIP (601)	TRIP (601)	TRIP (601)	(601) TRIP (601)	TRIP
SHOW CALENDAR	(602) (; ; Yec					
za. Uld you go any place on (travel Day iz						
b. Where did you go first?		- -				· · ·
ia. Did this trip begin at home?	(603) 1 [] Yes - SKIP to 34 2 [] No	·····				- - - - - - - - - - - - - - - - - - -
b. What was your main reason for being away from thome when you began this life? (Enter code from NTS-6, page 11)	(604) + Enter code			 		- - - - - - - - - - - - - - - - - - -
c. In what city, or place, and State was this?	605 Chy		- 9.			-
	State					
 What time did your start your trip to? 	(606)	ä.t.	(606)	606)	606) : a.m. 606	.m.e
	(607) p.n.)	(607)	(60) [4F.	(607) : b.m. (607)) <u>;</u>
iff respondent has already mentioned the reason, verify and enter the cade!	608) -Enter code	(608) - Enter code	(608) - Enter code		609 - Enter code 608)
 What was the main reason for the trip? (Enter code from NTS-5, page 71) 	lf "Other" - Soecify.	If "Other" - Specify	If "Other" – Specify	If "Other" - Specify.	If "Other" - Specify	lf "Other" - specify
NOTE TO INTERVIEWER - Circled ite	Circled items may be vertied for return trips to avoid repetition.	avoid repetition.				

(0) 0 No others Y ES Y ES No (10) Enter interments No (11) (11) (11) (12) (11) (11) (11) (11) (11) (12) (11) (11) (12) (11) (11) (12) (11) (11) (12) (11) (11) (12) (11) (11) (12) (11) (11) (12) (11) (11) (12) (11) (11) (12) (12) (11) (12) (11) (11) (12) (11) (11) (12) (11) (11) (12) (12) (11) (12) (12) (12) (13) (12) (12) (13) (12) (12)	(622) Miles Miles o Less than '2 mile	(623) Minutes	620)	ASK 40e	SKIP to 45	(62) 1 1 Yes 2 1 No - 5KiP to 47	(626) Vehicle number	(627) o □ No Y ES - How many?	(28) Persons	o □ Not a household member Household member - Line No.
(60) a _ Ne others Y ES - Ma2 (10) FIS - Ma2 (11)	622) Mules o C Less than '2 mule		(624) - Enter code If "Other" - Specify	ASK 40a	SKIP to 458	(23) 1 □ Yes 2 □ № - 5KiP to 41	(20) Vehicle number	(627) ₀ † _ №0 YES - How many?	(23) Persons	• The shousehold member Household mepber - Line No.
(60) 0 - Ite others YES Mo? YES Mo? Fine numbers (10) (10) (10) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11)	$\underbrace{622}_{\circ \ \overline{}} \underbrace{\mathbf{M}_{\mathrm{elec}}}_{\mathrm{Less than}} \mathbf{M}_{\mathrm{elec}}$		(61)	□ ASK 40a □ SV/b · · • •	SKIP to 45a	(625) 1 - 1 Yes 2 - NO - SKIP to 47	Vehicle number	(627) ₀ □ № Y ES ~ How many?	628) Persons	o (Not a household member Household member - Line No.
0 - No others YES - Mo? YES - Mo? YES - Mo? (10) Enter / ne numbers (10) (11) (11) (12) (13) (13) (14) (14) (14) (15) (16) (16) (16) (16) (16) (16) (16) (17) (18) (18) (11) (11) (11) (12) (13)	622) Miles ∘ Less than 12 mile	Minutes	(62) Area code If "Other" - Specify	ASK 40a	SKIP to #58	(22) 1 □ Yes 2 □ No - SKIP to 41	(28) Vehicle number (28)	(627) ◦ □ No YES - How many?	East Persons	o Not a household member Hou - studd member – Line No.
0 0 1 Nc others YES - Mo? YES - Mo? YES - Mo? Free - International Control of the standard	622) Miles ₀ Less than ¹ 2 mile		(624) - Enter code If "Other" - Specify	ASK 40e	SKIP to 45a	(225) : □ Yes 2 □ N0 - SKIP to 41	(526) Vehicle number	(627) o □ No . YES - How many?	een Persons	a ☐ Not a household member Household member - Line No.
0 1 No others YES - Wo? YES - Wo? YES - Wo? 01 Friet in a numbers 01 010 010 010 010 010 010 010 010 010 010 010 010 010 010 010 010 010 010 010 010	(622) $\frac{1}{\circ - 1}$ Less than 1 2 mile	(23)	(624) 4 Enter code	ASK 408	SKIP to 45a	(25) 1 □ Yes 2 □ No - 5KiP to 41	(23) Vehicle number	(627) ₀ □ № YES ~ How many?	ea Persons	o 🗋 Not a household member Nousehold member – (629) Line No.
(36) Did anyone else living in this house- hold go an the trip? i.L.ist inte numbers of other household members who went on the trip).	(37) What was the total distance from where you started to (destination)?	Approximately how long did it lake to get there?	(39.) What was the main means of transportation used for this trip? Inter code from NTS-6, page 6)	Refer to item 39 CHECK One of the codes 0.1–0.7 is entered ITEME One of the codes 0.8–1.3 is entered		(Do not ask if no vehicles were reported for this household. Mark No.) (40a) Was a household vehicle used for this trip?	(Ask only if more then 1 vehicle was reported for this household. If only 1 vehicle enter "f without asking.) (40b) Which vehicle? (Enter number from item 14b)	(41). Were there any non-household members on the trip?	(42) Total number of ALL persons in the vehicle: (interveer - Verity that the sum of entities in items 36 and 41, plus the respondent was the total number of persons.)	(432) Who was the driver on the trip? (432) Who was the driver on the trip?

8				96 <i>96</i> 96 96 92 -		1
Page 26 Household member line number		TRIP (fat)	Yes No - Skip to 44	(10) 1 No YES What What United (10) (10) (11) (10) (11) (10) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11)	(1)	(1.6 ∘ ⊡ No 1. ⊡ Carpool 2. ⊡ Minimum purchase a □ Physical disability 4. □ Job status 5. □ Other - soecity
		TRIP (70)	TYES	(10) 110 What YES What What Who? Percent (10) (10) Percent (10) (10) (10) Percent (11) (10) (10) (10) (10) (11) (11) (11) (11) (11) (11) Members (11) (11)	(1) -Enter code "Other" - Seerly	(10) o ⊡, No v = Carpool a ⊡ Minimum purchase a ⊡ Physical disability a ⊡ A status s ⊡ Other - specify
	Enter trip number	(20) TRIP	🗌 Yes 🔲 No – Skip to 448	(00) (10) VES What VES What Percent Who? 000 0 0 (00) (00) 0 0 0 (00) (00) (00) 0 0 0 (00) (00) (00) 0	(1)	(16) o ⊡ (10 → Cappol ≥ _ Minicum purchase a ⊆ Physical disability a ⊆ Dilier - Spec.4; E ⊆ Dilier - Spec.4;
		(0) TRIP	Yes No - Skip to 44a	(00) ○ No YES What YES What Who? No (00) (10) (10) (10) (10) (10) (10) (10) (11) (10) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11) (11)	(115) . Othel [™] - Specify	(J16) 6 1 - Fré 1 Carpool 2 Marreun purchase 3 Suec. Av 5 Suec. Av
Section Y - TRAVEL DAY - Continued		TRIP (0)	17 Yes 10 - 5K/P to 442	(702) 10 140 YES What What Mha? Percent Percent (703) (704) (704) (703) (704) (704) (703) (704) (704) (703) (704) (704) (703) (704) (704) (703) (704) (704) (704) (704) (704) (704) (704) (704) (704) (704) (704) (704) (704) (704) (704) (704) (704) (704) (704) (704) (704) (704) (704) (704) (704) (704)	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	(116) o _ i he T _ Casped T _ Casped a _ Monrum putciase a _ f _ Jcb status 5 _ Other - Seeevy
		Z0) TRIP	C Yes No - SKIP to 442	(702) o [-]; No What YES What Present Who? Present Present Who? Present Present Who? Tob Present (103) Tob Present (103) Tob Present (104) Tob Present (105) Tob Present (104) Tob Present (105) Tob Present (104) Tob Present (104) Tob Present (104) Tob Present (105) Present Present Present Tob Tob Annember (114) Tob Present	(13) Othel" - Specify	(Ti6) v(,) in + + : Carroci 2 : Manue purchase 3 : Physical disability 4 : Job status 5 : Other - specify
	~ PGW]		CK Rever to them 37. A F Is the distance 25 miles or more?	43b. Did anyone share the driving? (Enter the Twe number(s) of household member(s).	Where did you park when you got to idestination?? rEnter coare from NTS-6, page 13) rEnter coare from NTS-6, page 13) Codes 6-7 - SKIP to 44c Codes 6-71 - SKIP to 45a	Was the reason you were able to park there because of: carpool membership, minimum purchase, physical disability, job status, or another stallar reason?
			CHECK ITEM F	435. 10 ms	44a. Whi dec Co Co	* * *

44c. Was parking free?	(717) o [Yes - skip to 45a NO - How much did (Enter total asservation)	(717) $\alpha \begin{bmatrix} 1 \\ 1 \end{bmatrix}$ YeS - SkiP to 45a NO - How much did NO - How much did (Enter lated ensure)	(11) $\circ \Box$ Yes - SKIP to 45a NO - How much did it cost?	(11) 0 (1) Yes - SKIP to 45a NO - How much 6id Sector 10 cast?	$\begin{array}{c} (11) \\ 0 \\ 0 \\ 0 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10$	(717) 0 [] Yes - skip to 45a NO - How much did It cost?
	(18) 5 (719) x [] Don't know 9] Fee previously reported - skin vo	*	(18) 5 (19) × (1) 5 9 1 1 5	710 5 (719) × □ Don't know a □ Fee previously teported - ski/P to 45a	(18) S Don't know (19) x Don't know reported - skip to	(1) x □ Don't know 1) x □ Don't know a □ Fee previously reported - SK/P to 458
 What time period did the cost of parking cover? (Erner ho number of minutes, nours, days, etc.) 	(720) Minute(s) (721) Hour(s)	(720) Minute(s) (721) Houris)	(720) Minute(s) (721) Hour(s)	720 Minuters) Houris	(720) Minute(s)	(720) Minute(s) Houris
(Make only one entry)	(72) Day(s) (73) Week(s)		(722) Day(s) (723) Week(s)	(722) Day(s) (723) Meek(s)	(72) Day(s) (73) Week(s)	(12) Day(s) Meek(s)
	$\frac{724}{725} \times \square \text{ Don't know}$	x 🗌 Don't know	(724)	724) Month(s) X Don't know	(724) Month(s) (725) × 🗔 Bon't know	(728) → Month(s) (725) × Don't know
(45a) Was public transportation, other than taxis, available for the trip within 5, mile from where you started and also from where you were going?	(726) 1 □ Yes 2 □ No x □ Don't know 10 47	(726) 1 1 Yes 2 1 No x 1 Don't know } 5K/P 10 47	(729) i [] Yes 2 [] No x [] Don't know } 50.47	(220) + □ Yes z □ No x □ Don't know } 5x/P	(220) 1 □ Y es 2 □ No × □ Bon't know } 36/P	(12) 1 _ Yes z _ No x _ Don't know } 5K/P
(b) Was this bus transportation?	(727) 1 🗆 Yes 2 🗋 No - 5KiP to 47	(727) 1 🗔 Yes 2 🗔 No - SKIP 10 47	(11) 1 🗌 Yes 2 🗌 No - SKIP 10 47	727) 1 [] Yes 2 [] No - Skip to 47	(727) 1 [] Yes z [] No - Skip to 47	(72) 1 🗌 Yes 2 🗍 No - Skip to 47
C.)Do you know the bus schedule?	(728) 1 (1 Yes 2 (1 No 2 (1 No 2 47	(28) 1 [] Yes 2 [] No 2 [] No	$\underbrace{(78)}_{2} \stackrel{i}{\square} \stackrel{Ves}{\square}_{N_0} \right\}_{5KIP} to 47$	728) 1 C Yes 2 No SKIP to 47	(28) 1 [] Yes 2 [] No 2 [] No	T28) 1 C Yes SKIP to 47
(Do not aek for persons under 16 years of age) (46.) If you had driven and not used hublic	(<u>77</u> 9) 1 🗆 Yes	(729) i 🗆 Yes	(729) I 🗆 Yes	729),	(729), 🗆 Yas	(778) . 🗆 Yas
transportation, would parking have been free?	z 🗌 No x 🗍 Don't know	NX	z No x Don't know	Z No X Don't know	z Den't know	x Denit know
47. Where did you go next?	Return to Item 34	Annun to Inter else - Ask as	Antum to item 34 Nowhere else - Ask 48	Return to Item 34	Return to Item 34	Go is NTB-4 Item 34
Ask only if CBD is marked on map show MAP been recorded above and mark a box in been recorded above and mark a box in EACH tip column.) 48. Was any part of your trip to (destination) within the Central Bost bestrated on this map?	(130) i (1765 2 No 2 No 2 No	(130) i 2 000 t kinow X 0001 t kinow	(3) 1 → Yes 2 → 1 ∩ Yes × □ Dan't know	(130) • □ Yes 2 □ No × □ Don't know	(30) + □ Yes 2 □ 00 × □ □ 00	ZW 1 2 N 2 N 2 N 2 N 2 N 2 N 2 N 2 N 2 N 2 N
]	}	

FORM NTS-2 (11-8-77)

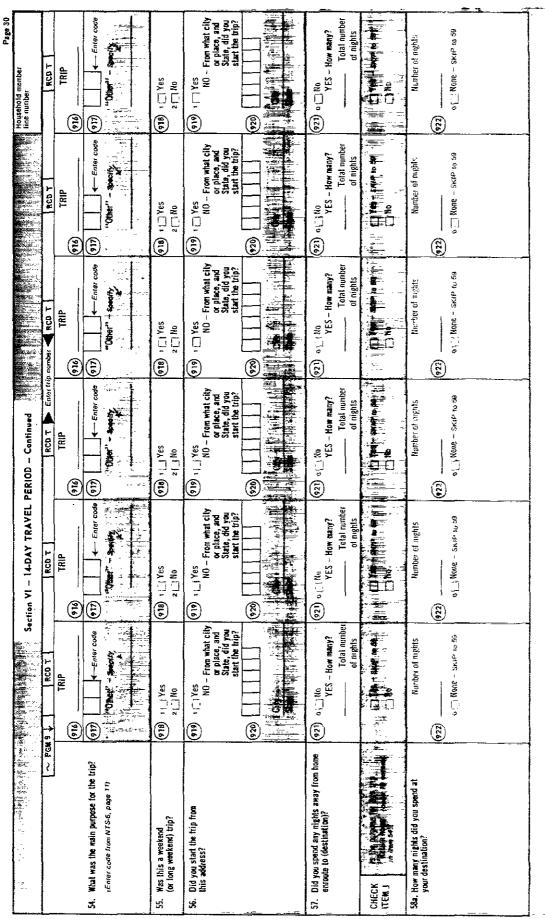
Page 11

ţ

. . . .

	↑ \$ moJ ~	Page 28
	Section Y - TRAVEL DAY - Centinued	nued
CHECK ITEM G	Was public transportation used on any of these trips? Refer to item 30 for each trip recorded is one of the codes 08–13 entered?	2) Yes [] No – skip to so
43a. You used public transpor Any other reason? (Mark ALL that apply)	iation on (some of) these trips. What were your reasons for using it?	 (60) 1 [] No driver's license 2 [] No car avaitable 3 [] Cheaper than auto 4 [] No parking problems 5 [] No driving strain 6 [] Faster than auto 7]] Other - Specify
b. Could you ha	b. Could you have made these trips without using public transportation?	802) 1 T Yes 2 T No 2 T No
50. You did not use public tr Any other reasons? (Mark ALL that apply)	ansportation on any of these trips. What were your reasons for not using it?	* * * 1: None available *: 5. 1: 1. <trr> 1: 1. <tr< td=""></tr<></trr>
INTERVIEW	INTERVIEWER: Enter total number of Travel Bay trups reported by this respondent.	Trees

Household member Line number	n that ended during the period ere the destination is 75 miles			00)	Old Mo athers YES - Mo? Ves - Mo? YES - Mo? Old Original Old Old Old Original Old Old Old </th
	INTRODUCTION B - Now I would like to ask you about any trips of 75 miles or more you may have taken that ended during the period from to(14-Day Travel Period). Trips refer to one-way travel where the destination is 75 miles or more from the starting point. The destination is the fatthest point of travel. ASK <i>item</i> 51.				000 0 0 0
	IN Now I would like to ask you about any trips from	Yes - How many trips? (One-way) trips - skup to 52		Enter trip number I (00) (00) (00) (00) (00) (00) (00) (00	(03) (10) YES - Who? YES - Who? Unite numbers (1) (1) (1)
VEL PERIOD RT OF TRIPS	READ	γes - H (0he			(03) a No
Section VI - 14-DAY TRAVEL PERIOD Port A - DETAILED REPORT OF TRIPS of the 14-Day Travel Pariodi	have laken that ended during the period travel where the destination is 75 miles travel. Do not torget to include trips travel. The questions I am going to use you have already given.	his 14-day period?		(00) (00) (00)	(00) 0 □ Mo others YES - Who? YES - WHO
Section A Point and a point of the point of	READ - Now I would like to ask you about any trips of 55 miles or more you may have tak from to (14-Day Travel Paricol). Trips refer to one-way travel w or more from the starting point. The destination is the farthest point of travel. that you may have reported earlier in the interview that ended during this period. set now refer to one-way distances so your responses may differ from those you i	EHOW CALENDAR Did you take any trips of 75 miles or more (one-way distance) that ended during this 14-da		- TRIP	ecol o ⊂ No others YES - mo? Line numbers - Line numbers - ecol o = ecol o = ec
	Now I would like to ask you about a from to (14-Day Tr or more from the starting point. The that you may have reported earlier in ask now refer to one-way distances	BHOW CALENDAR Did you take any trips of 75 miles or more (or		> Pcare 9 Mait was the destination of your (1st; next, etc.) trip?	e living in this household unbers of household ent on the trip.)
CHECK	BEAD -	SI. Did you ta	CHECK	ઝ	53. Did aryons els go on this trip? (List the line n members who w



S&b. What type(s) of lodging did you stay in at your destination? (Mark ALL thet exply)	\$	(23) 1 \[With lifends or * [elatives 2 \[Rental accommodations	(22) 1 🗆 With finends or * relatives z 🗔 Rental accommodations	 (23) 1 □ With friends of	 (23) 1 (1) With filends of * relatives 2 (1) Rental accommodations 	 (23) 1 With firends or * relatives 2 Rental accommodations
	a 🗌 Own cabin, campsite, vacation home 4 🔲 Camping in public (gov't) campground	 3 (Dwn cabin, campsite, vacation home 4 (Camping in public (gov'l) campground 	a □ Own cabin, campsite, vacation home 4 □ Camping in public (gov't) campguound	a □ Own cabin, campsite, vacation home « □ Camping in public (£ov') to camperund	 a Own cabin, campsite, vacation home 4 Camping in public (eow) campsround 	a Own cabin, campsite, vacation home • Camping in public (aov)') camping
	s 🗌 Camping in commetcial campground e 🗍 Other - specify	s 🗌 Camping in commercial campground s 🗌 Other - Specify	s 🗌 Camping in commercial campground e 🗌 Other - Specify	s Camping in commercial camperound e [] Other - spectry	s Camping in commercial camping in commercial campground e Cther - Specify	 Camping in commercial campground Other – specify
c. How many nights did you spend in each type of lodging?	Number of nights Friends or relatives Rent. accom.			Number of nights Friends or relatives (22) Rent. accom.	Number of nights Rumber of nights 924 Friends or relatives 929	Number of nights (224)Friends or relatives (23)Rent. accom.
	(726) Cabin, campsile, vacation home (72) vacation home (92) Camp, in public (gov't) campground (72) Camp, in comm. (72) Camp, in comm.	(22) Cabin, campsite, vection home (27)	(926) Cabin, campste, vacation home (927) Camp, in public (928) (gov't) campground (928) Campground			
SHOW CALENDAR	Month	Wout	Mon	Month Date	worth Date	Month ! Date
What day of the month did the trip begin? (Enter in numerals the month and date)	(I) (I) (I)	(E) (E)	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	30	(3) (3)	۲
INTERVIEWER - Refer to calender and enter the day of the week without asking.						
What Line did the trip begin?	(93) : a.m. a.m. (93) : b.m. b.m.	(132) ::	(13) a.m. (13) a.m. (14) p.m.	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	(1) (1) (1) (1) (1) (1) (1) (1)	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)
61a. Do you know the EXACT distance from where you started to (destination)?	(334) 0 U N0 YES-How many niles? 	• 3. • □ NC YES-How many miles? Miles - Skyp no 62	(€3.4) o □ No YES How many miles? Miles	(3.3.) o □ No YES-How many niles? Miles - SKIP to 62	(33) o 🗌 No YES-How many mites? 	(€34) ◦ □ No YES-How many miles? Miles - SKIP to 62
61b. APPROXIMATELY how many miles was it?	(33) Miles	(1) Mikes	(33) Miles	(13) Miles	Aliles	(33) Miles
FORM NT5-2 (11-6-27)						Page IS

8		1	1		1 2.	1	1			· · · · ·		1	
Fage 32 Household nember line number	2 RCD Y	(130) TRIP	(937) -Enter code	"Other" - specify		(58) 1 Ves 21 No - Skap to 64	Vehicle number			Total number of Letsons	(11)	of T Not a household member Household member - I nne No.	
	2 RCD T	E C C C C C C C C C C C C C C C C C C C	(537)	"Other" - Specify	1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	(€38) 1 [_] Yes 2 [_] N0 - SkiP to 64	Vetricle number	(670) af 1 Ni		Total number us persons	(41)	of 7 Not a household member Household member - (942)Line No.	(9.1) 0.1 No YES YES Percent YES 0.1 No YES 0.1 No (9.6) 0.1 0.1 (9.7) 0.1 0.1
	V	936 TRIP	(937) +- Enter code	"Other" - Specify	CT Yes This - skir in ore	(138) ・[_] Yes っして No - skip to 64	Vehicle number	(()) ai i ^{No}	YES - How Rany?	Total number of persons	(41)	af_t Nat a household member Household member - Lune No.	(4.3) 0[] No YES - What YES - What YES - What YES - What W
PERIOD - Continued	2 RCD T Enlar trip number	(36) TRIP	(•37) + Enter code	-'Other'' Specify		(♥38) ±{} Yes 2 [] M0 − 5kup to ñd	Vehicte nomber (939)	0. ¹ 10	YES - How many?	Total number of persons	(1)	o, 7, Not a household member Household member - Line No.	(4.1) 0 No YES YES Percent YES 0 Haat YES
Section VI - 14-DAY TRAVEL PERIOD	2 RCD T	ese	(33) - Enter code	"Other" - Specify		(938) 1 _ Yes 2 _ No ~ Skift to 64	Vehicle number (939)		YES - How marry?	Total number ví pcrsons	(1)	o <u>i</u> r <i>Not</i> a househould member Household member – (42)Line No.	(4) (4) (4) (4) (4)
		(36) TRIP	(€3) ← Enter code	"Other" Specify		(938) 1 [] Yes 2 [] Nb - Skip 10 64	Vehicle number (939)	¢	YES - How many?	Total number of persons	(m)	e i / Not a househoid member Househoid member Lune No.	(44) □ No YES - YES - YE
			62. What was the main means of transportation used for the tria? (The means used to	travel the longest distance) (Enter code from NTS-6, page 8)	CHECK IS WHEN IN BOOK IT-OF WILLING	63a. Was a household vehicle used?	ASK only it more than I vehicle was reported in ten 14a for this household b. Which vehicle?	64. Were any non-household members in	the vehicle:	65. Total number of persons in the vehicle - INTERVIEWER - Vehity that the sum of	the numbers entered in tiens 23 and 04 pus the respondent is the fotal number of persons that work in the Jelicite.	ASK only if respondent was not alone on the vences 66a. Who was the principal driver for the trip? (The fine who drive for the longest distance)	b. Did anyone share the diving? Femer the fine municular of the nousehold member (s,.)

ł

i

BEAD												A State of the sta
		ow I would like t	to ask you some q	- Now I would like to ask you some questions about each stop you made on yo	top you made on your trip to	our trip to (destination).						
	38	Enter the trip nur Repeat the series	mber in column (a) s of questions for	Part B - 1 Enter the trip number in column (a) trom Trip Column headings in Part A. Repeat the series of questions for each trip.	•	D REPORT O	F STOPS DURIN mn (b) consecutiv	4G 14-DAY rely for eech	ETAILED REPORT OF STOPS DURING 14-DAY TRAVEL PERIOD Number the stops in column (b) consecutively for each trip, from the first st	ETAILED REPORT OF STOPS DURING 14-DAY TRAVEL PERIOD Number the stops in column (b) consecutively for each trip, from the first stop through the destination.		
ŭ	mplete	e columns (a) thi	rough (m) for all to	69. Complete columns (a) through (m) for all trips for which stops were reported in ite	ere reported in item 68.							
Trip No.	Stop No.	What was the main purpose	Approximately how many miles did	In what City or place and State was this?	Were any household members on this part of the trip?	What was the	▼	SK unly if one	ASK unly if one of the codes 01-07 is entered in column (g)	saterad in calumn (g)	ASK only if the stop was for todging	s for todging -
		of the (1st, wat),, stop wat),, stop for our tip to for each tip)? (Enter code from NTS-6, page 11)	of the (Link, you transifier this (Wark,) top part of the trip? Prover trip to part of the trip? for adoin trip? (Enter code (Enter code (For trip?)) (Enter code (For trip?))	(II this information has already been given, verify)	It "Yes," ASK - Wha? It amountailon (Enter all time numbers, of the trip? including respondent.) (Enter code toom NTS-6, page 8)		Wes this a house- bold vehicle? If "Yes," ASK - Which one? (Enter the number of the vehicle from 14b and SKIP	H "No," IO (h) ASK Was this a rental vehicle?	Was the driver for this part intenting a household intentiar? '/''Yes,'' ASK - Who? '/''Yes,'' ASK - Who? household member)	part Were any non-household members on this part of the sitp. If "Yes," ASK How many? of (Enter number)	at at at at at a state	For how many nights? (Enter number of nights)
lai	(P)	tc)	(đ)	(e)	£	(3	(H)	8	Ø	(K) 	ε	(w)
•	d-s	Code	Miles	City	Line No.	Code	Number			Line No. [Number	er Code Other - Specify	Number
				State	ves →		1 748	1 🗌 Yes 2 🗌 No	Yes	Yes		
				City State	Yes		1 🗍 Yes 2 🗍 No	1 [] Yes 2 [] No	Yes → o[]No	Yes-+		
				City State	Yes - +		1 [] Yes	t Ves 2 No	Yes>	v □ No		
———				City State	Yes>		1 🗍 Yes	- Yes No	Y es> o[] No	Λε Λε Λε		
				City State	Yes - >		2 0 ¥65	1 🗌 Yes 2 🗌 No	γes →	√es ↓		
				City State	Yes		1Yes	i □ Yes 2 □ Mo	Yes+	Yes	- 14 Huttp://www.station.com	
				City State	Yes>		1 Ves	1 TYES	Yes	Ves		
				Crty State	Yas>		2 [Kes	1 Yes	+ tt, ₩ [] 0	⊂ ↓ ₩		
· · · ·				City State	Yes>		Yes	z ∐ Yes ⊇ No	γα: Λα: 0 Πιο	Yes→> 0∐No		

Page 34

Abic only it the stop was for longing code 19 in column (ci	Ling did For how many so from (Enter number oge 12) of nights)		tr - Specify Number											It more columnes	Continuation Booklel NTS-5
code 19	What type of lodging did you stay in? (Enter code from NTS-8, page 12)	Ξ	Code Other				*** b** b=* t== ==*								
in coloner (g). Were any non-horizahinte	Remotes an initial said Remotes on this said the trip? If dros," ASK ~ How many? If dros," ASK ~ How many?	(k)	Number	Yes-→ o[] Na	Yes—⊁ 0No	2 ℃ Ves→	Yes≯ I α⊡¦No	Y es > 0 No	Yes+	Yes —>	Yes→ 0□No	Yes► 0 [, No	Yes →		mber, END INTERVIEW.
If "No." to make the driver for this mat Wes and no	of the trip a household member? H "Yes," ASK - Who? (Eride ine number) household member)	(1)	Line No.	Yes► o 🗋 No	Yes →	Yes>	Yes► ¤[_] No	Yes	Yes► o [] Na	Yes>	Yes→ o()No	Yes	Ves>		Yes - Complete section VII, (NTS-2A) 10 Interview next household member. If last household member, END INTERVIEW.
01 NO 10	(i) ASK	Ð		1 🗍 Yes 2 🗍 No	t 📋 Yes 2 🗍 Na	1 TYes 2 No	1 TYes 2 No	t 🗍 Yes 2 🗍 No	1 🗍 Yes 2 🗍 No	1 🔲 Yes 2 🛄 No	1 [_] Yes 2 No	t ∐ Yes 2 [] No	1 7 Yes 2 0 No	3 .	section VII, () ext household
Was this a house-	held vehicle? It "Yes," ASK Which one? (Enter the number of the vehicle from 140 and SKIP 10 (1))	(H)	Number	t ⊡ Yes	1 ∐ Yes 2 ∐ Na	i Yes	1 [] Yes [2 [] No [י [] Yes 2 [] No	₁ [] Yes [2 [] No	1Z	1 [] Yes 2 [] No	1 ∐ Yes 2 ∐ Na	1 TYes	You - Return to Ope	□ Yes - Complete section VII, INTS-24)
means of transmittation	for this part of the trip? (Enter code from NTSS, page 8)	(E)	Code												
on this part of the trip?	rs. ,	(1)	Line No.	Yes	Yes	Yes->	Yes	Yes-+	γes →	Yes +	Yes	Yes>	Ves →		es 01–07)?
and State was this?	iff this information has siready been given, verify)	(e)	City	State	Crty State	City State	City State	City State	City State	City State	City State	City State	City State	Has Part 3 bomp completed for all stops reported in hom 682	Refer to aection V, item 39 and section VI, item 62 - Were ANY trips reported by private motor vehicle (codes 01-07)?
many miles did ou travel for this	part of the trip? (Enter miles)	(R)	Miles											B been completed in	ection V, Item 39 an trips reported by pri
ain purpose the (1 ct	Nart) stop on your trip to on your trip to (read destination for each trip)? from WTS-6, page 71)	(c)	Code											Has Part	Refer to a
i i i	5 2 5 32	(q)	· }											CHECK ITEM 0	CHECK ITEM P
Ko.		(a)													⁰ =

•

....

	a. Control Number	PORM NTS-2A U.S. DEPARTMENT OF COMMERCE	-
	NTS Serial Creek (1883) (1864) (1964)	DETAILED PERSONAL INTI (Sartion VII)	¹⁶ CENSUS U.S. COMO, All identifiable information will be used only by instances argaged in and for the parcease of the survey, and may not be disclosed or inferent locates for any purpose.
<u>ل</u>		NATIONAL TRAVEL SURVEY	b. QuestionnaireofQt
PGM 1		Section VII - MAPPING OF PRIVATE MOTOR VEHICLE TRIPS	
<u>~</u>	INTERVIEWER NOTE PROCEDURE FOR COMPLETING	IPLETING SECTION VII	
	1. Ehter in 70b or 71b the number of the trip that was made by private motor vehicle.	de by private motor vehicle.	TRIP DESCRIPTION CODES
	2. Enter the destination of the trip in 70c or 71c.		
	 Show map and ask /va or /1a. A feeter to Trip Description Codes shown to the right for appropriate code and enter the code in 70d or 714 	for appropriate code and enter the code in 70d	 Entire trip on map and wholly within URBAN area – NO MAPPING REQUIRED.
	5. If mapping is required, ask respondent to help you map the trip by tracing the routes taken. Label the endpoints of the trip, as described in c. below.	5	 Entire trip on map and wholly within RURAL area – NO MAPPING REQUIRED.
56	I MAPPING INSTRUCTIONS	a. 3.	 Entire trip on map and crosses the URBAN/RURAL boundary marked on the map ~ MAP TRIP.
	a. Use a separate map for each respondent. b. Trace the route carefully. A reader of the map the route taken.	f the map should know exactly	 A portion of the trip is off the map – MAP THE POR- TION WHICH IS ON THE MAP AND COMPLETE column e and column f.
······	 c. Use the rollowing code to latel trips traced on the map: (1) the code for the Section in which the trip was reported (TD for Travel Day; TW for 14-Day Travel Pariod), followed by (2) the Trip Column number (for example, TD-3; TW-5). d. If the entire trip is on the map and crosses the urban/rural boundary, trace the trip and label both ends. e. If a portion of the trip is off the map, trace the portion that is on the map and label the endoint which shows on the map. 	u on the map: trip was reported (TD for Travel a) TD-3; TW-5). coses the urban/rural boundary, ce the portion that is on the map le map.	- Entire trip is off the map - COMPLETE column e and column f.
	 Complete columns e and f if code 4 or 5 is entered in column d. For return trips ask whether the same route was followed, and if no additional maitabel the endpoints again to indicate the return trip. Enter in column g the distance of the trip as reported by the respondent on the NTS-2. Repeat the sequence for the next trip by private motor vehicle. 	lumn d. wed, and if no additional mapping is required, the respondent on the NTS-2. rehicle.	
	10. Enter the Control Number and the Line Number of the respondent in the upper right hand corner of the map. DO NOT write the respondent's name on the map.	e respondent in the upper right hand corner of nap.	
r. a			

CIECT Right, to Section V., rate 3N, for each stip reported for this household mether. TSS CiEC Right, to Section V., rate 3N, for each stip reported for the household mether. RIAD - Increding the start of the ripper	Part A	Pert A – TRAVEL DAY TRIPS BY PRIVATE MOTOR VEHICLE	S BY PRIVATE A	ЮTOR VEHICLE					Household memoer line number	nemoër
as you have reported that were mede by privet motor whicle on Travel Day. — bagen and where it anded. — bagen and where it anded. • Tayle (Inst Travel Day tip) and to time 47 (for all other Travel Day tip). • Tayle (Inst Travel Day tip) and to time 47 (for all other Travel Day tip). • Tayle (Inst Travel Day tip) and to time 47 (for all other Travel Day tip). • Tayle (Inst Travel Day tip) and to the form d. • Tayle (Inst Travel Day tip) and to the form d. • Tayle (Inst Travel Day tip) and to the form d. • Main main conset did yee follow to	CHECK ITEM Q	Refer to Section Vr. I la one of the codes yealicte) in ANY of t	item 39, for each 01-07 entered fo the Trip Calumns	trip reported for this household member. r means of transportation (private motor	Si de la companya de	- Complete SKIP to C	e Part A for e heck frem S	och trip.		
by and where it ended. by stip and out of reading of a other Travel Day trip and an and where it ended. 132 for first Travel Day trip and an and travel in column di.) OFFICE USE (Ask conty if code 4 or 5) is entered in column di.) Reat main code and yow tellswe to a standard in column di.) OFFICE USE (Ask conty if code 4 or 5) is entered in column di.) Reat main code and yow tellswe to a standard in column di.) OFFICE USE (Ask conty if code 4 or 5) is entered in column di.) Reat main code and yow tellswe to a standard in column di.) OFFICE USE (Ask conty if code 4 or 5) is entered in column di.) Reat main code and yow tellswe to a standard in column di.) OFFICE USE (Ask conty if code 4 or 5) is entered in column di.) Allow respondent to refer to food Allos.) OFFICE USE (Ask conty if code 4 or 5) is entered in column di.) Allow respondent to refer to food Allos.) OFFICE USE (Ask conty if code 4 or 5) is entered in column di.) Allow respondent to refer to food Allos.) OFFICE USE (Ask conty if code 4 or 5) is entered in column di.) Allow respondent to refer to food Allos.) Total Use and total and	READ -1	Now I'm going to ask you	u about the trips	you have reported that were made by private motor ve	ehicle on Trav	el Day.				
70. Plase a low not not be open your to solution it in eaded. 71. Plase a low not on the sop elvers your tipolog. — began and view of the end of the eli outer o	SHOW MA	d								
Trip Trip Trip Ask only if cole 4 or 5 is entered in column d.) Destination decreption War main review did yew follow to a column d.) OPFICE USE (Ask only if cole 4 or 5 is entered in column d.) Col (Ailow respondent to refer to Rod Alds) OPFICE USE (Ailow respondent to refer to Rod Alds) Col (Ailow respondent to refer to Rod Alds) Textual use endstance (Ailow respondent to refer to Rod Alds) Col (Ailow respondent to refer to Rod Alds) Textual use endstance (Ailow respondent to refer to Rod Alds) Col (Ailow respondent to refer to Rod Alds) Textual use endstance (Ailow respondent to refer to Rod Alds) Col (Ailow respondent to refer to Rod Alds) Textual use endstance (Ailow respondent to refer to Rod Alds) Col (Ailow respondent to refer to Rod Alds) Textual use endstance (Ailow respondent to refer to Rod Alds) Col (Ailow respondent to refer to Rod Alds) Textual use endstance (Ailow respondent to refer to Rod Alds) Col (Ailow respondent to refer to Rod Alds) Textual use endstance (Ailow respondent to refer to Rod Alds) Col (Ailow respondent to refer to Rod Alds) Textual use endstance (Ailow respondent to Rod Alds)	70a, Please sh (Reod in c	how me on this map when destination for each trip.	re your trip to Refer to item 3.	began and where it ended. 2b for first Travel Day trip and to item 47 for all oth	ier Travel Day	trips.)				
L C. d. Number of Autors and Aut	Travel Day trio number	Destination	Trip description		() () ()	OF FI	CE USE	(Ask only if code 4 or 5 is Through what cities and 5 Include the origin and de	s entered in column d.) States did you travel? estination of the trip.	Enter distance from NTS-2, item 37
March 1 March 1 March 1 March 1 March 2004 for all Travel Day trips made by private motor vahicle YES - Go to Check Rem S. NO - Return to 7Go.	4		а- 66 Собе					(Allow respondent to refe	er to Road Atlas.)	-5
Have you asted 70m (fa all Travel Day utips made by private motor vahicle Koo et all Travel Day utips made by private motor vahicle Koo et all Travel Day utips made by private motor vahicle Koo et all Travel Day utips made by private motor vahicle NO – Return to 70a.								ļ.,		
Have you asked 70a for all Travel Day trips made by private motor vahicle (codes 01-07) as reported in MT2-15 and 397 (codes 01-07) as reported in MT2-15										1990 6
Have you asted 70a for all Travel Day trips made by private motor vahicle (codes 01–07) as reported in MT2-A, item 397 (codes 01–07) as reported in MT2-A, item 377 (codes 01–07) as reported in MT2-A, ite										
Have you asted 70a for all Travel Day trips made by private motor vehicle Codes 01–07) as remercing the motor vehicle Codes 01–07) as remercing the motor vehicle NO – Return to 70a, NO – Return to 70a,										
Have you asked 70a for all Travel Day trips made by private motor vahicle (codes 01–07) as reported in NTS-1 item 39 (codes 01–07) as reported in NTS-1 item 30 (codes 01–07) as reported in NTS-1										
Have you asked 70a for all Travel Day trips made by private motor vehicle Received in Travel Day trips made by private motor vehicle Received in Travel Day trips made by private motor vehicle NO – Return to 70a. NO – Return to 70a.										
Have you asked 70a for all Travel Day trips made by private motor vehicle Reaces 01-07) as reported in MT5-2, item 397 Reaces to include trips and in MT5-2, item 397 Reaces to include trips and item 15-2, item 1										
Have you asked 70a for all Travel Dey trips made by private motor vehicle (ta ears of -00) as reparted in NT3-0, item 397 (ta ears of richtick reparted in NT3-0, item 397						<u> </u>			10 10 10 10 10 10 10 10 10 10 10 10 10 1	
Have you asked 70a for all Travel Dey trips made by private motor vehicle (ta even on off) as repred in PT3-2, item 397 (ta even on off) as repred in PT3-4)			-+			+				-
Have you asked 70a for all Travel Day trips made by private motor vehicle (bas our of the trins and in NT2A, item 397 (bas even of of this entrance in NT2A)										
Have you asked 70a for all Travel Day trips made by private motor vehicle (codes 01–07) as reped in NT2.2, item 397 fax exars to include trins entered in NT2.41										· · ·
Have you asked 70a for all Travel Dey trips made by private motor vehicle fax euro 1-07) as repted in NT2-2, item 397 fax euro incluide trins entrad in NT3-41										т н *1
Have you asked 70a for all Travel Day trips made by private motor vehicle (cades 01-07) as repeated in NT22, item 39? (ba even to include tribs entered in NT2-4)	r.									
Have you asked 70a for all Travel Day trips made by private motor vehicle (codes 01–07) as reported in NTS-2, item 39? (ta sum to include trins entered in NTS-4)										
Have you asked 70a for all Trave! Day trips made by private motor vehicle (codes 01–07) as reported in NTS-2, item 39? (ta sum to inclute trins entered in NTS-4)										
Have you asked 70a for all Travel Day trips made by private motor vehicle (codes 01-07) as reported in NTS-2, item 39? (ta euro inchinte tribs entered in NTS-4)		-								· ·
	CHECK ITEM R	Have you asked 70 (codes 01-07) as n (Ba sure to include	a for all Travel L reported in NTS-2 tritts entered in	ay trips made by private motor vehicle , item 39? MTS-4)	χES NO.	- Go tơ C - Return to	heck Item S. > 70a.			

ъ.

And the derivation of the following for this following the following		and the second s						
Move I'm poing is cask you chous the hip you have reported that were made by private motor vehicle during the 14.0 by Travel Period. destination for each trp. Refer to item 33.) Destination by each trp. Refer to item 35. Destination description destination destinat	CHECK ITEM S		110 00 00 000	h brip repetied for this household intembas, the first of		the part of the		
In destination for each trip. Refer to item 33.) Begin and where it anded. In destination for each trip. Refer to item 33.) (Ask only if code 4 or 5 is entered in column d.) Image: Section in the main review align you failure to the to Road Atlas.) Image: Section in the main review align you failure to the to Road Atlas.) Image: Section in the main review align you failure to the to Road Atlas.) Image: Section in the main review align you failure to the to Road Atlas.) Image: Section in the main review align you failure to the to Road Atlas.) Image: Section in the main review align you failure to the to Road Atlas.) Image: Section in the main review align you failure to the to Road Atlas.) Image: Section in the main review align you failure to the to Road Atlas.) Image: Section in the main review align you fail to the to Road Atlas.) Image: Section in the main review align you fail to the to Road Atlas.) Image: Section in the main review align you fail to the to Road Atlas.) Image: Section in the main review align you fail to the to Road Atlas.) Image: Section in the main review align you fail to the to Road Atlas.) Image: Section in the main review align you fail to Road Atlas.) Image: Section in the main review align you fail to Road Par.) Image: Section in the main review align you fail to Road Par.) Image: Section in the main review align you fail to Road Par.) Image: Section in the main review align you fail to Road Par.) Image: Section in the mai	READ .	- New I'm going to ask you .	about the trip		the 14-Day	· Travel Pe		i Ş
Destination Trib description code (Als only if code 4 or 5 is entered in column d) when mein reutes did yu fallow te- code (Allow respondent to refer to Road Atlas.) OFFICE USE out.Y a a a (Allow respondent to refer to Road Atlas.) Total Urban Rund Number a a a a b a a a code a b a code a a a a a a a a a a a a a a a a a a a a a a a a a a a a a a a a a a a a a a a a a a a a </th <th>71a. Please (Read in</th> <th>show me on this map where I destination for each trip.</th> <th>your trip to</th> <th>r 52.) began and wl</th> <th></th> <th></th> <th></th> <th>1</th>	71a. Please (Read in	show me on this map where I destination for each trip.	your trip to	r 52.) began and wl				1
Contraction of the second of t	Travel Perioc trip number	Destination	Trip description code	(Ask only if code 4 or 5 is entered in column d.) What main routes did you follow to ? (Allow respondent to refer to Road Atlas.)	OFFIC	ce use LY	d.) Enter 17 fron	tance S-2
	ĥ	ۍ د	d.	•	 		 (Allow respondent to rejer to Koad Atlas.) 61b 	
					 	<u>+</u>		1
								1
	-				 	 		
								Y
				in le				
		and the second						
		and the state of the second		11日のことの いうちょう ちょうちょう ちょうちょう				
Resure to Include the tent of the by this is and the second		-						
Hare You street I a way that the second street of the second street stre		bi - si		وليعارضها المراجع والمتهرية والمتعادية والمنافع				Ŧ
Hirk Yon Start Jan Handrad I MIS-SI Rober Of -D) is twen and the brind of the Barlood Weight mouse (codes Of -D) is twentied in MIS-SI								
Have you set at the set of the se								T
Hire you strat / a w and the second of the s								
Hare you set a free the set of th								
Har Vau stat Via W and Vau Stat Vau stat Via W and Via Vau stat Via W and Via Vau stat Via W and Vau Via Vau stat Va		·						
There you setted yis the site way that into a period with the survey of the setted yield with the setted with with setted								1949
LOC SUR ID INCLUDE TIDE TROUTED IN NUMBER OF TRUE TO THE	CHECK ITEM T	Have you aster ye						
		(ac sure to include tras data beneficiary transfer						7

Appendix D

NPTS Public Use Tape Request

Single copies of the tapes are available through the Federal Highway Administration. (FHWA).

For governmental agencies and educational institutions, there no charge for tape copying. If no tapes are furnished with the request, there is a \$25 charge for each tape provided by FHWA.

For private individuals and all nongovernment or noneducation organizations, there is a \$36 charge per tape copied. In addition, if no tapes are forewarded with the request, there is an added charge of \$25 for each tape provided by FHWA.

All tapes provided to FHWA should be 9-track.

Appropriate user documentation will be provided with each request.

All orders should be documented on the attached form and should clearly indicate:

- 1. Which (or all) of the four (4) quarters of data that are desired.
- 2. Name and/or title of the individual or organization making the request.
- 3. Number of tapes, if any, included with the request (or being shipped separately).
- 4. Amount of payment enclosed if applicable.

All checks or money orders should be made payable to Federal Highway Administration. Request and payment should be forwarded to:

> Federal Highway Administration Highway Statistics Division HHP-44 (NPTS) 400 Seventh Street, SW Washington, D.C. 20590

NPTS Public Use Tape Request

- Data desired
 Tape 1 First Quarter ()
 Tape 2 Second Quarter ()
 Tape 3 Third Quarter ()
 Tape 4 Fourth Quarter ()
 Tapes 1-4 All Quarters ()
- 2. Number of tapes submitted None (tape payment included) (); 1 tape (); 2 tapes (); 3 tapes (); 4 tapes ()
- Method of tape submittal With order () Under separate cover ()
- 4. Type of tape labeling desire
 Standard IBM labels ()
 No labels ()
- Recording density (9-track) 800 BPI () 1600 BPI ()
- Type of organization, Name and Address
 Educational ()
 Private Organization ()
 Private Individual ()
 Other (specify)()

Name	<u>.</u> .	
Title	-	
Organization		
Address		
City, State, Zip		

7. Total fee enclosed

Tape copy on user furnished tape(s),_____quarters @ \$36 per quarter \$_____ Tape copy on FHWA furnished tape(s),____quarters @ \$61 per quarter \$_____

8. Payment enclosed as

Money order ()

Check ()

+ U.S. GOVERNMENT PRINTING OFFICE 1980 - 341-428/399