

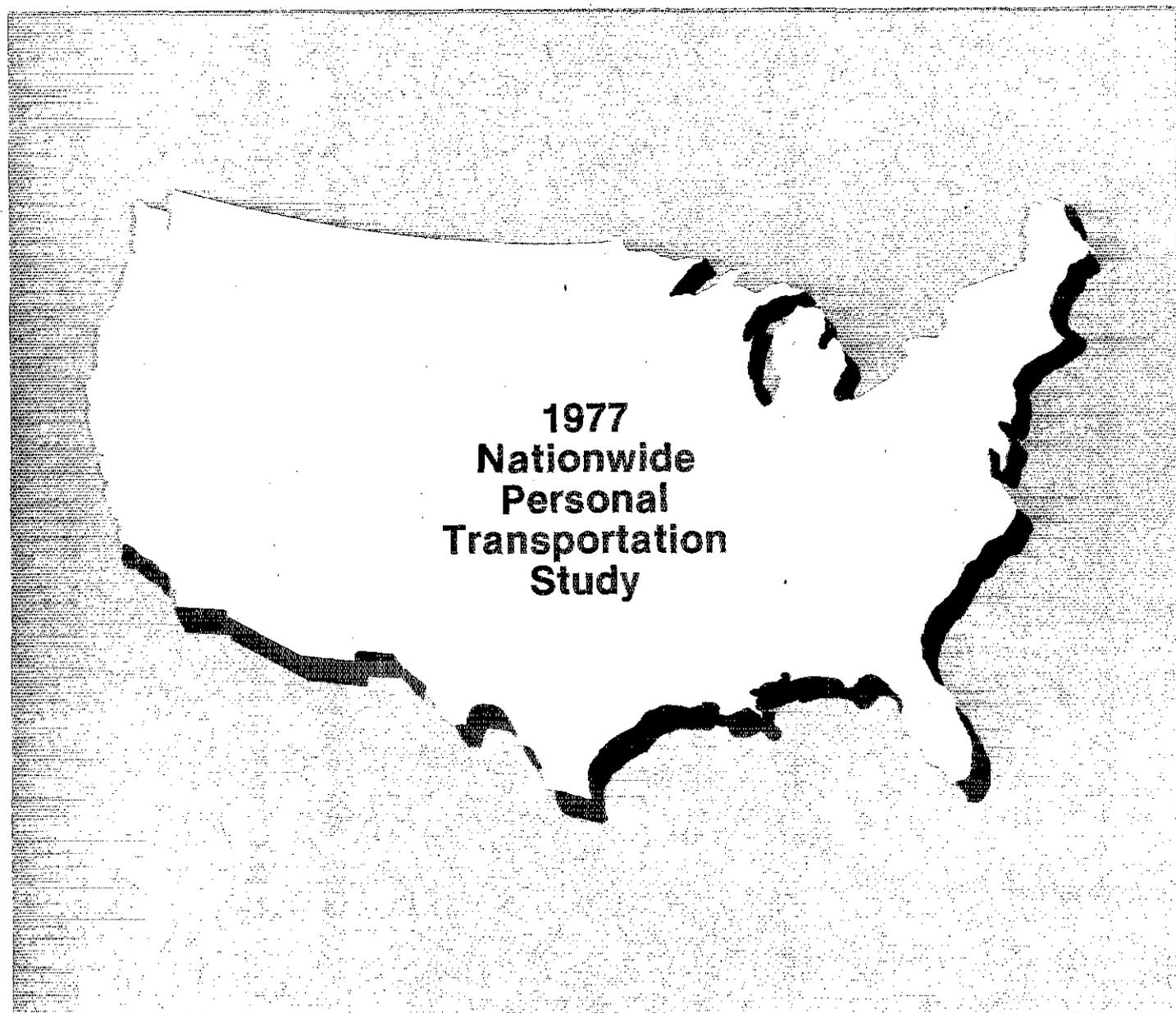


U.S. Department  
of Transportation  
**Federal Highway  
Administration**

# 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

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## 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.

## 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.

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 the State files exceeds the number of licensed drivers estimated 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).

SMSA Population Size Groups - 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 1. PERCENT OF PERSONS 16 YEARS OF AGE AND OLDER  
WITH DRIVER LICENSES BY PLACE OF RESIDENCE**

PLACE OF RESIDENCE URBAN/RURAL GROUPS	PERCENT WITH DRIVER LICENSES			TOTAL DRIVERS (000,000)
	MALES	FEMALES	TOTAL	
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	-

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

SEX	DISTRIBUTION OF LICENSED DRIVERS IN POPULATION				
	1977		1969		PERCENT DIFFERENCE
	NUMBER (000,000)	PERCENT	NUMBER (000,000)	PERCENT	
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. PERCENT OF PERSONS 16 YEARS OF AGE  
AND OLDER WITH DRIVER LICENSES BY PLACE OF RESIDENCE  
IN SMSA POPULATION SIZE GROUPS**

SMSA POPULATION SIZE GROUPS	PERCENT WITH DRIVERS LICENSES			TOTAL DRIVERS (000,000)
	MALES	FEMALES	TOTAL	
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	PERCENT OF PERSONS WITH DRIVER LICENSES		PERCENT DIFFERENCE
	1977	1969	
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

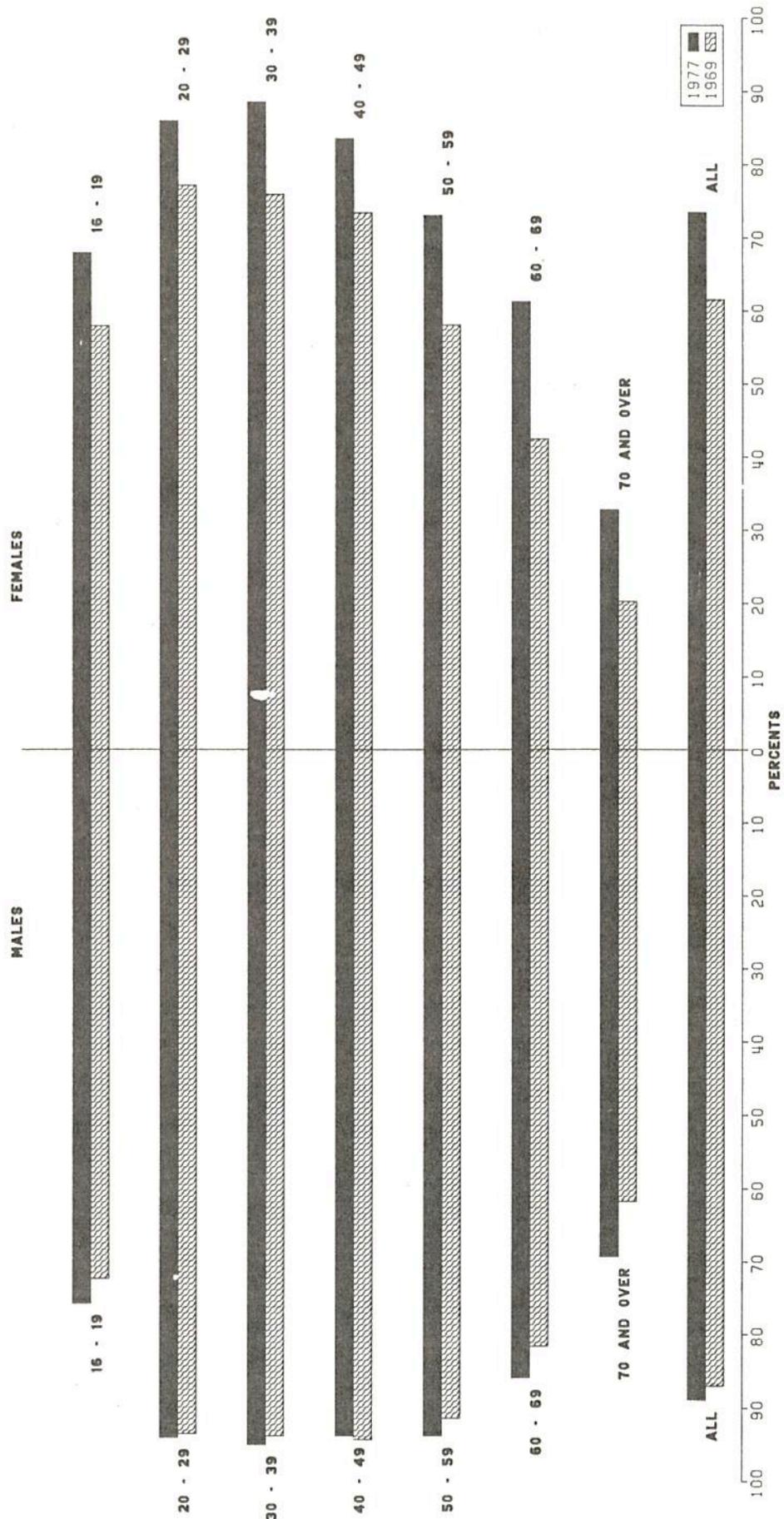
**TABLE 5. PERCENT OF PERSONS 16 YEARS OF AGE  
AND OLDER LICENSED AS DRIVERS  
BY AGE GROUPS AND SEX**

AGE GROUPS	PROPORTATION OF POPULATION IN EACH AGE GROUP AND SEX LICENSED AS DRIVERS		
	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**

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

**FIGURE 1. - PERCENT OF POPULATION HOLDING DRIVER LICENSES  
BY AGE GROUPS AND SEX FOR 1977 AND 1969**



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  
BY AGE GROUPS AND SEX**

AGE GROUPS	DISTRIBUTION WITHIN AGE GROUPS		DISTRIBUTION BY AGE GROUPS	NUMBER OF DRIVERS (000,000)
	MALES	FEMALES		
16 - 19	52.5	47.5	8.8	11.2
20 - 24	50.8	49.2	13.4	17.2
25 - 29	50.7	49.3	12.6	16.1
30 - 34	50.5	49.5	11.0	14.0
35 - 39	49.6	50.4	8.8	11.2
40 - 49	50.6	49.4	7.8	9.9
45 - 49	51.3	48.7	7.8	9.9
50 - 54	52.6	47.4	7.9	10.1
55 - 59	54.2	45.8	6.9	8.8
60 - 64	52.9	47.1	5.6	7.1
65 - 69	54.3	45.7	4.2	5.4
70 & OVER	57.9	42.1	5.2	6.6
TOTAL	51.9	48.1	100.0	127.5

**TABLE 8. PERCENT OF LICENSED DRIVERS BY AGE GROUPS  
AND SEX, PERCENT DIFFERENCE BETWEEN 1977 AND 1969**

AGE GROUPS	DISTRIBUTION WITHIN AGE GROUPS					
	MALES		PERCENT DIFFERENCE	FEMALES		PERCENT DIFFERENCE
	1977	1969		1977	1969	
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.

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

AGE GROUPS	LICENSED DRIVERS					
	MALES		FEMALES		TOTAL	
	PERCENT	CUMULATIVE	PERCENT	CUMULATIVE	PERCENT	CUMULATIVE
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	100.0		100.0		100.0	
NUMBER OF LICENSED DRIVERS (000,000)	66.2		61.3		127.5	

**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 than 25,000 miles per year.

**TABLE 11. PERCENT OF MILEAGE DRIVEN BY AGE GROUPS  
(ALL DRIVERS)**

AGE GROUPS	MILEAGE CLASSES										PERCENT OF DRIVERS
	ZERO	LESS THAN 5,000	5,000 TO 9,999	10,000 TO 14,999	15,000 TO 19,999	20,000 TO 24,999	25,000 TO 29,999	30,000 AND OVER	TOTAL		
	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	-	-	-	-	-	-	-	-	-	9.2	
ALL AGES	0.0	33.7	23.1	20.9	9.1	5.8	2.4	5.0	100.0	100.0	

127.5 MILLION DRIVERS.

**TABLE 12. PERCENT OF MILEAGE DRIVEN BY AGE GROUPS  
(MALE DRIVERS)**

AGE GROUPS	MILEAGE CLASSES										PERCENT OF DRIVERS
	ZERO	LESS THAN 5,000	5,000 TO 9,999	10,000 TO 14,999	15,000 TO 19,999	20,000 TO 24,999	25,000 TO 29,999	30,000 AND OVER	TOTAL		
16 - 19	0.0	51.2	20.0	15.2	5.3	3.9	1.3	3.1	100.0	8.0	
20 - 24	0.0	18.5	18.9	25.8	15.1	8.3	3.7	9.7	100.0	12.3	
25 - 29	0.0	11.4	18.0	28.5	16.4	11.1	4.6	10.0	100.0	11.6	
30 - 34	0.0	10.4	17.2	27.1	17.8	11.4	5.0	11.1	100.0	10.2	
35 - 39	0.0	9.7	15.2	28.1	16.7	12.5	5.4	12.4	100.0	7.9	
40 - 44	0.0	9.7	16.3	26.4	17.0	13.5	4.6	12.5	100.0	7.1	
45 - 49	0.0	12.7	17.3	28.4	15.4	10.5	4.8	10.9	100.0	7.1	
50 - 54	0.0	13.0	18.5	26.9	15.4	11.2	4.8	10.2	100.0	7.5	
55 - 59	0.0	16.4	20.8	28.3	14.7	7.5	4.2	8.1	100.0	6.6	
60 - 64	0.0	22.1	27.0	26.8	10.1	6.7	3.4	3.9	100.0	5.4	
65 - 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	-	-	-	-	-	-	-	-	-	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	

1/ 66.2 MILLION DRIVERS.

**TABLE 13. PERCENT OF MILEAGE DRIVEN BY AGE GROUPS  
(FEMALE DRIVERS)**

AGE GROUPS	MILEAGE CLASSES										PERCENT OF DRIVERS
	ZERO	LESS THAN 5,000	5,000 TO 9,999	10,000 TO 14,999	15,000 TO 19,999	20,000 TO 24,999	25,000 TO 29,999	30,000 AND OVER	TOTAL		
16 - 19	0.0	70.1	16.8	7.1	2.9	1.7	0.7	0.7	100.0	7.6	
20 - 24	0.0	45.9	27.6	17.0	4.6	2.8	0.6	1.5	100.0	12.5	
25 - 29	0.0	45.7	28.0	17.4	4.4	2.2	0.8	1.5	100.0	11.8	
30 - 34	0.0	42.7	29.7	18.5	4.1	2.7	1.3	1.0	100.0	10.2	
35 - 39	0.0	40.5	29.2	19.8	6.4	2.1	0.5	1.5	100.0	8.1	
40 - 44	0.0	40.2	29.4	20.3	6.3	2.3	0.6	0.9	100.0	7.1	
45 - 49	0.0	45.1	30.2	18.5	2.6	2.1	0.7	0.8	100.0	7.1	
50 - 54	0.0	45.3	30.5	17.9	4.0	1.4	0.3	0.6	100.0	6.8	
55 - 59	0.0	49.1	29.4	15.7	3.2	1.6	0.4	0.6	100.0	5.7	
60 - 64	0.0	61.3	24.5	11.2	1.5	1.2	0.2	0.1	100.0	4.6	
65 - 69	0.0	67.0	19.5	11.4	1.1	1.0	0.0	0.0	100.0	3.3	
70 AND OVER	0.1	75.1	19.4	4.4	0.8	0.0	0.1	0.2	100.0	3.4	
UNKNOWN MILEAGES	-	-	-	-	-	-	-	-	-	11.8	
ALL AGES	0.0	49.4	27.0	16.0	3.9	2.0	0.7	1.0	100.0	100.0	

1/ 61.3 MILLION DRIVERS.

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 percentage 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 <sup>1/</sup> 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.

<sup>1/</sup> 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**

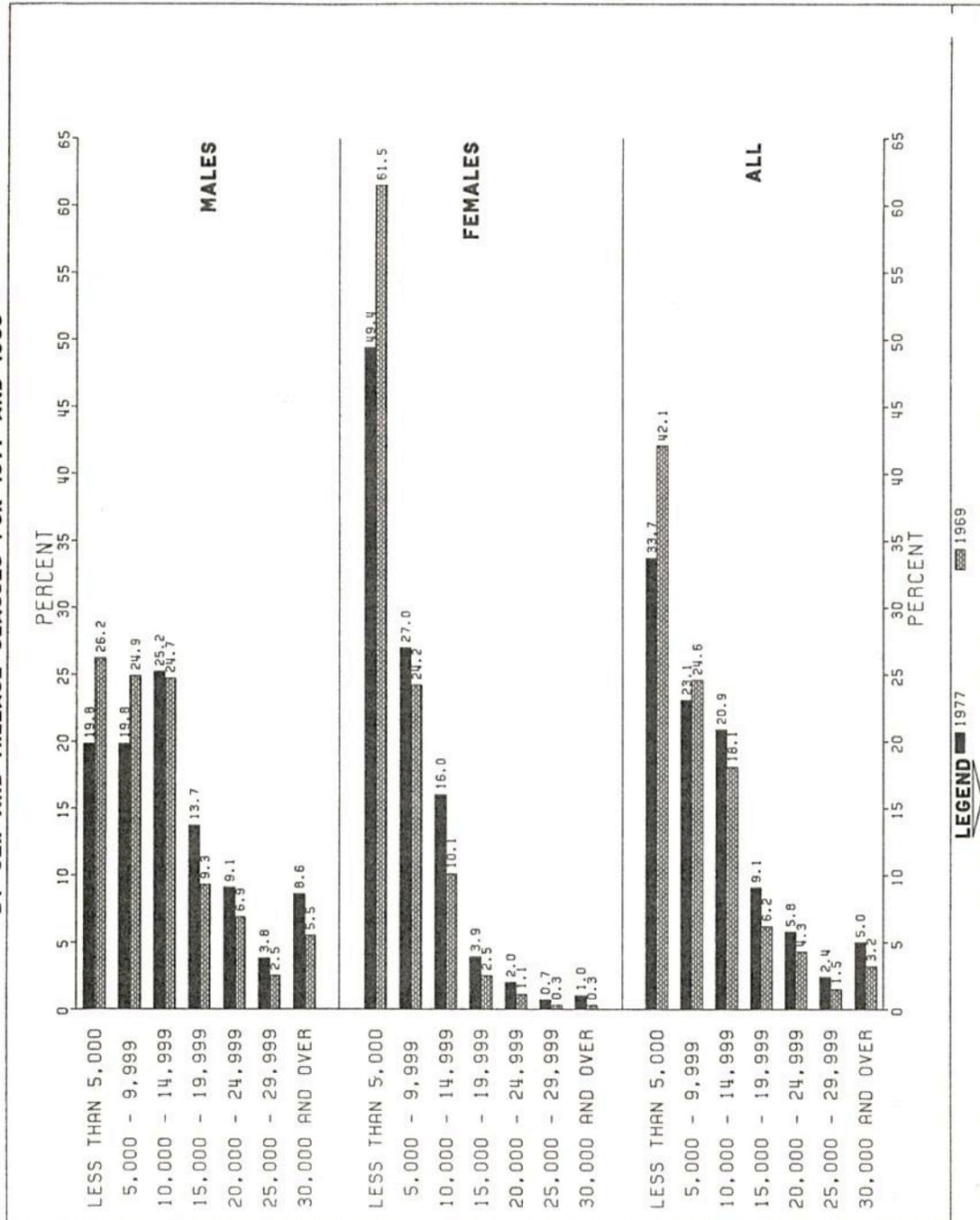
MILEAGE CLASSES	MALES		PERCENT DIFFERENCE	FEMALES		PERCENT DIFFERENCE	ALL DRIVERS		PERCENT DIFFERENCE
	1977	1969		1977	1969		1977	1969	
LESS THAN 5,000	19.8	26.2	-6.4	49.4	61.5	-12.1	33.6	42.1	-8.5
5,000 - 9,999	19.8	24.9	-5.1	27.0	24.2	2.8	23.1	24.6	-1.5
10,000 - 14,999	25.2	24.7	1.5	16.0	10.1	5.9	20.9	18.1	2.8
15,000 - 99,999	13.7	9.3	4.4	3.9	2.5	1.4	9.1	6.2	2.9
20,000 & OVER	21.6	14.9	6.7	3.7	1.7	2.0	13.2	9.0	4.2

**TABLE 15. PERCENT OF ESTIMATED ANNUAL MILES DRIVEN  
BY AGE GROUPS AND SEX**

AGE GROUPS	PERCENT OF ESTIMATED ANNUAL MILES DRIVEN			ESTIMATED NUMBER OF ANNUAL MILES DRIVEN (000,000)
	MALE	FEMALE	TOTAL	
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	71.2	28.8	100.0	1,264,416

1/ TOTAL MILES DRIVEN FOR THIS GROUP WAS ESTIMATED BY USING THE AVERAGE MILES PER YEAR PER DRIVER FOR EACH AGE GROUP AND SEX AND THEN MULTIPLYING BY THE NUMBER OF PERSONS IN EACH AGE GROUP AND SEX WHO WERE UNABLE TO ESTIMATE MILEAGE.

**FIGURE 2. - DISTRIBUTION OF MILEAGE DRIVEN BY LICENSED DRIVERS BY SEX AND MILEAGE CLASSES FOR 1977 AND 1969**



LEGEND ■ 1977 ▨ 1969

### 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.

TABLE 16. COMPARISON OF ESTIMATED NUMBER OF ANNUAL MILES DRIVEN  
BY AGE GROUPS.

PERCENT DIFFERENCE BETWEEN 1977 AND 1969

AGE GROUPS	ESTIMATED ANNUAL MILES DRIVEN (000,000)		DIFFERENCE 1977-1969 (000,000)	PERCENT OF TOTAL DIFFERENCE
	1977	1969		
16 - 19	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
55 - 59	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 <sup>1/</sup>	105,565	38,264	67,301	18.5
TOTAL	1,264,416	900,422	363,994	100.0

<sup>1/</sup> TOTAL MILES DRIVEN FOR THIS GROUP WAS ESTIMATED BY USING THE AVERAGE MILES PER YEAR PER DRIVER FOR EACH SEX AND AGE GROUP AND MULTIPLYING BY THE NUMBER OF PERSONS OF EACH SEX AND AGE GROUP WHO WERE UNABLE TO ESTIMATE MILEAGES.

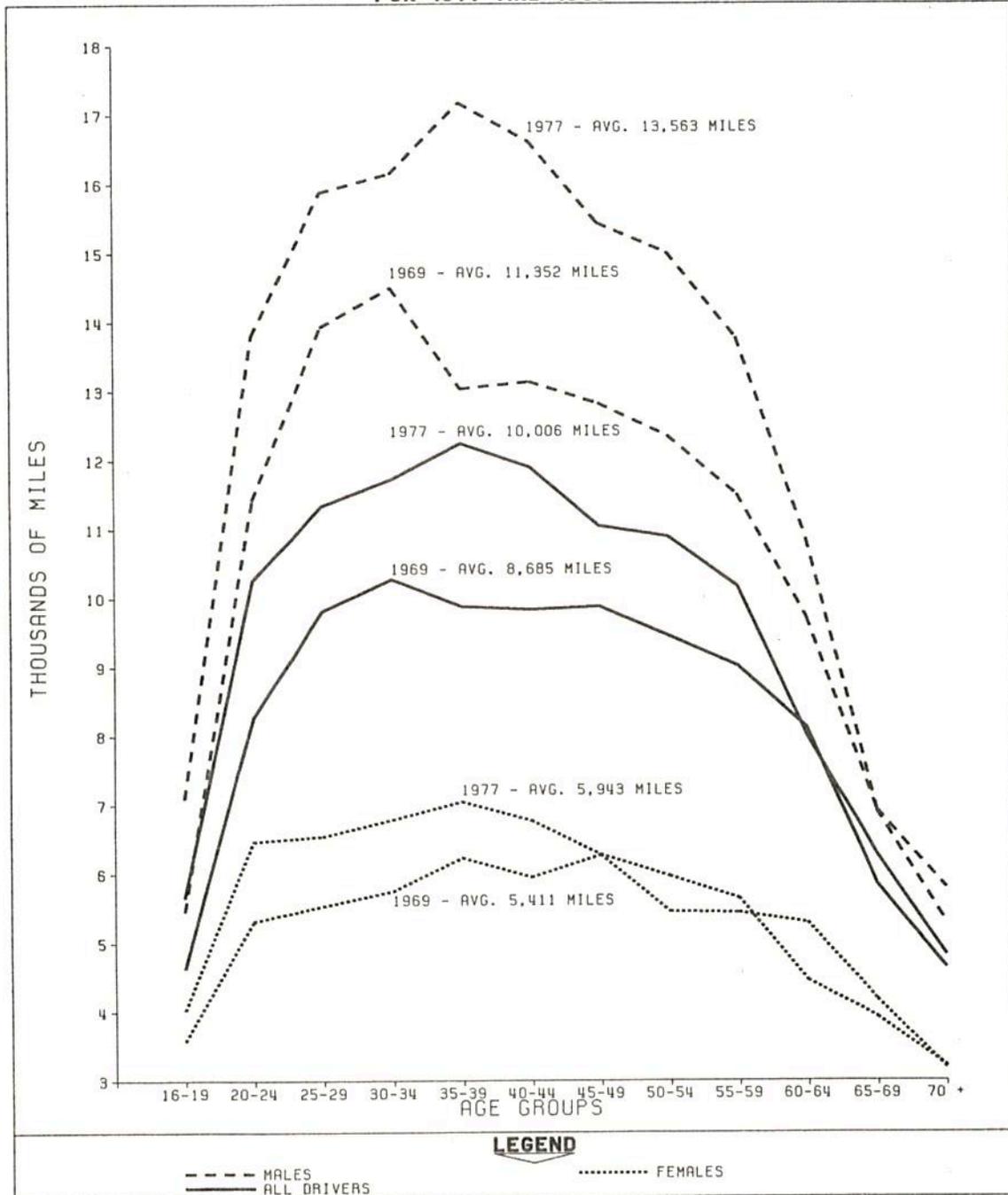
**TABLE 17. ESTIMATED AVERAGE ANNUAL  
MILES DRIVEN PER LICENSED DRIVER  
BY AGE GROUPS AND SEX**

AGE GROUPS	LICENSED DRIVERS		
	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 GROUPS	DIFFERENCE IN ESTIMATED AVERAGE ANNUAL MILES DRIVEN, 1977 - 1969		
	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 two-driver 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  
PER LICENSED DRIVER BY PLACE OF RESIDENCE**

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

**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 IN HOUSEHOLD	NUMBER OF VEHICLES 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
1/ INCLUDES ONLY HOUSEHOLDS WITH VEHICLES.					

**TABLE 21. AVERAGE NUMBER OF VEHICLE MILES DRIVEN  
BY NUMBER OF LICENSED DRIVERS IN THE HOUSEHOLD  
AND HOUSEHOLD INCOME**

NUMBER OF DRIVERS IN HOUSEHOLD	HOUSEHOLD INCOME										ALL	
	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					
1	6,484	8,973	11,657	12,367	12,096	11,774	10,600					9,841
2	6,756	8,455	9,674	11,219	12,342	11,678	11,760					10,205
3	8,536	9,279	9,221	9,878	10,906	11,133	11,247					9,945
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 less-populated areas. Drivers living outside of SMSA's in places of less than 5,000

population, drove 10,499 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.

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 to Number 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

### Appendix 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**

AGE GROUPS	NUMBER OF LICENSED DRIVERS		DIFFERENCE 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 +	6.6	4.8	1.8
TOTAL NUMBER OF DRIVERS	127.5	103.0	24.5

## 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 participate 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 grouped 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 PSU's that are relatively homogeneous according to socio-economic 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.

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 addressed 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 IPL 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



Section I - MOTORIZED VEHICLE RECORD

READ - How I would like to ask you some questions about motor vehicles owned or used by members of this household.

14a. How many licensed motorized vehicles were owned, or available for use on a regular basis, by members of this household during the period from (1st day of 14-Day Travel Period) through (Travel Day)? Include leased or company-owned licensed motorized vehicles. Also include motorized bicycles (MOPEDS) whether licensed or not.

Number of vehicles: 215  
 None - SKIP to Section II

Ask item 14c and enter all vehicle types. Then complete 14d through n for the first vehicle before recording the information for the second vehicle, etc.

b. Vehicle Number	c. What type(s) of vehicle is it (use codes below) 1 Automobile 2 Station wagon 3 Vanbus/Minibus 4 Other van 5 Pickup 6 Pickup with camper 7 Other truck 8 Motorized camper-coach 9 Taxi 10 Motorcycle 11 Motorized bicycle 12 Other - Specify	Do not ask for motorcycles or motorized bicycles				Who owns the vehicle? (Use codes below) 1 Owned by member of household 2 Company-owned 3 Leased 4 Rented 5 Other - Specify		Ask for household-owned vehicles only (Entry of "1" in column 1) Was it purchased, or received, new or used? Circle 1 - New 2 - Used		What was the date of purchase (or receipt)? (For vehicles purchased within the last 12 months enter MONTH and year. For others, enter year only) (Enter numerals)		Is this vehicle used at least 4 times a month to go to work? Circle 1 - Yes 2 - No - SKIP to 14h		Is it used to go ALL the way to work or PART way? Circle 1 - All the way 2 - Part way		About how many miles was this vehicle driven during the last 12 months? (Or from the date of purchase if less than 12 months ago?)
		d. What is the model year?	e. What is the make and model? Example: Dodge, Coronet	f. Does it have automatic transmission? Circle 1 - Yes 2 - No	g. How many cylinders does it have? (Indicate "R" if Rotary)	h. Is it air conditioned? Circle 1 - Yes 2 - No		i. Used	j. Month	k. Year	l. Yes	m. No	n. All	o. Part		
						Yes	No								New	
1								1	2			1	2	1	2	
2								1	2			1	2	1	2	
3								1	2			1	2	1	2	
4								1	2			1	2	1	2	
5								1	2			1	2	1	2	
6								1	2			1	2	1	2	
7								1	2			1	2	1	2	
8								1	2			1	2	1	2	
9								1	2			1	2	1	2	

PGM 3

15. In the last year, what has been the average monthly expense for gasoline for all vehicles owned or leased by this household?  
 \$ 40 monthly  
 Don't know

Section II - AVAILABILITY OF PUBLIC TRANSPORTATION

READ - Now I would like to ask about transportation in the area.

16. Is public transportation, other than taxis, available within 2 miles of your home?

- 402
- 1  Yes
  - 2  No
  - x  Don't know
- } SKIP to 18

17a. How far from your home is the NEAREST public transportation stop - (other than taxis)?

- 403
- 1  Less than 3 blocks (Less than 1/4 mile)
  - 2  3-6 blocks (1/4-1/2 mile)
  - 3  7-12 blocks (More than 1/2 mile, but not more than 1 mile)
  - 4  13-24 blocks (More than 1, not greater than 2 miles)
  - x  Don't know - SKIP to 18

b. What type of transportation is it?

- 404
- 1  Bus
  - 2  Train
  - 3  Streetcar
  - 4  Subway or elevated rail
  - 5  Other - Specify \_\_\_\_\_

18. How far is it from your home to the nearest 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)

- 405
- 1  Less than 1 mile
  - 2  1-2 miles
  - 3  More than 2, less than 5, miles
  - 4  5 miles or more
  - x  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?

- 406
- 0  \_\_\_\_\_ Miles
  - 1  Less than 1/2 mile
  - x  Don't know
  - 999  None available

b. train station?

- 407
- 0  \_\_\_\_\_ Miles
  - 1  Less than 1/2 mile
  - x  Don't know
  - 999  None available

c. airport served by scheduled airlines?

- 408
- 0  \_\_\_\_\_ Miles
  - 1  Less than 1/2 mile
  - x  Don't know
  - 999  None available

POMS

Section III - OCCUPATION AND TRAVEL TO WORK  
 ASK all household members 16 years or older

Household member line number \_\_\_\_\_

(501)  Yes - The above information for 20a-h from CC-Items 22a-h below continuing interview  
 No

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, going to school) or something else?

(502) 1  Working - SKIP to 20d  
 2  With a job but not at work - SKIP to 20d  
 3  Looking for work  
 4  Keeping house  
 5  Going to school  
 6  Unable to work - SKIP to Section IV  
 7  Retired  
 8  Other - Specify \_\_\_\_\_

b. Did you do any work at all LAST WEEK, not counting work around the house?

(503) 1  Yes - SKIP to 20d  
 2  No

c. Did you have a job or business from which you were temporarily absent or on layoff last week?

(504) 1  Yes  
 2  No - SKIP to Section IV

d. For whom did you work? (For Armed Forces, enter the particular branch)

(505)

e. What kind of business or industry is this? (For Armed Forces, enter "Same as above")

(506)

f. What kind of work were you doing? (For example, electrical engineer, stock clerk, typist, farmer, Armed Forces)

NOTE: Single word entries seldom give sufficient description.

(507)

g. What were your most important activities as a (read entry from 2017) (For example, typing, keeping account books, selling cars, Armed Forces).

h. Were you -

(508) 1  An employee of a PRIVATE company, business, or individual for wages, salary, or commissions?  
 2  A GOVERNMENT employee (Federal, State, county, or local)?  
 SELF-EMPLOYED in OWN business, professional practice or farm?  
 (Mark "No," for farmers without asking)  
 3  Yes  
 4  No  
 5  Working WITHOUT PAY in family business or farm?

21. What is your principal means of transportation to work?  
 (Enter code from NTS-5, page 8)

(509)   ← Enter code  
 Other - Specify \_\_\_\_\_  
 99  Work at home - SKIP to Section IV

CHECK ITEM B

<p>22a. Is this a regular arrangement of 2 or more persons traveling to work together - (carpool)?</p>	<p>(509) <input type="checkbox"/> No - SKIP to 23          YES - How many persons, including you?          _____ Persons</p>
<p>b. How many of these persons are members of this household?          (Include the respondent)</p>	<p>(510) _____ Household members</p>
<p>c. Do you share driving, drive others only or ride only?</p>	<p>(511) <input type="checkbox"/> Share driving  <input type="checkbox"/> Drive others only  <input type="checkbox"/> Ride only</p> <p style="text-align: right;">SKIP to 24a</p>
<p>23. What is your main reason for not riding in a carpool?</p>	<p>(512) <input type="checkbox"/> Irregular or unusual work hours  <input type="checkbox"/> Irregular work location  <input type="checkbox"/> Need car for work or errands  <input type="checkbox"/> It is out of my way to pick people up  <input type="checkbox"/> Riders are not dependable and require extra waiting  <input type="checkbox"/> Prefer to have car available for emergencies and occasional overtime or errands</p> <p><input type="checkbox"/> Like privacy  <input type="checkbox"/> Don't know of anyone to ride with  <input type="checkbox"/> Don't trust others' driving  <input type="checkbox"/> Just don't want to call others about carpooling  <input type="checkbox"/> Other - Specify _____</p>
<p>24a. In the last year have you changed your principal means of transportation to work?</p>	<p>(513) <input type="checkbox"/> Yes  <input type="checkbox"/> No - SKIP to 27</p> <p><input type="checkbox"/> Did not work last year - SKIP to 27  <input type="checkbox"/> Worked at home last year - SKIP to 27</p>
<p>b. What was your reason for changing?          Any other reason?          (Mark ALL that apply)</p>	<p>(514) * <input type="checkbox"/> Change of residence  <input type="checkbox"/> Change of job location  <input type="checkbox"/> Previous means unsatisfactory  <input type="checkbox"/> Previous means no longer available  <input type="checkbox"/> Public transportation has become available  <input type="checkbox"/> Other - Specify _____</p>
<p>25. What was the principal means of transportation to work before this change?          (Enter code from NTS-6, page 8)</p>	<p>(515) _____ Enter code          Other - Specify _____</p>
<p>CHECK ITEM C</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No - SKIP to 27</p>
<p>26a. Was this a regular arrangement of 2 or more persons traveling to work together - (carpool)?</p>	<p>(516) <input type="checkbox"/> No - SKIP to 27          YES - How many persons, including you?          _____ Persons</p>
<p>b. How many of these persons were members of this household?          (Include the respondent)</p>	<p>(517) _____ Household members</p>
<p>c. Did you share driving, drive others only or ride only?</p>	<p>(518) <input type="checkbox"/> Share driving  <input type="checkbox"/> Drive others only  <input type="checkbox"/> Ride only</p>
<p>27. What is the one-way distance from your home to your present place of work?</p>	<p>(519) _____ Miles  <input type="checkbox"/> Less than 1/2 mile  <input type="checkbox"/> No fixed place - SKIP to Section IV</p>
<p>28. How long does it usually take you to get from home to work?</p>	<p>(520) _____ Minutes</p>

Section IV - DRIVER INFORMATION <i>Ask all household members 16 years or older.</i>		Household member line number
<i>(If respondent has already indicated that he drives, verify and mark appropriate box)</i>		
29a. Are you a licensed driver?		<input type="checkbox"/> (521) Yes <input type="checkbox"/> (522) No - SKIP to Section V
b. About how many thousands of miles did you, personally, drive during the last 12 months, including miles driven as part of your work?		(522) _____ Miles
CHECK ITEM D Is there an entry in item 21 for this respondent (to indicate that he has a job)?		<input type="checkbox"/> Yes <input type="checkbox"/> No - SKIP to Section V
30a. As an essential part of your work do you drive a motorized vehicle, such as a car, bus, van, truck, taxi or motorcycle?		<input type="checkbox"/> (523) Yes - Which type of vehicle? <small>(Enter code from NTS-6, page B)</small> <input type="checkbox"/> No - SKIP to Section V
<b>SHOW CALENDAR</b>		
b. Did you drive this vehicle as part of your work on (Travel Day)?		<input type="checkbox"/> (524) Yes - About how many miles? _____ Miles
c. Approximately how many miles do you drive on an average work day, not counting driving to and from your place of work?		(525) _____ Miles
d. On the average, how many days a week do you drive as part of your work?		(526) _____ Days a week
e. You said you drove _____ miles (entry in 30b) as part of your work on (Travel Day). How many work-related stops did you make?		(527) _____ Stops (Each of these stops is a trip)
f. What was the longest distance you traveled between 2 consecutive work-related stops?		<input type="checkbox"/> (528) _____ miles <input type="checkbox"/> Less than 1/2 mile
CHECK ITEM D-1 Is one of the codes 01-07 or 14 entered in 30a?		<input type="checkbox"/> No - SKIP to the introduction marked READ above item 31 <input type="checkbox"/> YES

<p><b>CHECK ITEM D-2</b></p>	<p>Is the entry in 30c 4 stops or less?</p>	<p><input type="checkbox"/> Yes - Complete Part A of the NTS-2A for each of these trips when you complete the NTS-2A for this respondent. <b>After SKIP to the Introduction marked READ, above item 31</b></p> <p><input type="checkbox"/> No</p>
<p><b>SHOW MAP</b></p> <p>30g. You said you traveled _____ miles (entry in 30b) as part of your job on (Travel Day). Was all this travel within the area on this map?</p>	<p>(529) 1 <input type="checkbox"/> No - SKIP to the Introduction marked READ, above item 31 2 <input type="checkbox"/> Yes</p>	<p>Does the PSU urban/rural map for this household have an urban/rural boundary(ies) marked on it?</p> <p>(530) 1 <input type="checkbox"/> No - SKIP to the Introduction marked READ, above item 31 2 <input type="checkbox"/> Yes - Show map to the respondent and ask 30h</p>
<p><b>CHECK ITEM D-3</b></p> <p>h. About how many of these miles were within the URBAN boundary(ies) shown on this map?</p>	<p>(531) _____ Miles</p>	<p><b>READ</b> - 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.</p>
<p><b>NOTE:</b> Reference period is from 4:00 a.m. on Travel Day to 3:59 a.m. the following day.</p>	<p>31. Did you make any trips, other than those already reported, on (Travel Day)?</p>	<p>(532) 1 <input type="checkbox"/> Yes - SKIP to item 32b 2 <input type="checkbox"/> No - SKIP to Section VI</p>
<p><b>NOTES</b></p>	<p>(533) _____ (534) _____ (535) _____</p>	

**Section V - TRAVEL DAY**

Household member  
line number

Ask of all household members 14 years and over. For persons 5-13 years of age, ask household respondent and enter the line number of the person for whom information is being obtained.

**INTERVIEWER INSTRUCTION**  
Reference day is from 4:00 a.m. to 3:59 a.m. the following day.  
Include as trips all walking or bicycling where the destination and origin are not the same address. Do NOT include these as trips for persons under 14 years of age.

**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. For example, driving a car from your home to work would be one trip, walking from work to lunch would be a second trip, walking back from lunch to work would be a third trip, etc.

	Enter trip number			
	(601)	(601)	(601)	(601)
	TRIP	TRIP	TRIP	TRIP
32a. Did you go any place on (Travel Day)?	(601) <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to Section VI			
b. Where did you go first?				
33a. Did this trip begin at home?	(603) 1 <input type="checkbox"/> Yes - SKIP to 34 2 <input type="checkbox"/> No			
b. What was your main reason for being away from home when you began this trip? (Enter code from NTS-6, page 11)	(604) <input type="checkbox"/> Enter code If "Other" - Specify			
c. In what city, or place, and State was this?	(605) <input type="checkbox"/> City <input type="checkbox"/> State			
34. What time did you start your trip to _____?	(606) _____ a.m. (607) _____ p.m.	(606) _____ a.m. (607) _____ p.m.	(606) _____ a.m. (607) _____ p.m.	(606) _____ a.m. (607) _____ p.m.
35. What was the main reason for the trip? (Enter code from NTS-6, page 11)	(608) <input type="checkbox"/> Enter code If "Other" - Specify	(608) <input type="checkbox"/> Enter code If "Other" - Specify	(608) <input type="checkbox"/> Enter code If "Other" - Specify	(608) <input type="checkbox"/> Enter code If "Other" - Specify

**NOTE TO INTERVIEWER -** Circled items may be verified for return trips to avoid repetition.

<p>36. Did anyone else living in this household go on the trip? <i>(List line numbers of other household members who went on the trip.)</i></p>	<p>609 <input type="checkbox"/> No others YES - Who? Enter line numbers</p> <p>610 _____ 611 _____ 612 _____ 613 _____ 614 _____ 615 _____</p> <p>622 _____ Miles Less than 1/2 mile</p> <p>623 _____ Minutes</p> <p>624 _____ Enter code If "Other" - Specify</p>	<p>609 <input type="checkbox"/> No others YES - Who? Enter line numbers</p> <p>610 _____ 611 _____ 612 _____ 613 _____ 614 _____ 615 _____</p> <p>622 _____ Miles Less than 1/2 mile</p> <p>623 _____ Minutes</p> <p>624 _____ Enter code If "Other" - Specify</p>	<p>609 <input type="checkbox"/> No others YES - Who? Enter line numbers</p> <p>610 _____ 611 _____ 612 _____ 613 _____ 614 _____ 615 _____</p> <p>622 _____ Miles Less than 1/2 mile</p> <p>623 _____ Minutes</p> <p>624 _____ Enter code If "Other" - Specify</p>	<p>609 <input type="checkbox"/> No others YES - Who? Enter line numbers</p> <p>610 _____ 611 _____ 612 _____ 613 _____ 614 _____ 615 _____</p> <p>622 _____ Miles Less than 1/2 mile</p> <p>623 _____ Minutes</p> <p>624 _____ Enter code If "Other" - Specify</p>	<p>609 <input type="checkbox"/> No others YES - Who? Enter line numbers</p> <p>610 _____ 611 _____ 612 _____ 613 _____ 614 _____ 615 _____</p> <p>622 _____ Miles Less than 1/2 mile</p> <p>623 _____ Minutes</p> <p>624 _____ Enter code If "Other" - Specify</p>	<p>609 <input type="checkbox"/> No others YES - Who? Enter line numbers</p> <p>610 _____ 611 _____ 612 _____ 613 _____ 614 _____ 615 _____</p> <p>622 _____ Miles Less than 1/2 mile</p> <p>623 _____ Minutes</p> <p>624 _____ Enter code If "Other" - Specify</p>
<p>37. What was the total distance from where you started to (destination)?</p>	<p>622 _____ Miles Less than 1/2 mile</p> <p>623 _____ Minutes</p>					
<p>38. Approximately how long did it take to get there?</p>	<p>623 _____ Minutes</p>					
<p>39. What was the main means of transportation used for this trip? <i>(Enter code from NTS-6, page 8)</i></p>	<p>624 _____ Enter code If "Other" - Specify</p>					
<p>CHECK ITEM E Refer to item 39 One of the codes 01-07 is entered .... One of the codes 08-13 is entered .... One of the codes 14-19 is entered ....</p>	<p>ASK 40a SKIP to 46 SKIP to 45a</p>					
<p>40a. Was a household vehicle used for this trip? <i>(Do not ask if no vehicles were reported for this household. Mark No.)</i></p>	<p>625 <input type="checkbox"/> Yes <input type="checkbox"/> No - SKIP to 41</p>					
<p>40b. Which vehicle? <i>(Ask only if more than 1 vehicle was reported for this household. If only 1 vehicle enter "1" without asking.)</i></p>	<p>626 _____ Vehicle number</p>					
<p>41. Were there any non-household members on the trip?</p>	<p>627 <input type="checkbox"/> No YES - How many?</p>					
<p>42. Total number of ALL persons in the vehicle. <i>(Interviewer - Verify that the sum of entries in items 36 and 41, plus the respondent was the total number of persons.)</i></p>	<p>628 _____ Persons</p>					
<p>43. Who was the driver on the trip? <i>(Ask only if the respondent was not alone in the vehicle.)</i></p>	<p>629 <input type="checkbox"/> Not a household member Household member - Line No. _____</p>					

Section Y - TRAVEL DAY - Continued

		Enter trip number					Household member line number
		701	701	701	701	701	701
CHECK ITEM F	Refer to item 37. Is the distance 25 miles or more?	<input type="checkbox"/> Yes <input type="checkbox"/> No - SKIP to 44a					<input type="checkbox"/> Yes <input type="checkbox"/> No - SKIP to 44a
	43b. Did anyone share the driving? (Enter the line number(s) of household member(s).)	702 <input type="checkbox"/> No <input type="checkbox"/> Yes - Who? <input checked="" type="checkbox"/> 704 703 _____ 704 _____ 705 _____ 705 _____ 707 _____ 707 _____ 709 _____ 709 _____ 711 _____ 711 _____ 713 <input type="checkbox"/> Non-household member(s) 714 _____ %					702 <input type="checkbox"/> No <input type="checkbox"/> Yes - Who? <input checked="" type="checkbox"/> 704 703 _____ 704 _____ 705 _____ 705 _____ 707 _____ 707 _____ 709 _____ 709 _____ 711 _____ 711 _____ 713 <input type="checkbox"/> Non-household member(s) 714 _____ %
44a. Where did you park when you got to destination? (Enter code from NTS-6, page 13) Codes 5-7 - SKIP to 44c Codes 8-11 - SKIP to 45a		715 <input type="checkbox"/> Enter code "Other" - Specify <input checked="" type="checkbox"/>					715 <input type="checkbox"/> Enter code "Other" - Specify <input checked="" type="checkbox"/>
	b. Was the reason you were able to park there because of: carpool membership, minimum purchase, physical disability, job status, or another similar reason?	716 <input type="checkbox"/> No <input type="checkbox"/> Yes 1 <input type="checkbox"/> Carpool 2 <input type="checkbox"/> Minimum purchase 3 <input type="checkbox"/> Physical disability 4 <input type="checkbox"/> Job status 5 <input type="checkbox"/> Other - Specify <input checked="" type="checkbox"/>					716 <input type="checkbox"/> No <input type="checkbox"/> Yes 1 <input type="checkbox"/> Carpool 2 <input type="checkbox"/> Minimum purchase 3 <input type="checkbox"/> Physical disability 4 <input type="checkbox"/> Job status 5 <input type="checkbox"/> Other - Specify <input checked="" type="checkbox"/>

<p>44c. Was parking free?</p> <p>717 <input type="checkbox"/> Yes - SKIP to 45a NO - How much did it cost? (Enter total amount)</p> <p>718 \$ _____</p> <p>719 <input type="checkbox"/> Don't know 9 <input type="checkbox"/> Fee previously reported - SKIP to 45a</p>	<p>717 <input type="checkbox"/> Yes - SKIP to 45a NO - How much did it cost? (Enter total amount)</p> <p>718 \$ _____</p> <p>719 <input type="checkbox"/> Don't know 9 <input type="checkbox"/> Fee previously reported - SKIP to 45a</p>	<p>717 <input type="checkbox"/> Yes - SKIP to 45a NO - How much did it cost? (Enter total amount)</p> <p>718 \$ _____</p> <p>719 <input type="checkbox"/> Don't know 9 <input type="checkbox"/> Fee previously reported - SKIP to 45a</p>	<p>717 <input type="checkbox"/> Yes - SKIP to 45a NO - How much did it cost? (Enter total amount)</p> <p>718 \$ _____</p> <p>719 <input type="checkbox"/> Don't know 9 <input type="checkbox"/> Fee previously reported - SKIP to 45a</p>	<p>720 _____ Minute(s) 721 _____ Hour(s) 722 _____ Day(s) 723 _____ Week(s) 724 _____ Month(s) 725 <input type="checkbox"/> Don't know</p>	<p>720 _____ Minute(s) 721 _____ Hour(s) 722 _____ Day(s) 723 _____ Week(s) 724 _____ Month(s) 725 <input type="checkbox"/> Don't know</p>	<p>720 _____ Minute(s) 721 _____ Hour(s) 722 _____ Day(s) 723 _____ Week(s) 724 _____ Month(s) 725 <input type="checkbox"/> Don't know</p>	<p>720 _____ Minute(s) 721 _____ Hour(s) 722 _____ Day(s) 723 _____ Week(s) 724 _____ Month(s) 725 <input type="checkbox"/> Don't know</p>	<p>726 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know } SKIP to 47</p>	<p>726 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know } SKIP to 47</p>	<p>726 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know } SKIP to 47</p>	<p>726 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know } SKIP to 47</p>	<p>727 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to 47</p>	<p>727 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to 47</p>	<p>727 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to 47</p>	<p>727 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to 47</p>	<p>728 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No } SKIP to 47</p>	<p>728 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No } SKIP to 47</p>	<p>728 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No } SKIP to 47</p>	<p>728 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No } SKIP to 47</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>
<p>d. What time period did the cost of parking cover? (Enter the number of minutes, hours, days, etc.) (Make only one entry)</p>	<p>720 _____ Minute(s) 721 _____ Hour(s) 722 _____ Day(s) 723 _____ Week(s) 724 _____ Month(s) 725 <input type="checkbox"/> Don't know</p>	<p>726 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know } SKIP to 47</p>	<p>727 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to 47</p>	<p>728 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No } SKIP to 47</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>730 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>																	
<p>45a. Was public transportation, other than taxis, available for the trip within 1/2 mile from where you started and also from where you were going?</p>	<p>726 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know } SKIP to 47</p>	<p>727 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to 47</p>	<p>728 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No } SKIP to 47</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>Return to Item 34 <input type="checkbox"/> Nowhere else - ASK 48</p>	<p>730 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>																	
<p>46. If you had driven and not used public transportation, would parking have been free?</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>Return to Item 34 <input type="checkbox"/> Nowhere else - ASK 48</p>	<p>730 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>																	
<p>47. Where did you go next?</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>Return to Item 34 <input type="checkbox"/> Nowhere else - ASK 48</p>	<p>730 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>																	
<p>48. Was any part of your trip to (destination) within the Central Business District outlined on this map?</p>	<p>730 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>730 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>730 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>730 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>Return to Item 34 <input type="checkbox"/> Nowhere else - ASK 48</p>	<p>730 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>																	

Section V - TRAVEL DAY - Continued Household member line number

CHECK ITEM G Was public transportation used on any of these trips? Refer to item 39 for each trip recorded. Is one of the codes 08-13 entered? Yes No - SKIP to 50

49a. You used public transportation on (some of) these trips. What were your reasons for using it? Any other reason? (Mark ALL that apply) 801 No driver's license No car available Cheaper than auto No parking problems No driving strain Faster than auto Other - Specify

b. Could you have made these trips without using public transportation? 802 Yes No SKIP to Section VI

50. You did not use public transportation on any of these trips. What were your reasons for not using it? Any other reasons? (Mark ALL that apply) 803 None available Schedule is inconvenient Location is inconvenient Too many transfers Too expensive Takes too long Preferred to use car Need auto for work Had too much to carry Physical and/or mental impairment Not familiar with transit system Wasn't traveling far enough Other - Specify

INTERVIEWER: Enter total number of Travel Day trips reported by this respondent. 804 Trips

**Section VI - 14-DAY TRAVEL PERIOD**  
**Part A - DETAILED REPORT OF TRIPS**

Household member  
Line number

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**CHECK ITEM H**

**INTRODUCTION A**

**READ** - 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 farthest point of travel. Do not forget to include trips that you may have reported earlier in the interview that ended during this period. The questions I am going to ask now refer to one-way distances so your responses may differ from those you have already given.

Yes - Read Introduction A       No - Read Introduction B

---

**CHECK ITEM I**

**INTRODUCTION B**

**READ** - 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 farthest point of travel. ASK item 51.

Yes - How many trips?       No       (One-way) trips - skip to 52  
 Don't know

Enter trip number

TRIP	TRIP	TRIP	TRIP	TRIP	TRIP
901	901	901	901	901	901
902	902	902	902	902	902
903	903	903	903	903	903
904	904	904	904	904	904
905	905	905	905	905	905
906	906	906	906	906	906
907	907	907	907	907	907
908	908	908	908	908	908
909	909	909	909	909	909

No others YES - Who? Line numbers -

---

**51. Did you take any trips of 75 miles or more (one-way distance) that ended during this 14-day period?**

No others YES - Who? Line numbers -

---

**52. What was the destination of your (list, next, . . . etc.) trip?**

No others YES - Who? Line numbers -

---

**53. Did anyone else living in this household go on this trip?**  
(List the line numbers of household members who went on the trip.)

No others YES - Who? Line numbers -

Section VI - 14-DAY TRAVEL PERIOD - Continued		Household member first number				
		PGM 9 ↓	RCD T	RCD T	RCD T	RCD T
		Enter trip number	Enter trip number	Enter trip number	Enter trip number	Enter trip number
54. What was the main purpose for the trip? <small>(Enter code from NTS-6, page 11)</small>	916	TRIP	916	TRIP	916	TRIP
	917	← Enter code "Other" - Specify	917	← Enter code "Other" - Specify	917	← Enter code "Other" - Specify
55. Was this a weekend (or long weekend) trip?	918	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	918	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	918	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No
	919	1 <input type="checkbox"/> Yes NO - From what city or place, and State, did you start the trip?	919	1 <input type="checkbox"/> Yes NO - From what city or place, and State, did you start the trip?	919	1 <input type="checkbox"/> Yes NO - From what city or place, and State, did you start the trip?
56. Did you start the trip from this address?	920		920		920	
	921	0 <input type="checkbox"/> No YES - How many? Total number of nights	921	0 <input type="checkbox"/> No YES - How many? Total number of nights	921	0 <input type="checkbox"/> No YES - How many? Total number of nights
57. Did you spend any nights away from home enroute to (destination)?	922	Number of nights	922	Number of nights	922	Number of nights
	CHECK ITEM 1		CHECK ITEM 1		CHECK ITEM 1	
58a. How many nights did you spend at your destination?	922	Number of nights	922	Number of nights	922	Number of nights
		0 <input type="checkbox"/> None - Skip to 58		0 <input type="checkbox"/> None - Skip to 58		0 <input type="checkbox"/> None - Skip to 58

<p>58b. What type(s) of lodging did you stay in at your destination? (Mark ALL that apply)</p> <p>923 * <input type="checkbox"/> 1 With friends or relatives  <input type="checkbox"/> 2 Rental accommodations  <input type="checkbox"/> 3 Own cabin, campsite, vacation home  <input type="checkbox"/> 4 Camping in public (gov't) campground  <input type="checkbox"/> 5 Camping in commercial campground  <input type="checkbox"/> 6 Other - Specify <u>X</u></p>	<p>923 * <input type="checkbox"/> 1 With friends or relatives  <input type="checkbox"/> 2 Rental accommodations  <input type="checkbox"/> 3 Own cabin, campsite, vacation home  <input type="checkbox"/> 4 Camping in public (gov't) campground  <input type="checkbox"/> 5 Camping in commercial campground  <input type="checkbox"/> 6 Other - Specify <u>X</u></p>	<p>923 * <input type="checkbox"/> 1 With friends or relatives  <input type="checkbox"/> 2 Rental accommodations  <input type="checkbox"/> 3 Own cabin, campsite, vacation home  <input type="checkbox"/> 4 Camping in public (gov't) campground  <input type="checkbox"/> 5 Camping in commercial campground  <input type="checkbox"/> 6 Other - Specify <u>X</u></p>	<p>923 * <input type="checkbox"/> 1 With friends or relatives  <input type="checkbox"/> 2 Rental accommodations  <input type="checkbox"/> 3 Own cabin, campsite, vacation home  <input type="checkbox"/> 4 Camping in public (gov't) campground  <input type="checkbox"/> 5 Camping in commercial campground  <input type="checkbox"/> 6 Other - Specify <u>X</u></p>	<p>923 * <input type="checkbox"/> 1 With friends or relatives  <input type="checkbox"/> 2 Rental accommodations  <input type="checkbox"/> 3 Own cabin, campsite, vacation home  <input type="checkbox"/> 4 Camping in public (gov't) campground  <input type="checkbox"/> 5 Camping in commercial campground  <input type="checkbox"/> 6 Other - Specify <u>X</u></p>	<p>923 * <input type="checkbox"/> 1 With friends or relatives  <input type="checkbox"/> 2 Rental accommodations  <input type="checkbox"/> 3 Own cabin, campsite, vacation home  <input type="checkbox"/> 4 Camping in public (gov't) campground  <input type="checkbox"/> 5 Camping in commercial campground  <input type="checkbox"/> 6 Other - Specify <u>X</u></p>
<p>c. How many nights did you spend in each type of lodging?</p> <p>924 Number of nights  925 Friends or relatives  926 Rent. accom.  927 Cabin, campsite, vacation home  928 Camp. in public (gov't) campground  929 Camp. in comm. campground  930 Other</p>	<p>924 Number of nights  925 Friends or relatives  926 Rent. accom.  927 Cabin, campsite, vacation home  928 Camp. in public (gov't) campground  929 Camp. in comm. campground  930 Other</p>	<p>924 Number of nights  925 Friends or relatives  926 Rent. accom.  927 Cabin, campsite, vacation home  928 Camp. in public (gov't) campground  929 Camp. in comm. campground  930 Other</p>	<p>924 Number of nights  925 Friends or relatives  926 Rent. accom.  927 Cabin, campsite, vacation home  928 Camp. in public (gov't) campground  929 Camp. in comm. campground  930 Other</p>	<p>924 Number of nights  925 Friends or relatives  926 Rent. accom.  927 Cabin, campsite, vacation home  928 Camp. in public (gov't) campground  929 Camp. in comm. campground  930 Other</p>	<p>924 Number of nights  925 Friends or relatives  926 Rent. accom.  927 Cabin, campsite, vacation home  928 Camp. in public (gov't) campground  929 Camp. in comm. campground  930 Other</p>
<p>59. What day of the month did the trip begin? (Enter in numerals the month and date)</p> <p>INTERVIEWER - Refer to calendar and enter the day of the week without asking.</p>	<p>SHOW CALENDAR (Enter in numerals the month and date)</p>	<p>SHOW CALENDAR (Enter in numerals the month and date)</p>	<p>SHOW CALENDAR (Enter in numerals the month and date)</p>	<p>SHOW CALENDAR (Enter in numerals the month and date)</p>	<p>SHOW CALENDAR (Enter in numerals the month and date)</p>
<p>60. What time did the trip begin?</p> <p>932 a.m.  933 p.m.  <input type="checkbox"/> Don't know</p>	<p>932 a.m.  933 p.m.  <input type="checkbox"/> Don't know</p>	<p>932 a.m.  933 p.m.  <input type="checkbox"/> Don't know</p>	<p>932 a.m.  933 p.m.  <input type="checkbox"/> Don't know</p>	<p>932 a.m.  933 p.m.  <input type="checkbox"/> Don't know</p>	<p>932 a.m.  933 p.m.  <input type="checkbox"/> Don't know</p>
<p>61a. Do you know the EXACT distance from where you started to (destination)?</p> <p>934 <input type="checkbox"/> No  <input type="checkbox"/> YES - How many miles?  Miles - SKIP to 62</p>	<p>934 <input type="checkbox"/> No  <input type="checkbox"/> YES - How many miles?  Miles - SKIP to 62</p>	<p>934 <input type="checkbox"/> No  <input type="checkbox"/> YES - How many miles?  Miles - SKIP to 62</p>	<p>934 <input type="checkbox"/> No  <input type="checkbox"/> YES - How many miles?  Miles - SKIP to 62</p>	<p>934 <input type="checkbox"/> No  <input type="checkbox"/> YES - How many miles?  Miles - SKIP to 62</p>	<p>934 <input type="checkbox"/> No  <input type="checkbox"/> YES - How many miles?  Miles - SKIP to 62</p>
<p>61b. APPROXIMATELY how many miles was it?</p> <p>935 Miles</p>	<p>935 Miles</p>	<p>935 Miles</p>	<p>935 Miles</p>	<p>935 Miles</p>	<p>935 Miles</p>

Section VI - 14-DAY TRAVEL PERIOD - Continued		2 RCD T		2 RCD T		2 RCD T		2 RCD T		2 RCD T		2 RCD T		2 RCD T	
		TRIP		TRIP		TRIP		TRIP		TRIP		TRIP		TRIP	
		936	937	936	937	936	937	936	937	936	937	936	937	936	937
		← Enter code	← Enter code												
		"Other" - Specify		"Other" - Specify		"Other" - Specify		"Other" - Specify		"Other" - Specify		"Other" - Specify		"Other" - Specify	
62. What was the main means of transportation used for the trip? (The means used to travel the longest distance) (Enter code from NTS-6, page 8)															
CHECK ITEM K Is use of this vehicle reported in item 14a for this household?															
63a. Was a household vehicle used?		938	939	938	939	938	939	938	939	938	939	938	939	938	939
		1 Yes	2 No - SKIP to 64	1 Yes	2 No - SKIP to 64	1 Yes	2 No - SKIP to 64	1 Yes	2 No - SKIP to 64	1 Yes	2 No - SKIP to 64	1 Yes	2 No - SKIP to 64	1 Yes	2 No - SKIP to 64
63b. Were any non-household members in the vehicle? (Enter number from item 14b)		940	941	940	941	940	941	940	941	940	941	940	941	940	941
		0 No	1 Yes - How many?	0 No	1 Yes - How many?	0 No	1 Yes - How many?	0 No	1 Yes - How many?	0 No	1 Yes - How many?	0 No	1 Yes - How many?	0 No	1 Yes - How many?
64. Total number of persons in the vehicle - INTERVIEWER - Verify that the sum of the numbers entered in items 58 and 64 plus the respondent is the total number of persons that were in the vehicle.		941	942	941	942	941	942	941	942	941	942	941	942	941	942
		Total number of persons	Total number of persons	Total number of persons	Total number of persons	Total number of persons	Total number of persons	Total number of persons	Total number of persons	Total number of persons	Total number of persons	Total number of persons	Total number of persons	Total number of persons	Total number of persons
65a. Who was the principal driver for the trip? (The trip who drove for the longest distance)		943	944	943	944	943	944	943	944	943	944	943	944	943	944
		0 Not a household member	1 Household member - Line No.	0 Not a household member	1 Household member - Line No.	0 Not a household member	1 Household member - Line No.	0 Not a household member	1 Household member - Line No.	0 Not a household member	1 Household member - Line No.	0 Not a household member	1 Household member - Line No.	0 Not a household member	1 Household member - Line No.
65b. Did anyone share the driving?		945	946	945	946	945	946	945	946	945	946	945	946	945	946
		0 No	1 Yes - What percent of the driving? Who?	0 No	1 Yes - What percent of the driving? Who?	0 No	1 Yes - What percent of the driving? Who?	0 No	1 Yes - What percent of the driving? Who?	0 No	1 Yes - What percent of the driving? Who?	0 No	1 Yes - What percent of the driving? Who?	0 No	1 Yes - What percent of the driving? Who?
			947		947		947		947		947		947		947
			948		948		948		948		948		948		948
			949		949		949		949		949		949		949
			950		950		950		950		950		950		950
			951		951		951		951		951		951		951
			952		952		952		952		952		952		952
			953		953		953		953		953		953		953
			954		954		954		954		954		954		954
			955		955		955		955		955		955		955

<p>67a. Was a rental vehicle used during this trip?</p>	<p>956 <input type="checkbox"/> No - SKIP to 68 YES - For how many miles? _____ Miles</p>	<p>956 <input type="checkbox"/> No - SKIP to 68 YES - For how many miles? _____ Miles</p>	<p>956 <input type="checkbox"/> No - SKIP to 68 YES - For how many miles? _____ Miles</p>	<p>956 <input type="checkbox"/> No - SKIP to 68 YES - For how many miles? _____ Miles</p>	<p>956 <input type="checkbox"/> No - SKIP to 68 YES - For how many miles? _____ Miles</p>	<p>956 <input type="checkbox"/> No - SKIP to 68 YES - For how many miles? _____ Miles</p>
<p>b. Was this an auto or a truck or some other type of vehicle?</p>	<p>957 <input type="checkbox"/> 1 Auto <input type="checkbox"/> 2 Truck <input type="checkbox"/> 3 Other - Specify _____</p>	<p>957 <input type="checkbox"/> 1 Auto <input type="checkbox"/> 2 Truck <input type="checkbox"/> 3 Other - Specify _____</p>	<p>957 <input type="checkbox"/> 1 Auto <input type="checkbox"/> 2 Truck <input type="checkbox"/> 3 Other - Specify _____</p>	<p>957 <input type="checkbox"/> 1 Auto <input type="checkbox"/> 2 Truck <input type="checkbox"/> 3 Other - Specify _____</p>	<p>957 <input type="checkbox"/> 1 Auto <input type="checkbox"/> 2 Truck <input type="checkbox"/> 3 Other - Specify _____</p>	<p>957 <input type="checkbox"/> 1 Auto <input type="checkbox"/> 2 Truck <input type="checkbox"/> 3 Other - Specify _____</p>
<p>68. Did you make any stops other than for gasoline, rest and food? <i>(include stops for lodging, change of transportation means, sightseeing, visiting friends and relatives, business, etc.)</i></p>	<p>958 <input type="checkbox"/> No YES - How many? _____ Stops</p>	<p>958 <input type="checkbox"/> No YES - How many? _____ Stops</p>	<p>958 <input type="checkbox"/> No YES - How many? _____ Stops</p>	<p>958 <input type="checkbox"/> No YES - How many? _____ Stops</p>	<p>958 <input type="checkbox"/> No YES - How many? _____ Stops</p>	<p>958 <input type="checkbox"/> No YES - How many? _____ Stops</p>
<p>CHECK ITEM L.</p>						
<p>CHECK ITEM M.</p>						
<p>CHECK ITEM N.</p>						
<p>Notes</p>	<p>Notes</p>					

**Section VI - 14-DAY TRAVEL PERIOD - Continued**

Household member  
line number

**READ - Now I would like to ask you some questions about each stop you made on your trip to (destination).**

**Part B - DETAILED REPORT OF STOPS DURING 14-DAY TRAVEL PERIOD**

Enter the trip number in column (a) from Trip Column headings in Part A. Number the stops in column (b) consecutively for each trip, from the first stop through the destination. Repeat the series of questions for each trip.

69. Complete columns (a) through (m) for all trips for which stops were reported in item 68.	Trip No.	What was the main purpose of the (1st, 2nd, ... ) stop on your trip to (read/destination for each trip)? (Enter code from NTS-6, page 71)	(c)	(d)	(e)	(f)		(g)	(h)		(i)	(j)		(k)	(l)		(m)
						Line No.	Code		City	State		1	2		Line No.	Code	
						Yes <input type="checkbox"/> No <input type="checkbox"/>			1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>		Yes <input type="checkbox"/> No <input type="checkbox"/>			
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Trip No.	Stop No.	What was the main purpose of the (1st, 2nd, ... ) stop on your trip to (read destination for each trip)? (Enter code from NTS-6, page 7)	Approximately how many miles did you travel for this part of the trip? (Enter miles)	In what City or place, and State was this? (If this information has already been given, verify)	Were any household members on this part of the trip? If "Yes," ASK - Who? (Enter all line numbers, including respondent).	What was the means of transportation for this part of the trip? (Enter code from NTS-6, page 8)	Was this a household vehicle? If "Yes," ASK - Which one? (Enter the number of the vehicle from 1A and SK/P to (j))		Was this a rental vehicle? If "No," to ASK - Was this a rental vehicle?	Was the driver for this part of the trip a household member? If "Yes," ASK - Who? (Enter line number of household member)	Were any non-household members on this part of the trip? If "Yes," ASK - How many? (Enter number)	What type of lodging did you stay in? (Enter code from NTS-6, page 12)	ASK only if the stop was for lodging - code 19 in column (c) -
							(h) Yes 1 <input type="checkbox"/> No 2 <input type="checkbox"/>	(i) Yes 1 <input type="checkbox"/> No 2 <input type="checkbox"/>					
				City State	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>			
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				City State	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>			
				City State	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>			
				City State	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>			
				City State	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>			
				City State	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>			
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				City State	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>			
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				City State	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>			
				City State	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>			
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				City State	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>			
				City State	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>	Yes 0 <input type="checkbox"/> No 1 <input type="checkbox"/>			
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U.S. DEPARTMENT OF COMMERCE  
BUREAU OF THE CENSUS

**FORM NTS-2A**  
(4-1-1977)

**DETAILED PERSONAL INTERVIEW**  
(Section VII)  
**NATIONAL TRAVEL SURVEY**  
**1977 CENSUS OF TRANSPORTATION**

Section VII - MAPPING OF PRIVATE MOTOR VEHICLE TRIPS

INTERVIEWER NOTE

1. Control Number

2. NTS Serial

3. Check

4. Interviewer

5. Serial

6. Page

b. Questionnaire \_\_\_\_\_ of \_\_\_\_\_ questionnaires

NOTICE - Your report to the Census Bureau is confidential by law (Title 13, U.S. Code). All identifiable information will be used only by persons engaged in and for the purposes of the survey, and may not be disclosed or released to others for any purpose.

**PROCEDURE FOR COMPLETING SECTION VII**

1. Enter in 70b or 71b the number of the trip that was made by private motor vehicle.
2. Enter the destination of the trip in 70c or 71c.
3. Show map and ask 70a or 71a.
4. Refer to Trip Description Codes shown to the right for appropriate code and enter the code in 70d or 71d.
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.

**MAPPING INSTRUCTIONS**

- a. Use a separate map for each respondent.
- b. Trace the route carefully. A reader of the map should know exactly the route taken.
- c. Use the following code to label 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 Period), 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 endpoint which shows on the map.

**TRIP DESCRIPTION CODES**

- 1 - Entire trip on map and wholly within URBAN area - NO MAPPING REQUIRED.
- 2 - Entire trip on map and wholly within RURAL area - NO MAPPING REQUIRED.
- 3 - Entire trip on map and crosses the URBAN/RURAL boundary marked on the map - MAP TRIP.
- 4 - A portion of the trip is off the map - MAP THE PORTION WHICH IS ON THE MAP AND COMPLETE column e and column f.
- 5 - Entire trip is off the map - COMPLETE column e and column f.

6. Complete columns e and f if code 4 or 5 is entered in column d.
7. For return trips ask whether the same route was followed, and if no additional mapping is required, label the endpoints again to indicate the return trip.
8. Enter in column g the distance of the trip as reported by the respondent on the NTS-2.
9. Repeat the sequence for the next trip by private motor vehicle.
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.





### 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 forwarded 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

1. 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 ( )

3. Method of tape submittal

- With order ( )
- Under separate cover ( )

4. Type of tape labeling desire

- Standard IBM labels ( )
- No labels ( )

5. Recording density (9-track)

- 800 BPI ( )
- 1600 BPI ( )

6. Type of organization, Name and Address

- Educational ( )                      Government ( )
- Private Organization ( )              Private Individual ( )
- Other (specify) ( )

Name \_\_\_\_\_

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                ()