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NORTHEAST CORRIDOR TRAVEL SURVEY, 1968-1971

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16. Abstract

The Northeast Corridor Travel Survey was conducted by the U. S. Census Bureau for the Federal Railroad Administration to determine the impact of High Speed Rail Demonstration Projects operated between Washington-New York and New York-Boston. This report publishes data from that Survey on travel by members of households residing in the Northeast Corridor for the years 1968-1971. Profiles and indices were prepared which compare person-trip information within the Northeast Corridor. Specific travel markets within the Corridor were analyzed for growth trends and shifts resulting from the improved high speed rail transportation. Data were summarized, analyzed, and displayed in appropriate tables within this report.

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STATEMENT OF WORK

The following tasks relate to the finalization of the Northeast Corridor Travel Survey (NECTS) Report prepared in a joint effort by the U.S. Bureau of Census, FRA, and TSC. Final instructions for format and layout have not as yet been completed; however the following three tasks summarize as complete as possible under the existing circumstances what actions must be taken to secure camery ready copy.

1. Make corrections to existing 51 tables as indicated on marked up xerox copies. Specifically:
   a. All dashes (-) must be changed to asterisks (*) to indicate insufficient data to make accurate computations.
   b. On indicated tables a footnote denoting intra-reporting data suppressed information must be included, and should read as follows:

      **Intra-Reporting Area data suppressed. See Table 4.

   c. Numbers marked up on xerox copies must be changed.
   d. All titles must be typed in appropriate fonts and mounted on repro boards along with reduced copies of each table.
2. Type and layout 53 new tables in similar format as existing tables. Provide 1 or 2 sample copies of each example of table type for review and approval purpose before completing entire effort. Format and type style will be discussed with the vendor at the appropriate time. Forty-four tables will be provided immediately; the remaining will be supplied within 7-10 days.
3. Final text material and instructions have not been finalized as of this date. An approximate size would be 60 pages of double column text typed by utilizing the NTSC System. Repro layout will be required

incorporating both text and tables for camera ready copy; also front matter material will have to be finalized before task completion.

PREFACE

Background

This Northeast Corridor Travel Survey (NECTS) publishes data collected by the U.S. Bureau of Census under contract to the Federal Railroad Administration, covering travel by members of households residing in the Northeast Corridor for the years 1968-1971. The preface contains background information on the Northeast Corridor Demonstration Program of improved rail intercity passenger service between Washington, D.C., New York City, New York, Boston, Massachusetts and related data collection and fare systems.

On September 30, 1965, the Congress enacted Public Law 89-220, commonly known as the High Speed Ground Transportation Act of 1965. The Act called for "research and development in high speed ground transportation", and authorized the Secretary of Commerce "to contract for demonstrations to determine the contributions that high-speed ground transportation could make to more efficient and economical intercity transportation systems". The Act stated further that the demonstrations "shall be designed to measure and evaluate such factors as the public response to new equipment, higher speeds, variations in fares, improved comfort and convenience, and more frequent service".

Under authority of the Act demonstrations of improved intercity rail passenger service and equipment were carried out on the relatively heavily-traveled Northeast Corridor between Washington, D.C., and Boston, Massachusetts.

Planned by the U.S. Department of Commerce and assigned to the Federal Railroad Administration (FRA) upon formation of the U.S. Department of Transportation (DOT) on April 1, 1967, this component of the High Speed Transportation Program included two operating for revenue demonstrations. The projects exerted varying influences on the quality and quantity of service offered on the only existing intercity passenger rail route extending through the Northeast Corridor between Washington and Boston. This route is owned and operated by Penn Central Transportation (railroad) Company (PC).

Since May 1, 1971, intercity-train service has been operating on this and most other routes of the country for account of the National Railroad Passenger Corporation (AMTRAK). Demonstration contracts entered into between FRA and the railroad remained in force, however, after AMTRAK became responsible for intercity services, and the demonstration schedules were coordinated with other AMTRAK services. The Northeast Corridor service area is sketched in Map 1, page 1-2.

Washington - New York Demonstration

One of the FRA-sponsored demonstrations covers through intercity service on the 225-mile (363-km) Washington-New York route, including both the advanced Metroliners and improved conventional train service. In this service the Government provides financial participataion and management guidance; the equipment is part of the Penn Central/AMTRAK fleet.

Initial Metroliner service was started by Penn Central on January 16, 1969, with one round trip daily. The official demonstration began on October 1, 1970, and will continue until September 30, 1973. Service by Metroliner equipment has been progressively increased to the present level of 14 round trips on weekdays.

The Washington-New York Demonstration program has had a major, and expanding, impact upon the service components offered on this, the country's highest-volume intercity rail passenger route. The Metroliners represent a significant advance in speed, acceleration and braking rates, and comfort levels in medium-distance rail passenger transport.

The self-propelled electric cars are operable flexibly in trains up to 8 cars under multiple-unit control. Currently, Metroliner equipment handles the preponderance of the intercity runs on the route. Service by conventional equipment was also improved under the demonstration program.

Frequency changes effected under the demonstration, and immediately prior thereto, are summarized in Table i.

TABLE 1

FREQUENCY CHANGES

WASHINGTON-NEW YORK CORRIDOR

METROLINER TRAIN		CONVENTIONAL TRAINS					
			NORTHBOUND		SOUTHBOUND		
DATE OF CHANGE	ROUND TRIPS PER Week	MONTH/YEAR OF CHANGES	WASH-NY	PHIL-NY	NY-WASH	NY-PHIL	PHIL-WASH
Jan. 16, '69	1	Jan. 1969	12	10	13	10	1
Feb. 10, '69	2	-	-	-	-	-	-
Apr. 2, '69	3	-	-	-	-	-	-
		Jul. 1969	12	12	13	10	1
Oct. 26, '69	6	Oct. 1969	11	9	13	12	1
Aug. 24, '70	7	-	-	-	-	-	-
May 1, '71	9	May 1971	9	9	10	13	1
Nov. 14, '71	12	Nov. 1971	11	11	10	13	1
Apr. 30, '72	14	-	-	-	-	-	-
		May 1972	8	15	8	15	-
		Jun. 1972	9	13	9	14	-
		Oct. 1972	8	14	9	15	-
		Dec. 1972	9	14	9	15	-

Successive fare levels on the Washington - New York route are indicated by changes in one-way fares between the terminal points listed in Table ii.

TABLE ii

FARE CHANGES

WASHINGTON - NEW YORK (ONE-WAY)

EFFECTIVE DATE	METROLINER		CONV. COACH	AIR SHUTTLE
	COACH	CLUB		
1-1-67			$ 10.75	$ 17.14
1-6-69	12.75	$ 19.95	10.75	-
2-1-69	-	-	-	19.00
3-1-69	13.75	21.65	11.75	-
9-1-69	15.75	21.65	11.75	-
11-1-69	-	-	-	22.00
6-1-70	-	-	-	23.10
7-1-70	-	-	-	23.76
8-1-70	-	-	-	24.00
8-24-70	17.00	23.40	13.00	-
1- -71	-	-	-	27.00
4-1-71	-	(+$4.00 for Metroclub)	-	-
5-1-71	-	-	-	26.00
6-11-72	19.00	30.90	11.25	

Boston - New York (Turbo Train) Demonstration

The second demonstration involved the 232-mile (373-km) route between Boston and New York. For this service two Turbo Trains were leased by FRA from Sikorsky Aircraft Division, United Aircraft Corporation, and made available to Penn Central/AMTRAK for operation. UAC maintained the equipment at an independent facility.

In contrast to the Washington-New York project, this demonstration comprised only the operation of the Turbos, and FRA held no responsibility for the remainder of service on the route. The Turbo demonstration was designed chiefly as a limited operating and passenger-reaction test of rail equipment which had not been tested in revenue service. The Turbos incorporated radical changes in propulsion, transmission, suspension and body structure, compared with even the most recently manufactured U.S. rail equipment.

The Turbo demonstration started on April 8, 1969. Sponsorship by FRA terminated, as scheduled, on January 22, 1973. AMTRAK is continuing the service on its own account.

The two leased Turbos were permanently-coupled. They were operated as articulated trainsets in three-car consists, providing 144 seats, until October 1972, when two new cars were added to each trainset, increasing their capacity to 240 seats.

TABLE 111

FREQUENCY CHANGES

BOSTON-NEW YORK CORRIDOR

TURBO TRAIN		CONVENTIONAL TRAINS a/		
DATE OF CHANGE	NUMBER OF ROUND TRIPS PER WEEK	MONTH/YEAR OF CHANGES	DAILY TRIPS	
			EASTBOUND	WESTBOUND
		Jan. 1969	13	14
		Feb. 1969	8	8
Apr. 8,'69	7	-	-	-
Aug. 15,'69	9	-	-	-
Sep. 30,'69	7	-	-	-
Jun. 24,'70	9	-	-	-
Jan. 23,'71	5	-	-	-
		May. 1971	7	7
		Nov. 1971	9	9
Oct. 6,'72	12	-	-	-

a/ These figures do not reflect 140 series trains

The service provided by the Turbos on the Boston-New York route is summarized in Table iii. Basic service by conventional inter-city trains is shown also - for comparison only, since FRA was not involved in their operation.

In mid-January 1969, the railroad cut the frequency of through trains on the route from 13 eastbound and 14 westbound, to 8 trips in each direction. This action, prior to the start of Turbo operation, was not connected with the forthcoming demonstration. However, this drastic service curtailment resulted in significant losses in ridership. Total traffic, including Turbo ridership, on the route during the demonstration failed to reach the level of the base reference year of 1968.

Successive changes in the one-way fare level between terminals points on the Boston-New York route during the demonstration period are listed in Table iv.

TABLE iv

FARE CHANGES

BOSTON-NEW YORK (ONE WAY)

EFFECTIVE DATE	TURBOS	CONVENTIONAL RAIL COACH	AIR SHUTTLE
4/ 8/69	$ 13.75	$ 11.58	$ 18.90
11/11/69	-	-	21.00
7/ 1/70	-	-	21.60
8/ 1/70	-	-	22.00
9/ 1/70	14.75	12.75	-
1/ 1/70	-	-	26.00
2/20/71	15.65	-	-
5/ 1/71	-	-	24.00
12/ 1/71	-	9.90	-

Demonstration-Affiliated Information Programs

To assess the impact of the Northeast Corridor rail demonstration projects, as well as other transportation service changes in the area, FRA and its predecessor organization undertook three separate, but interlocked, programs:

1. Ridership counts via data tags
2. Questionnaire surveys of on-board passengers
3. Northeast Corridor Travel Survey of the Bureau of the Census, U.S. Department of Commerce

The last-named is the subject of this volume.

Collection of ridership data has been a continuing project in the Demonstrations Program since 1966, when Government devised and introduced machine-readable seat tags to provide a fast daily count of passengers between each city pair on the Northeast Corridor rail routes, by individual trains, by class of travel. This is the first use of punched checks for this purpose in the transportation field.

The data obtained in this manner cover relevant Philadelphia-New York trains and intercity trains between Washington and New York (Metroliner and conventional)--except for solid-south trains which do not handle passengers locally between Washington and New York.

The ridership information produced has been analyzed and reported in a wide range of relationships, starting with the calendar year of 1967. The data collection program is continuing currently.

At present writing it is likely it will be continued after formal termination of FRA's demonstrations, since the service will continue to be operated by AMTRAK.

In coordination with AMTRAK, a joint effort has been initiated to expand the present data tag system for the collection of rail passenger data. This system will be used in two selected areas with high-volume intercity rail passenger traffic. On other trains, a matrix system for collecting data to be key-punched will complete the coverage of all routes contracted for by AMTRAK.

In addition to passenger count data, self-administered survey questionnaires were utilized to evaluate passenger preferences and determine the socio-economic characteristics of travelers on the Washington-New York trains. The survey was carried on continuously from January, 1969 through September, 1972, in accordance with a basically unchanged probability sampling procedure, utilizing trained opinion researchers as supervisors.

The types of information obtained from the on-board survey, are listed in Table v.

Table v

ON BOARD TRAIN SURVEY INFORMATION

a. Socio-economic characteristics of travelers--age, family income, sex, etc.

b. Travel characteristics--class, purpose, frequency

c. Place of residence

d. Passengers' evaluation of equipment and service

e. Mode choice, past and future

The onboard survey has indicated that Metroliner passengers have socio-economic characteristics which more closely resemble air passengers than conventional train patrons. On the average, Metroliner riders are slightly older, have higher incomes, travel more frequently, and are more likely to be on a business trip than their conventional-train counterparts. The innovative Metroliner features and onboard services won overwhelming approval, but the terminals and terminal facilities fared no better in appraisal by Metroliner passengers than they did among conventional train riders.

Eighty-one percent of the Metroliner patrons surveyed said they were going to use it for their next trip between the same points. Eighteen percent distributed their next mode usage preferences equally between autos, planes, and conventional trains, while one percent chose buses. Important concerns to those switching to air were speed, terminal facilities, and terminal services. Those passengers who planned to use the auto on their next trip were concerned chiefly with costs, terminal surroundings, and parking facilities. Those planning to ride a conventional train next time were the most cost-conscious; almost half of them rated Metroliner ticket prices as fair-to-poor.

A total of six successive reports titled '<u>Rail Passenger Statistics in the Northeast Corridor</u>' have been issued by the Federal Railroad Administration. Each report contains ridership data on the Northeast Corridor routes. Some also contain varying types of information obtained from the on-board surveys. Dates

of issue of the reports, periods of ridership data covered, and categories of on-board survey information included (keyed to letters listed in Table v) are shown in Table vi.

Table vi

Issue Date	Period Covered	On-Board Survey-Information
2/69	1967-1968	a - d
9/69	Jan.-June 1967-1969	a - e
3/70	1967-1969	a - e
10/70	Fiscal Years 1969 and 1970 Plus estimated air travel	a - 3
2/71	1969-1970	None
2/72	1969-1971	None
4/73	1969-1972	None

In addition to the above periodical reports, a special 34-page "Statistical Analysis of the New York-Washington, D.C., Rail Passenger Service, 1970," was issued in October, 1971. This study analyzes in detail the results of the on-board survey.

The Report which follows this Preface is devoted wholly to the data produced by the Northeast Corridor Travel Survey conducted by the Bureau of the Census.

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CHAPTER 1. INTRODUCTION

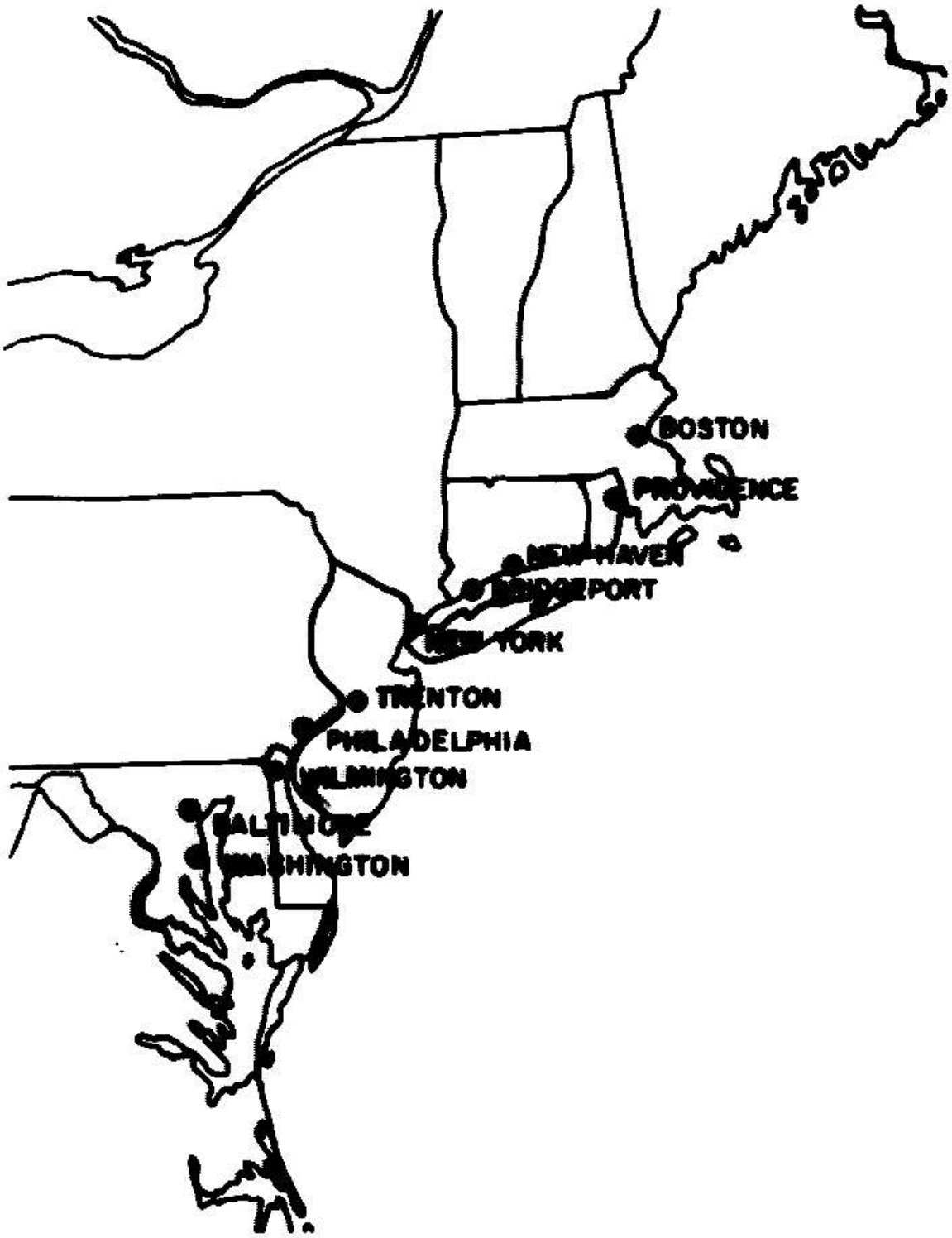
Summary Data Tables

GENERAL

The Northeast Corridor Travel Survey (NECTS) was conducted by the U.S. Bureau of the Census under contract to the Federal Railroad Administration during the period 1967-1972. The Federal Railroad Administration is interested in determining the impact of the High Speed Rail Demonstration Projects, operated between New Washington-New York and New York-Boston. This publication covers travel estimates for the Northeast Corridor for the years 1968-1971. As noted below, the year 1967 was omitted because of certain differences in sample and data characteristics. Information for the year 1974 will be published in a supplementary report after data and estimates for the year 1972 have been completed.

The NECTS provides profiles of the volume and characteristics of travel by the population residing in the Northeast Metropolitan Corridor (EMC) stretching from Washington, D.C. to Boston, Massachusetts. (See Map 1.) It is based on information obtained by the Bureau of Census from a probability sample of households to determine characteristics of trips that were taken by members of the household, including such profile aspects as:

A. Household Demographic Information
   1. Northeast Corridor origin
   2. Household Income
   3, Occupation of Head of Household
   4. Education



Map. 1. "NORTHEAST "MEGALOPOLIS" Corridor stretching from Washington to Boston is served by high speed rail routes. Shaded areas depict densely populated corridor which is the testing ground for the Federal Railroad Administration Metroliner and TurboTrain Demonstration Projects between Washington/New York and Boston/New York, respectively.

B. Trip Information

1. Northeast Corridor destination or other destination

2. The type of transportation used

3. Quarter of year the trip was taken

4. The reason for the trip

5. Number of persons on the trip

6. Identification of Commuting trips (Commuting data has been excluded from this report.)

Travel of Major Importance

As pointed out in the National Travel Survey of the 1967 Census of Transportation, not only is travel one of the major income-producing activities in the United States, in some areas travel-related services outrank all other classes of activity with respect to the generation of income and employment. The main objective of The National Travel Survey was to provide data-- principally on a National basis-- for use by Federal and State agencies and other agencies and persons concerned with policy formation and promotional activities in the general field of travel[1/]

Objectives of the Northeast Corridor Travel Survey

The Northeast Corridor Travel Survey reported in this book has the objective of determining travel habits on a regional basis in the Northeast Metropolitan Corridor and the further

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[1/] Page 1, Volume 1, National Travel Survey, 1967 Census of Transportation, Transportation Division, Bureau of the Census, U. S. Department of Commerce, July 1970, U.S. Government Printing Office. Also see Appendix B of this report.

objective of determining the impact and effectiveness of the High Speed Rail Demonstration Programs of the Federal Railroad Administration between Washington-New York and New York-Boston on the travel habits of people in the Northeast Corridor.

1967 National Travel Survey. [1/]

The first National Travel Survey was taken in 1963 as part of the first Census of Transportation. The second National Travel Survey was taken in 1967, as indicated. The third is now in process by the Bureau of Census for 1972.

The Bureau of Census has found that the only available source of travel information is the traveler himself or a responsible member of the family or household; and that the most effective means of collecting data is through personal interview or mail questionnaire. The cost of personal interview is frequently prohibitive.

Hence, the 1967 National Travel Survey was based on questionnaires mailed during the first quarter of 1967 to a probability sample of about 12,000 households throughout the United States, representing the total civilian non-institutional population of this country. The sample questionnaire requested information about trips taken by each member of the household "since New Year's Day".

A second questionnaire was sent to each household about 3 months later listing the trips previously reported by that household and asking that the trip information be brought up to date, including any trips taken in the earlier period, but overlooked in the earlier report. The records for each household similarly were

[1/] The Mitre Corporation, Design of Analysis - The Census Bureau Northeast Corridor Travel Survey, p. 93. Prepared under Contract to the Office of High Speed Ground Transportation, Federal Railroad Administration, U.S. Department of Transportation, June 19, 1969, M-69-10.

brought up to date for the fall quarter and at the end of the year.[1/]

SURVEY MEASUREMENTS [2/]

The survey measurements used in this Northeast Corridor Travel Survey are similar to and based on those used by the Bureau of Census in conducting the National Travel Survey.

The Household

The key reporting unit used to sample and collect travel information was the household, consisting of all persons occupying a housing unit such as a house, apartment, or rooms that form separate living quarters. The terms *family* and *household* are similar but not identical. The household includes not only the family but others who are not related to the head of the household but regularly live in the housing unit, such as lodgers, foster children, employees in residence, etc. The Bureau of Census uses the household because it provides an effective unit for sampling the total civilian noninstitutional population and provides a simple reference for a responsible person in the household when he or she is asked to report trips by all members.

The Trip

The trip is the most critical unit for measuring the volume of travel. The Bureau of Census has found that obtaining agreement on definition of a trip has been difficult, because to some persons this implies advance preparation and other activities associated with

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[1/] Bureau of Census, Selected Highlights of 1967 National Travel Survey, October 1968, p.1.

[2/] Appendix A is a Glossary of Terms that more fully defines the measurements used in conducting the Northeast Corridor Travel Survey.

travel or tourism, while to others almost anything that takes them out of town is a trip. For purposes of this survey, a trip was defined as non-commuting travel out of town to a place at least 50 miles away from home on a one day round trip, or for one or more nights.[1/] The following types of travel were specifically excluded by definition:

1. Travel as part of an operating crew on a train plane, bus, truck, or ship;
2. Commuting to and from a place of work.

These specified exceptions, when coupled with the generally accepted concepts of travel and tourism, led to the exclusion of many types of more-or-less routine travel that would qualify as trips under a strict interpretation of the definition, but were not considered to be reportable trips by most people. Among these types of generally not-reported travel were frequent weekend trips to a summer cottage, or more-or-less regular overnight visits with friends and relatives in nearby towns, short trips to take care of "family affairs" in which neither business nor pleasure was involved, etc.

As implied in the preceding paragraph, a trip is technically a *household trip*, because it is an occasion in which one or more members of the household go(es) on a trip. This roughly corresponds with the *travel party* frequently used in travel analyses. The term *number of persons on trip* is used in this travel survey to avoid confusion with party travel in trade statistics which often include charter tours and other large groups comprising travelers from many households.

1/ The 50 mile limit was computed by straight-line distances using the PICKADAD system of geodetic distance computation developed by the Transportation Division of the U.S. Bureau of Census. Actual mileages exceed the straight-line mileage because of circuity of highways, railroads, etc.

A *trip* involves travel from the home town (that is, the permanent residence of the household) to a place that is at least 50 miles away and returning home the same day, or it involves being out of town one or more nights. Consequently, a trip in the travel survey is technically a *round trip* that starts at home, goes to a destination, and returns home. For some purposes, especially for analyzing automobile travel, the *trip* is the best unit for measuring the volume of travel, but for other purposes a better measurement is the number of *person-trips*.

The term *person-trip* represents a person on a trip. For example, if three persons from the same household go together on a *trip*, the volume of travel is counted as three *person-trips*. In the Northeast Corridor Travel Survey the *number of persons on a trip* was tabulated, but the *number of trips* was not separately tabulated.

Comparison of Person-Trips and Passenger-Trips[1/]

Superficially, the term *person-trip* may appear to correspond to a *passenger* as normally used in common-carrier data. However, this interpretation may not apply, because the number of passengers usually represents the number of tickets or ticket stubs picked up from passengers. For example, a person traveling by rail from Washington, D.C. to Boston and return would be counted in common carrier data as at least four *revenue passengers*--and more, if more than one corporate carrier were involved. More specifically,

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[1/] U.S. Bureau of the Census, Census of Transportation, 1967, Volume 1: National Travel Survey, p. 2, U.S. Government Printing Office, Washington, D.C., 1970.

a ticket stub would be picked up for the Washington to New York City segment and, originally because of a change in carrier at New York, a second stub would be picked up for the New York to Boston segment. A minimum of two more stubs would be counted for the return. If the traveler were to stop over, say at Philadelphia, he would be counted as five, rather than four passengers, because an additional stub would be picked up for the Philadelphia to Washington leg. In contrast, the National Travel Survey counts the movement as one *person-trip*, irrespective of the number of carriers or stop offs (that is, ticket-stub equivalents) involved in the round trip.

No effort has been made in this report to develop conversion factors between *person-trips* and *passengers*; there does not appear to be any simple basis for even roughly equating the two units. A doubling of the number of *person-trips* would convert most round trips to a one-way equivalent; some expansion factor would be needed to account for multiple ticket lifts related to the number of carriers involved and other factors of ticket issuance and collection.

Person miles and passenger miles have not been computed for this Northeast Corridor Travel Survey.

OUTBOUND Person-Trips are person *round trips* (one in each direction, to and from a destination reporting area) originating and terminating at the specified outbound reporting area(s).

INBOUND Person-Trips are person *round trips* (one in each direction, from and to the origin reporting area) destined to the specified inbound reporting area(s).

TRANSPORTATION TRIP Flow in *each* direction between reporting areas may be estimated by adding together the *INBOUND Person-Trips* and *OUTBOUND Person-Trips* between designated pairs of reporting areas. *Transportation Trip Flow* estimates may not properly reflect use of more than one transport mode during one round trip or triangular, quadrangular, etc. movements.

Northeast Corridor Reporting Areas

The Northeast Corridor Reporting Areas (NECRA) include 11 major metropolitan areas stretching almost contiguously from the Washington D.C. area to the Boston, Massachusetts area. Ten of these are Standard Metropolitan Statistical Areas (SMSA's) and one, Northeastern New Jersey, is composed of three SMSA's and two counties. Only person-trips originating in households located in one of these 11 metropolitan areas are included in these analyses. The person-trips originating in these areas are further categorized between those that terminate within the 11 major metropolitan areas and those that terminate at all other destinations.

The 11 metropolitan areas are listed in Table 1, together with population and estimated number of households for each metropolitan area and NECRA for the year 1970, when the last official population census was conducted. Closely associated metropolitan areas have been grouped into the following five major Northeast Corridor Reporting Areas:

TABLE 1. POPULATION AND HOUSEHOLDS IN NORTHEAST CORRIDOR REPORTING AREA - 1970 STANDARD METROPOLITAN STATISTICAL AREAS

		POPULATION (000)		OCCUPIED HOUSEHOLDS (000)	AVERAGE POPULATION PER HOUSEHOLD
Washington/Baltimore					
Washington, D.C. (& Part Md. & Va.)		2,861		899	3.2
Baltimore, Maryland		2,071		624	3.3
		4,932		1,523	3.2
Philadelphia/Wilmington/Trenton					
Philadelphia, Pa. (& Part N. J.)		4,181		1,480	3.3
Wilmington, Delaware (& Part N.J.)		499		149	3.3
Trenton, New Jersey		304		93	3.3
		5,621		1,722	3.3
New York/Northeast New Jersey					
New York, N.Y.		11,529.		3,836	3.0
Northeast New Jersey					
Paterson/Clifton/Passaic	1,359		427		3.0
Newark	1,857		584		3.2
Jersey City	609		507		2.9
Middlesex County 1/	583		168		3.5
Somerset County 1/	198		57		3.5
Sub-total Northeast N. J.		4,606		1,443	3.2
		16,135		5,299	3.0
Bridgeport/New Haven					
Bridgeport, Connecticut		389		120	3.2
New Haven, Connecticut		356		113	3.2
		745		233	3.2
Boston/Providence					
Boston, Massachusetts		2,754		860	3.2
Providence, Rhode Island		911		284	3.2
		3,665		1,144	3.2
Total NECRA		31,098		9,921	3.1

1/ County data not included in a SMSA in 1970

Source: U.S. Bureau of the Census, Statistical Abstract of the United States: 1971. (92 edition.) Washington, D.C., 1971.

Washington/Baltimore (Wash/Balt)

Philadelphia/Wilmington/Trenton (Phil/Wilm/Trtn)

New York City/Northeast New Jersey (NYC/NENJ)

Bridgeport/New Haven (Bgpt/NHav)

Boston/Providence (Bost/Prov)

Table 2 summarizes all NECRA-Person Trips reported in the year 1970 and compares the number of households and person trips having destinations within and outside of the Northeast Corridor. Again, 1970 figures are selected for these examples, because that was the last official population census date from which figures are available for comparative purposes.

1967 NORTHEAST CORRIDOR TRAVEL SURVEY

For the Northeast Corridor Travel Survey, during the year 1967, the National sample was supplemented by contact with approximately 6,000 households located in the major metropolitan centers in the Northeast Corridor (from Washington, D.C. to Boston, Massachusetts) to provide greater detail needed for evaluation of the High Speed Ground Transportation Demonstration Program in that area by the Federal Railroad Administration of the Department of Transportation. The estimated number of households in the sample for each 1967 Primary Sampling Unit (PSU) is listed in Table 3.

The 1967 Northeast Corridor Travel Survey data have not been included in this report because of differing survey definition. In the 1967 NECTS a person trip was defined as being over 100 miles. Because this proved to exclude many non-commuter person trips of

Table 2. SUMMARY - NECRA Person-Trips ALL Destinations vs NECRA Destinations - Year 1970

	Trips to ALL Destinations			Trips from and to NECRA Origins and Destinations				
		Average Trips per Year		Trips PER Household		NECRA % of ALL Dest.	NECRA to NECRA Trips	
	Total (Millions)	Per Person	Per Household	NECRA Trips	Non-NECRA TRIPS		OUTBOUND (Millions)	INBOUND (Millions)
Washington/Baltimore								
Washington, D.C. (& Part Md & Va)	10.1	3.5	11.3	1.9	9.3	17.1	1.7	2.2
Baltimore, Md.	4.5	2.2	7.2	1.6	5.6	22.5	1.0	.9
	14.6	3.0	9.6	1.8	7.8	18.7	2.7	3.1
Philadelphia/Wilmington/Trenton								
Philadelphia, Pa. (& Part N.J.)	15.1	3.1	10.2	2.6	7.6	25.9	3.9	3.7
Wilmington, Del. (& Part N.J.)	1.9	3.7	12.5	3.9	8.6	31.2	.6	.4
Trenton, N.J.	.7	2.4	7.7	3.3	4.4	43.2	.3	.5
	17.7	3.1	10.3	2.8	7.5	27.2	4.8	4.6
New York/Northeast New Jersey								
New York, New York	22.9	2.0	5.9	1.8	4.1	30.0	6.9	8.2
Northeast New Jersey	14.3	3.1	9.9	2.3	7.6	23.3	3.3	1.6
	37.2	2.3	7.0	1.9	5.1	27.4	10.2	9.8
Bridgeport/New Haven								
Bridgeport, Connecticut	.7	1.8	5.9	1.6	4.	26.9	.2	.3
New Haven, Connecticut	2.0	5.7	17.9	8.1	10.1	45.0	.9	.4
	2.7	3.7	11.8	4.7	7.1	40.3	1.1	.7
Boston/Providence								
Boston, Massachusetts	9.0	3.3	10.5	1.3	9.2	11.9	1.1	1.6
Providence, Rhode Island	1.8	2.0	6.3	1.5	4.8	22.9	.4	.4
	10.8	3.0	9.5	1.3	8.2	13.7	1.5	2.0
Total NECRA	82.9	2.7	8.4	2.1	6.3	24.5	20.3	20.3

Table 3. 1967 NATIONAL SURVEY WORKLOAD - NECRA

(All Figures Are Estimated For Each Primary Sampling Unit)

Primary Sampling Unit[1]	CORRIDOR CASES IN NATIONAL TRAVEL SURVEY	CORRIDOR CASES IN NORTHEAST CORRIDOR SURVEY	CORRIDOR TOTAL
104 - New Haven	40	105	145
116 - Boston.	150	600	750
117 - Providence (R.I.) . .	30	225	255
187 - Providence (Mass.). .	5	20	25
118 - Bridgeport.	30	130	160
191 - Paterson-Clifton. . .	90	320	410
195 - Newark.	115	465	580
197 - Jersey City	30	190	220
198 - Middlesex-Somerset. .	50	160	210
110 - Manhattan	150	230	380
190 - Brooklyn.	150	280	430
192 - Bronx	90	170	260
193 - Queens.	150	220	370
194 - Westchester-Nassau. .	200	350	550
111 - Philadelphia (Pa.). .	250	950	1200
181 - Philadelphia (N.J.) .	25	220	245
108 - Wilmington (N.J.) . .	10	10	50
513 - Wilmington (Del.) . .	--	50	50
510 - Baltimore	125	400	525
511 - Washington (D.C.) . .	80	190	270
541 - Washington (Va.). . .	35	165	200
542 - Washington (Md.). . .	70	225	295
131 - Trenton	25	90	115
	1900	5765	7665

Source: Transportation Division, U. S. Bureau of the Census

1 See Appendix C for discussion of Primary Sampling Units

shorter distances, in 1968 and thereafter the person trip was shortened to 50 miles. In the 1967 NECTS, one-tenth of one percent (0.1%) of the households residing in the Northeast Metropolitan Corridor (NEMC) were interviewed. Based upon a Census Bureau estimate of 7,500,000 households. The total sample size was set at about 7,500 households. This sample was constructed by adding 6,000 households to the 1,500 NEMC households previously selected to participate in the Census of Transportation.[1/] Households selected to be interviewed in these surveys had already participated in a previous Census Bureau survey.

1968 NORTHEAST CORRIDOR TRAVEL SURVEY SAMPLE DESIGN[2/]

For the 1968 NECTS survey the sample size was increased by about one-third and the definition of a person-trip was reduced to being over 50 miles, rather than 100 miles. Because of the change in the definition of a trip more than twice as many person trips between NEC areas were estimated to have been made in 1968 as in 1967 (19,360,000 person trips in 1968 vs. 9,142,000 in 1967.

For the 1968 NECTS survey the Census Bureau again estimated that approximately one-tenth of one percent of the households located in the NEC were selected. Using revised procedures, the Census Bureau estimated that there were 10,592,000 households in the NEMC in 1968. This estimate was based on data from the 1960 Census of Population and new housing construction reports received by the Census Bureau. The following procedure was used to select the 10,592 households.

1/ Selected Highlights of 1967 National Travel Survey, Bureau of Census, October, 1968, page 1.

2/ The Mitre Corporation, op. cit.

The number of clusters of 18 households within the NEMC was determined by dividing the total number of households by 18, to give a result of 588,444. Three out of every 1,000 clusters of 18, for a total of 1,765 clusters, were selected systematically. The sample of 10,592 households was obtained by systematically selecting six households from each selected cluster. The households comprising the 1968 sample, as far as the Census Bureau knew, had never been interviewed in a Census survey.

The original figure of 10,592,000 households was only an estimate. Two points became apparent when attempts were made to contact the sample for the purpose of interviewing. Census Bureau interviewers found (1) that some households in the sample did not exist; (2) geographic areas thought to contain only a cluster of 18 households actually contained many more households. This would occur if new housing construction had not been reported.

If the interviewer found that a locality contained more than the cluster of 18 households, he enumerated the actual number of households for the regional office, which, in turn, revised the number of households to be interviewed. If this revised number was relatively large, the regional office then selected and assigned a subsample of households to be interviewed.

For example, assume that an enumeration revealed that a rural community cluster contained 42 households instead of the originally-estimated 18 households. Since the sampling rate is one out of three within a cluster, 14 of the 42 households should be interviewed. Because of the cost, time, and manpower required to conduct the required interviews in the available time period, the Census Bureau created

a theoretical subsample of 14, and sampled these households at the rate of one out of two.

Therefore, the interviewer was assigned to contact seven of the 14 households. The Census Bureau assumed that the seven households not interviewed had socio-economic and travel characteristics similar to the households interviewed.

The results were then expanded to represent the entire subsample of 14 households. This was done by weighing the results of the seven interviews by a factor of two.

1968-1971 NORTHEAST CORRIDOR TRAVEL SURVEYS

This Northeast Corridor Travel Survey was conducted on the 23 Primary Sampling Units (PSU's) which were *certainty* or *self-representing*. A sample of Enumeration Districts was drawn from a primary population sample of approximately 250 households. The sample of households was selected in three sets or clusters of six. The first set was used for the year 1968, the second set was used for the years 1969-1970, and the third set for the years 1971-1972. Appendix C describes in more detail the Bureau of Census Primary Sampling Units.

Bias Adjustments to Survey Estimates

During the initial planning phase, it was recognized that an inherent downward bias in the travel estimates was created by the cumulative erosion of the samples over the course of each year, due to a variety of factors. Adjustments were made to these data to offset this downward trend. Data in all tables published in this volume have been adjusted for bias.

Interviewing Methods

The Census Bureau used three interviewing methods to complete the questionnaires: personal interviewing, mail interviewing, and interviewing by telephone. Personal interviewing was used in the first quarters of 1968 and 1969. These interviews were conducted by trained Census Bureau personnel. The primary reason for using this method of interviewing was to administer the socio-economic questionnaire to the new sample of households.

In the last three quarters of 1968, sampled households were interviewed by mail and telephone. The same practice was followed in 1969 and 1970.

The questionnaire used by the Census Bureau is included as Appendix E.

NECTS DATA Table Formats

This report contains a number of different table styles or formats, including, but not limited, to the following:

SELECTED DATA Tables

These tables have been compiled from data selected from Profile and Index Tables. They show both the relative and absolute changes which have occurred over the years 1968 and 1971.

PROFILE and INDEX Tables

These tables present annual totals, percentages and index numbers for a selection of data from the summary tables. In order to indicate both relative and absolute values and changes, percentage relationships and index numbers are used.

SUMMARY Tables

These tables present data collected and expanded to represent estimates of the population by the Bureau of Census on travel habits of persons residing in households in the PSU's of each of the Northeast Corridor Reporting Areas, using methodology described in this chapter.

A complete index of tables will be found in front of the book. Each chapter contains a list of tables contained in that chapter and also lists summary tables in other chapters which contain data related to that specific chapter.

The chapters which follow contain the data tables for the Northeast Corridor Travel Survey, which have been summarized and analyzed according to the various profile characteristics in the survey.

CHAPTER 2 - SUMMARY AND PROFILES OF NORTHEAST CORRIDOR TRAVEL

This chapter summarizes, compares and analyzes travel originating at and destined to Northeast Corridor Reporting Areas during the period 1968-1971. Data presented in the summaries at the end of the chapter have been capsuled on an annual basis to show the effect of specific characteristics or profiles; and changes during the four year period by means of index numbers, with the year 1968 set equal to 100 to reflect relative changes during the period.

CHAPTER 3 - TRANSPORT MODE

This chapter summarizes person-trips from and to NECRA origins and destinations by mode of transport. These data provide insight into the effect and impact of the Washington-New York (Metroliner) and New York-Boston (Turbo Train) Demonstration Projects. Adjustment has not been made in these tables for person trips in excess of 50 miles to and from the same reporting area.

The data is summarized and analyzed by transport mode for each of five NECRA origins and destinations to show differences in travel as measured by person (round) trips OUTBOUND and INBOUND from and to each reporting area. Other chapters in this report summarize and analyze travel for each reporting area.

CHAPTER 4 - QUARTERLY VARIATIONS IN TRAVEL PATTERNS

This chapter includes summary data by quarters for person-trips from and to each of the five NEC Reporting Areas by transport mode for the years 1968-1971 (See Tables 15 and 16).

Summary profile tables and indices have been prepared for total person-trips to NECRA destinations from NECRA origins for each transport mode. Adjustment has not been made in these tables for person-trips in excess of 50 miles to and from the same reporting area.

CHAPTER 5 - REASONS FOR TRAVEL

This chapter includes summary data for person-trips between NEC Reporting Areas. Separate tables at the end of this chapter are provided for each year showing the percent distribution by transport mode between NECRA pairs for the following reasons:

Total NECRA Person-Trips

Business

Visits to Friends and Relatives

Pleasure

Personal, Student and Other Trips

Also in this Chapter, Table 23 shows the distribution of all NECRA trips to each NEC Reporting Area by 'Reasons for Travel'.

CHAPTER 6 - WASHINGTON/BALTIMORE REPORTING AREA TRAVEL MARKET

This chapter includes summary data for person-trips to and from the metropolitan areas in the Washington/Baltimore Reporting Area. It includes the following metropolitan statistical areas (see Map 2):

Washington, D.C. (and parts of Maryland and Virginia)

Baltimore, Maryland

CHAPTER 7 - PHILADELPHIA/WILMINGTON/TRENTON REPORTING AREA TRAVEL MARKET

This chapter includes summary data for person-trips to and from the metropolitan areas in the Philadelphia/Wilmington/Trenton (Phil/Wilm/Trtn) Reporting Area. It includes the following standard Metropolitan Statistical Areas (see Map 3):

Philadelphia, Pennsylvania (and part New Jersey)

Wilmington, Delaware (and part New Jersey)

Trenton, New Jersey

CHAPTER 8 - NEW YORK CITY/NORTHEAST NEW JERSEY REPORTING AREA TRAVEL MARKET

This chapter includes summary data for person-trips to and from the metropolitan areas in the New York City/Northeast New Jersey Reporting Area. It includes the following metropolitan statistical areas (see Map 4):

New York, New York

Northeast, New Jersey
- Paterson/Clifton/Passaic
- Newark
- Jersey City
- Middlesex County
- Somerset County

CHAPTER 9 - BRIDGEPORT/NEW HAVEN REPORTING AREA TRAVEL MARKET

This chapter includes summary data for person-trips to and from the metropolitan areas in the Bridgeport/New Haven Reporting Area. It includes the following metropolitan statistical areas (see Map 5):

Bridgeport, Connecticut

New Haven, Connecticut

CHAPTER 10 - BOSTON/PROVIDENCE REPORTING AREA TRAVEL MARKET

This chapter includes summary data for person-trips to and from the metropolitan areas in the Boston/Providence Reporting Area. It includes the following metropolitan statistical areas (see Map 5):

Boston, Massachusetts

Providence, Rhode Island

The tables in each chapter relate significant inter-reporting area travel profiles; modes of transportation utilized; quarterly travel patterns; and reasons for the trips. Each of the chapters includes a complete list of the tables in that chapter and a cross reference list to other chapters which include data pertinent to that reporting area.

Certain travel markets contain substantially more information than others (Compare the New York City/Northeast New Jersey travel market with that of Bridgeport/New Haven, for example.)

When fewer than 150 total observations were reported for a particular group of data (common in the smaller, less traveled sections of the Corridor), the entire table was considered invalid, and, consequently, has been omitted from this report.

In some tables two or more adjacent lines of data may be joined by a bracket followed by a combined percentage distribution. The percentage distribution is carried out on the combined items even though singly they were considered unpublishable, if together they meet or exceed the established criteria.

Standard Footnotes

* Insufficient number of observations to publish.

A majority of the tables contain this footnote, which means that observations recorded for that item were so few that the degree of accuracy of data and of any percentage distribution would be negligible.

** Intra-reporting area data suppressed.

This footnote means that data on persons-trips to and from a single reporting area has been suppressed. (See following paragraph.)

Summary of Intra-Reporting Area Person-Trips over 50 Miles Included in Basic Data

Data on person-trips of more than 50 miles from one reporting area to the same reporting area have been included in the basic data of this report. For some reporting areas the amount is quite significant and large (i.e. New York City/Northeast New Jersey to/from New York City/Northeast New Jersey).

A complete summary of the intra-reporting area person-trips are included in Table 4.

Table 4. Summary of
Intra-Reporting Area Person-Trips over 50 Miles: 1968-1971

	Total NECRA Origins	Intra-Reporting Area Person Trips (Millions)					
		Total	Auto	Bus	Rail	Air	Other
1968 Total	20.9	3.8	3.7	*	.1	*	*
Wash/Balt	3.4	.3	.3	*	*	*	*
Phil/Wilm/Trtn	5.0	.1	.1	*	*	*	*
NYC/NENJ	9.5	3.2	3.1	*	.1	*	*
Bgpt/NHav	.7	*	*	*	*	*	*
Bost/Prov	2.3	.2	.2	*	*	*	*
1969 Total	21.6	4.1	3.9	*	*	*	*
Wash/Balt	3.6	.1	.1	*	*	*	*
Phil/Wilm/Trtn	4.8	.1	.1	*	*	*	*
NYC/NENJ	10.2	3.7	3.5	*	.1	*	.1
Bgpt/NHav	.8	*	*	*	*	*	*
Bost/Prov	2.2	.2	.2	*	*	*	*
1970 Total	20.3	3.8	3.6	*	*	*	*
Wash/Balt	3.1	.1	.1	*	*	*	*
Phil/Wilm/Trtn	4.6	.1	.1	*	*	*	*
NYC/NENJ	9.8	3.5	3.3	*	.1	*	*
Bgpt/NHav	.7	*	*	*	*	*	*
Bost/Prov	2.0	.1	.1	*	*	*	*
1971 Total	21.7	4.6	4.5	*	*	*	*
Wash/Balt	3.2	.2	.2	*	*	*	*
Phil/Wilm/Trtn	5.0	.2	.2	*	*	*	*
NYC/NENJ	10.0	4.0	3.9	*	.1	*	*
Bgpt/NHav	1.0	*	*	*	*	*	*
Bost/Prov	2.6	.2	.2	*	*	*	*

* Insufficient data to publish for these and other reporting areas not included above

CHAPTER 2. SUMMARY AND PROFILES OF NORTHEAST CORRIDOR TRAVEL

NECRA Person-Trips Data Tables: 1968-1971

GENERAL

This chapter summarizes, compares and analyzes travel originating at and destined to Northeast Corridor Reporting Areas during the period 1968-1971. Data presented in the summaries at the end of the chapter have been capsuled on an annual basis to show the effect of specific characteristics or profiles; and changes during the four year period by means of index numbers, with the year 1968 set equal to 100 to reflect relative changes during the period.

Profiles and indices have been prepared for *NECRA Person-Trips to All Destinations* and for *NECRA Person-Trips to NECRA Destinations* for comparative purposes. Because the households sampled were restricted to (all located in) NECRA Reporting Areas, data are not available for NECRA Person-Trips from All Destinations.

Selected Data for NECRA Person Trips to ALL Destinations and NECRA Destinations: 1968-1971

Table 5 summarizes selected profile data for NECRA Person Trips to ALL Destinations and to NECRA Destinations for the years of 1968 and 1971. These data indicate relationships and changes during the period of the DOT intercity rail passenger demonstrations.

Analysis in this table has been limited to the following characteristics:

Transport Mode, which is analyzed in greater detail in each of the other chapters in this report

Household Income *Occupation* *Number on Trip* *Education*	These characteristics are analyzed in summary. Greater detail is available in the data tables in other chapters.

The following data are the subject of a specific chapter in this report:

Chapter 3. Transport Mode

Chapter 4. Quarterly Variations in Travel

Chapter 5. Reasons for Travel

Transport Mode Profile

This section provides a profile of person-trips by transport mode to all destinations and to NECRA destinations for the period 1968-1971. Chapters 6 to 10 of this report contain additional transport mode data and analysis of person-trips from and between NECRA origins and destinations. Significant variations are found in the growth rates in the different reporting areas.

The total volume of NECRA person-trips to all destinations increased 12 percent during the period 1968-1971, an average growth rate of 4 percent per year. However, the volume of NECRA-to-NECRA person-trips increased only 4 percent during this period, or at a rate of just over 1 percent per year.

Auto-Person-Trips exhibited the fastest rate of growth, as expected, with an increase of 15 percent during the four year period--comprising 78.3 percent of total annual trips in 1968, and 80.6 percent in 1971. The NECRA-to-NECRA rate of growth of auto travel was slower--about 3.3 percent per year--from 73.2 percent of annual total in 1968 to 77.5 percent in 1971, for a three-year growth of about 10 percent.

Bus-Person-Trips increased only 3 percent to all destinations during the period 1968-1971, or about 1 percent a year--substantially less than by auto. The NECRA-to-NECRA growth of Bus-Person Trips was 10 percent, or 3.3 percent a year. NECRA-to-NECRA bus-person trips increased at the same rate as auto.

Rail-Person-Trips showed both an absolute and a relative decline, both to all destinations and to NECRA destinations. The loss to all destinations was 18 percent, or a loss rate of 6 percent per year. However, NECRA-to-NECRA person-trips showed a smaller, 13 percent loss-- for a loss rate of 4+ percent per year in the Northeast Corridor, sites of the DOT demonstrations.

Air-Person-Trips increased by 5 percent, or 1+ percent a year, to all destinations. Relative growth of this travel, however, decreased slightly--from 13.1 percent of all person trips in 1968 to 12.1 percent in 1971. NECRA-to-NECRA air-person trips showed both an absolute and a relative decline, comprising 10.7 percent of NECRA person trips in 1968, and only 7.9 percent in 1971. Actual trips, too, decreased 23 percent, for a loss rate of 7+ percent a year .

Other Person-Trips showed no significant changes.

Household Income

This section compares household income profiles for NECRA Person Trips to ALL Destinations and to NECRA Destinations for the years 1968-1971. These data have been converted to index numbers to show relative change in the several income groups. The distribution of households by income groups has not been provided by the Bureau of Census, but similar data can be obtained in Bureau of Census Population Census for these reporting areas for the year of 1970.

There appears to be little significant difference in the distribution of trips to corridor destinations and outside the corridor.

The data are presented in these tables for the following household income groups:

Under $4,000
$4,000 to $ 5,999
$6,000 to $ 7,499
$7,500 to $ 9,999
$10,000 to $14,999
$15,000 to $24,999
$25,000 and over
No answer

In 1968 an average of 26 percent of all trips in the survey were made to NECRA destinations. Those with household income of under $4,000 made 34 percent of their trips to NECRA destinations. This figure was reduced to 27 percent in 1971, as opposed to 24 percent for all income groups. Those with household income of under $4,000 might include students and retired persons, as well as those normally considered of low income.

Occupation Profile

These data summarize the person-trips made according to occupation of head of the household reporting. They do not necessarily indicate the occupation of the person actually making the trip.

Professional/Managerial households accounted for 48 percent of the trips to all destinations in 1968. This had increased to 49.9 percent in 1971, or just under 50 percent of person-trips to all destinations. Professional/Managerial person trips to NECRA destinations accounted for 52 percent of person-trips in 1968, which had decreased slightly to 51.7 percent in 1971.

Clerical and Sales accounted for 15 percent of all person trips to all destinations in 1968 and 14.8 percent of all trips in 1971. To NECRA destinations, Clerical and Sales accounted for 13.9 percent of all trips in 1968, which had increased to 17.6 percent in 1971. This represented a substantial growth of 31 percent, or 10 percent per year, over the three year period.

Service and Private accounted for only 3 to 4 percent of person-trips to all destinations. To NECRA destinations the apparent increase of some 13 percent or 4 percent per year, of this group may or may not be significant because of the small number of observations.

Number on Trip Profile

Total person-trips to all destinations increased 12 percent, or 4 percent a year, during the period 1968-1971. Total person-trips to NECRA destinations increased at a slower rate of 4 percent or 1+ percent per year, during the same period.

Trips by *1 Person* increased 6 percent, or 1-1/2 percent per year, to all destinations but showed an absolute decrease of 2

percent (or .7 percent per year), to NECRA destinations during the same period.

There was a substantial increase in the number of 2 *Person-trips* to all destinations of 17 percent, or 5+ percent per year, during this period. There was a somewhat smaller increase of 2 *Person-trips* to NECRA destinations of 14 percent 5 percent per year.

3-4 *Person-trips* to all destinations increased 10 percent in 1971, or 3+ percent per year. The increase in 3-4 *Person-trips* to NECRA destinations was 4 percent, or 1+ percent per year.

Person trips with 5 *or More Persons* increased substantially by 15 percent, or 5 percent per year to All Destinations. There was no change in trips of 5 *or More Persons* to NECRA Destinations, indicating an increased tendency of multi-person-trips to go to destinations outside the Northeast Corridor.

Education Profile

These data were compiled from Bureau of Census records and reflect the education of head of household reporting.

In 1968,50.2 percent of total person-trips to All Destinations originated in college households. This had increased to 53.9 percent in 1971. This is an absolute gain of 20 percent, or 6+ percent per year. College households accounted for 56.1 percent of person-trips to NECRA Destinations in 1968 and 59.9 percent in 1971. This was an absolute gain of 11 percent, which is less than the gain to All Destinations.

About 10 percent or less of the person-trips were made by households having no or elementary school only education in 1968. This had decreased both absolutely and relatively by the year 1971.

Table 5

NECRA Person-Trips to ALL Destinations and NECRA Destinations: 1968 - 1971

		NECRA to ALL Destinations Selected Data from Table 6		NECRA to NECRA Destinations Selected Data from Table 7	
		1968	1971	1968	1971
TOTAL NECRA	Millions	80.3	89.7	20.9	21.7
	Index	100	112	100	104
TRANSPORT MODE					
Auto	Percent	78.3%	80.6%	73.2%	77.5%
	Index	100	115	100	110
Bus	Percent	3.7%	3.4%	4.6%	4.9%
	Index	100	103	100	110
Rail	Percent	3.5%	2.6%	10.4%	8.7%
	Index	100	82	100	87
Air	Percent	13.1%	12.1%	10.7%	7.9%
	Index	100	105	100	77
Other	Percent	1.4%	1.2%	1.1%	1.0%
	Index	100	100	100	94
HOUSEHOLD INCOME					
Under $4,000	Percent	4.0%	3.8%	5.4%	4.1%
	Index	100	106	100	82
$4,000 to $5,999	Percent	6.8%	4.3%	7.0%	3.5%
	Index	100	71	100	53
$6,000 to $7,499	Percent	8.9%	4.5%	7.7%	4.8%
	Index	100	56	100	63
$7,500 to $9,999	Percent	16.5%	12.6%	15.8%	11.7%
	Index	100	86	100	76
$10,000 to $14,999	Percent	27.8%	27.4%	25.2%	27.2%
	Index	100	110	100	111
$15,000 to $24,999	Percent	15.8%	28.2%	17.8%	28.8%
	Index	100	198	100	168
$25,000 and over	Percent	7.6%	13.5%	7.8%	14.3%
	Index	100	198	100	194
No Answer	Percent	12.2%	5.2%	13.3%	5.5%
	Index	100	48	100	43

Table 5. (Continued)

NECRA Person-Trips to ALL Destinations and NECRA Destinations (Continued)

		NECRA to ALL Destinations Selected Data from Table 6		NECRA to NECRA Destinations Selected Data from Table 7	
		1968	1971	1968	1971
OCCUPATION					
Professional/Managerial	Percent	48.0%	49.9%	52.0%	51.7%
	Index	100	126	100	103
Clerical and Sales	Percent	15.0%	14.8%	13.9%	17.6%
	Index	100	111	100	131
Craftsmen & Laborers	Percent	24.2%	22.5%	20.9%	17.7%
	Index	100	104	100	86
Service and Private	Percent	3.8%	3.9%	3.6%	4.0%
	Index	100	113	100	113
Other	Percent	8.7%	8.6%	9.6%	9.0%
	Index	100	110	100	100
NUMBER ON TRIP					
1 Person	Percent	29.4%	28.3%	39.2%	37.0%
	Index	100	106	100	98
2 Persons	Percent	26.1%	27.3%	24.2%	26.6%
	Index	100	117	100	114
3-4 Persons	Percent	28.4%	27.9%	24.2%	24.5%
	Index	100	110	100	104
5 or more	Percent	15.8%	16.3%	12.3%	11.9%
	Index	100	115	100	100
EDUCATION					
None or Elementary	Percent	9.0%	6.1%	10.1%	5.4%
	Index	100	76	100	57
High School	Percent	39.5%	39.0%	32.9%	34.0%
	Index	100	110	100	107
College	Percent	50.2%	53.9%	56.1%	59.9%
	Index	100	120	100	111
No Answer	Percent	.8%	.9%	.2	.7
	Index	100	100	100	100

Table 6. - NECRA Person-Trips to ALL Destinations - Profile and Index: 1968-1971

TRIPS TO ALL DESTINATIONS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MLNS	%	MLNS	%	MLNS	%	MLNS	%	1968	1969	1970	1971
TRANSPORT MODE	80.3	100.0	85.1	100.0	83.1	100.0	89.7	100.0	100	106	103	112
Auto	63.0	78.3	67.3	78.8	66.3	79.9	72.3	80.6	100	107	105	115
Bus	3.0	3.7	3.0	3.6	3.0	3.6	3.1	3.4	100	100	100	103
Rail	2.8	3.5	3.0	3.6	2.4	2.9	2.3	2.6	100	107	86	82
Air	10.4	13.1	10.7	12.7	10.3	12.3	10.9	12.1	100	103	99	105
Other	1.1	1.4	1.1	1.3	1.1	1.3	1.1	1.2	100	100	100	100
HOUSEHOLD INCOME												
Under $4,000	3.2	4.0	3.6	4.2	2.7	3.3	3.4	3.8	100	113	84	106
$4,000 to $5,999	5.5	6.8	4.6	5.4	4.4	5.3	3.9	4.3	100	84	80	71
$6,000 to $7,499	7.1	8.9	5.3	6.2	5.2	6.3	4.0	4.5	100	75	73	56
$7,500 to $9,999	13.2	16.5	14.6	17.1	14.0	16.9	11.3	12.6	100	111	106	86
$10,000 to $14,999	22.3	27.8	23.7	27.8	23.9	28.8	24.6	27.4	100	106	107	110
$15,000 to $24,999	12.7	15.8	15.2	17.9	14.6	17.6	25.2	28.2	100	120	115	198
$25,000 and over	6.1	7.6	8.6	10.1	8.7	10.5	12.1	13.5	100	141	143	198
No Answer	9.8	12.2	9.2	10.8	9.2	11.1	4.7	5.2	100	94	94	48
OCCUPATION												
Professional/Managerial	38.5	48.0	42.1	49.5	42.0	50.5	44.8	49.9	100	109	109	116
Clerical and Sales	12.0	15.0	12.0	14.1	11.9	14.3	13.3	14.8	100	100	99	111
Craftsmen and Laborers	19.4	24.2	19.7	23.2	18.4	22.1	20.2	22.5	100	102	95	104
Service and Private	3.1	3.8	4.5	5.3	4.5	5.4	3.5	3.9	100	145	145	113
Other	7.0	8.7	6.5	7.6	6.1	7.4	7.7	8.6	100	93	87	110
NO. ON TRIP												
1 Person	23.6	29.4	25.1	29.5	23.8	28.7	25.4	28.3	100	106	101	106
2 Persons	21.0	26.1	23.1	27.2	22.6	27.2	24.5	27.3	100	110	106	117
3-4 Persons	22.8	28.4	22.9	26.9	22.7	27.3	25.0	27.9	100	100	100	110
5 or More	12.7	15.8	13.8	16.2	13.8	16.6	14.6	16.3	100	109	109	115
EDUCATION												
None or Elementary	7.2	9.0	6.1	7.2	5.6	6.7	5.5	6.1	100	85	78	76
High School	31.7	39.5	32.1	37.7	31.7	38.1	35.0	39.0	100	101	100	110
College	40.3	50.2	46.0	54.1	44.9	54.1	48.3	53.8	100	114	111	120
No Answer	.8	1.0	.9	1.1	.7	.8	.8	.9	100	113	88	100

Table 7. - NECRA Person-Trips to NECRA Destinations-
Profile and Index: 1968-1971

TRIPS TO NECRA DESTINATIONS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MLNS	%	MLNS	%	MLNS	%	MLNS	%	1968	1969	1970	1971
TRANSPORT MODE	20.9	100.0	21.6	100.0	20.3	100.0	21.7	100.0	100	103	97	104
Auto	15.3	73.2	15.8	73.5	15.5	76.1	16.8	77.5	100	103	101	110
Bus	1.0	4.6	1.1	4.9	1.2	5.7	1.1	4.9	100	110	120	110
Rail	2.2	10.4	2.4	11.2	2.0	9.7	1.9	8.7	100	111	91	87
Air	2.2	10.7	2.0	9.1	1.5	7.6	1.7	7.9	100	88	69	77
Other	.2	1.1	.3	1.3	.2	.9	.2	1.0	100	122	80	94
HOUSEHOLD INCOME												
Under $4,000	1.1	5.4	1.1	5.1	.7	3.5	.9	4.1	100	100	64	82
$4,000 to $5,999	1.5	7.0	1.2	5.5	.9	4.5	.8	3.5	100	80	60	53
$6,000 to $7,499	1.6	7.7	1.3	6.1	1.3	6.5	1.0	4.8	100	81	81	63
$7,500 to $9,999	3.3	15.8	3.1	14.4	3.1	15.5	2.5	11.7	100	94	94	76
$10,000 to $14,999	5.3	25.2	5.6	25.8	5.4	26.8	5.9	27.2	100	106	102	111
$15,000 to $24,999	3.7	17.8	4.0	18.3	3.7	18.1	6.2	28.8	100	108	100	168
$25,000 and over	1.6	7.8	2.8	13.1	2.6	12.8	3.1	14.3	100	175	163	194
No Answer	2.8	13.3	2.5	11.6	2.5	12.3	1.2	5.5	100	89	89	43
OCCUPATION												
Professional/Managerial	10.9	52.0	11.3	52.2	10.8	53.1	11.2	51.7	100	104	99	103
Clerical and Sales	2.9	13.9	3.2	14.6	3.1	15.2	3.8	17.6	100	110	107	131
Craftsmen and Laborers	4.4	20.9	4.1	19.0	3.8	18.8	3.8	17.7	100	93	86	86
Service and Private	.8	3.6	1.2	5.4	1.1	5.5	.9	4.0	100	150	138	113
Other	2.0	9.6	1.9	8.8	1.5	7.4	2.0	9.0	100	95	75	100
NO. ON TRIP												
1 Person	8.2	39.2	8.6	39.8	7.8	38.4	8.0	37.0	100	105	95	98
2 Persons	5.1	24.2	5.7	26.4	5.1	24.9	5.8	26.6	100	112	100	114
3-4 Persons	5.1	24.2	5.3	24.6	4.9	24.3	5.3	24.5	100	104	96	104
5 or More	2.6	12.3	2.0	9.2	2.5	12.5	2.6	11.9	100	77	96	100
EDUCATION												
None or Elementary	2.1	10.1	1.4	6.6	1.2	6.0	1.2	5.4	100	67	57	57
High School	6.9	32.9	7.3	33.9	7.1	34.9	7.4	34.0	100	106	103	107
College	11.7	56.1	12.5	58.0	11.8	58.1	13.0	59.9	100	107	101	111
No Answer	.2	.9	.3	1.5	.2	1.0	.2	.7	100	150	100	100

Table 8. SUMMARY - NECRA Person-Trips - OUTBOUND to ALL Destinations: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS		1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1969 TOTAL PERSON-TRIPS		1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	[illegible]	100.0	100.0	73.3	3.7	3.5	13.1	1.4	[illegible]	100.0	100.0	78.8	3.6	3.0	12.7	1.3
1st Quarter		19.6	100.0	70.8	3.9	5.3	12.4	1.6		19.2	100.0	72.0	4.3	4.1	16.9	1.4
2nd Quarter		27.1	100.0	76.5	3.7	3.3	13.1	1.4		23.6	100.0	79.2	3.8	3.5	13.4	1.3
3rd Quarter		[illegible]	100.0	83.6	3.3	3.1	9.3	1.3		[illegible]	100.0	83.5	3.2	2.3	9.5	1.4
4th Quarter		18.7	100.0	76.0	3.4	3.6	15.1	1.4		18.8	100.0	77.0	3.0	4.6	14.4	1.2
REASON																
Business		18.1	100.0	54.0	1.1	6.2	38.8	1.1		17.6	100.0	54.7	1.3	6.3	35.4	1.2
Visit		30.1	100.0	83.9	3.9	3.9	7.6	.6		31.7	100.0	88.8	2.9	4.0	7.3	1.1
Pleasure		40.1	100.0	85.4	4.3	1.9	6.9	1.4		38.4	100.0	84.7	5.0	1.6	7.7	1.5
Personal Family Affairs		8.3	100.0	82.4	3.7	3.6	9.3	1.5		8.6	100.0	80.2	2.8	4.8	7.3	1.0
Student		2.3	100.0	67.8	6.6	5.3	15.6	5.0		2.1	100.0	68.4	6.9	5.1	16.9	2.8
Other and No Answer			100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $4,000		4.0	100.0	67.7	13.8	6.3	7.6	1.6		4.2	100.0	66.3	12.6	7.9	9.7	1.5
$4,000 to $5,999		6.8	100.0	78.5	10.3	4.3	7.4	1.5		5.6	100.0	75.9	8.1	5.6	8.3	1.3
$6,000 to $7,999		9.9	100.0	83.4	4.4	3.8	7.1	1.5		6.3	100.0	82.5	5.8	3.2	7.2	1.3
$7,500 to $9,999		16.5	100.0	85.7	3.3	3.0	6.7	1.3		11.1	100.0	88.8	3.7	2.4	6.2	.9
$10,000 to $14,999		27.8	100.0	93.0	1.9	2.7	11.2	1.2		27.8	100.0	94.1	2.2	2.6	9.9	1.2
$15,000 to $24,999		15.8	100.0	73.8	1.6	3.0	19.9	1.6		17.9	100.0	75.4	1.9	3.1	18.4	1.2
$25,000 and over		7.6	100.0	65.0	.8	3.4	33.5	2.1		10.1	100.0	40.8	2.1	6.4	39.0	1.8
No Answer		12.2	100.0	75.1	5.0	4.5	13.7	1.3		10.8	100.0	80.1	3.4	3.7	11.8	1.5
OCCUPATION																
Professional Managerial		48.0	100.0	76.4	1.9	1.6	18.8	1.5		48.5	100.0	75.1	2.3	4.2	17.0	1.3
Clerical and Sales		15.0	100.0	78.9	4.6	3.8	10.5	1.5		14.1	100.0	81.2	3.5	2.7	11.9	.9
Craftsmen and Laborers		24.3	100.0	88.9	4.7	2.1	5.8	1.1		23.2	100.0	88.8	4.2	1.6	4.7	1.4
Service and Private		3.8	100.0	78.7	7.8	3.8	7.4	1.5		5.3	100.0	80.1	1.9	3.8	6.6	.6
Other		8.1	100.0	74.4	3.8	6.7	9.1	1.8		7.6	100.0	74.8	1.0	5.4	10.9	1.8
NO. ON TRIP																
1 Person		29.4	100.0	54.0	1.0	7.9	38.7	2.4		29.5	100.0	56.5	4.6	1.3	27.9	2.0
2 Persons		35.1	100.0	80.9	3.8	3.3	11.0	1.6		27.3	100.0	83.3	3.5	2.9	11.3	1.8
3-6 Persons		30.4	100.0	91.8	1.1	1.0	4.7	.8		36.9	100.0	91.9	1.9	2.0	4.0	.6
6 or More		15.8	100.0	95.4	1.7	.9	2.5	.2		16.2	100.0	95.6	1.4	.9	2.3	.2
EDUCATION																
Some or Elementary		8.0	100.0	77.8	8.2	4.1	8.9	1.0		3.2	100.0	78.4	7.4	3.9	9.1	1.1
High School		39.5	100.0	83.9	4.4	2.9	7.4	1.4		37.7	100.0	84.3	4.8	2.8	7.3	1.0
College		50.2	100.0	74.0	2.3	3.9	18.3	1.5		54.0	100.0	75.3	2.2	4.1	16.8	1.5
No Answer		1.0	100.0	77.1	3.9	5.3	12.2	1.9		1.0	100.0	76.7	6.2	3.6	14.0	1.5

TRAVEL PROFILES	1970 TOTAL PERSON-TRIPS		1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1971 TOTAL PERSON-TRIPS		1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	83.1	100.0	100.0	79.9	3.6	2.9	12.3	1.3	86.7	100.0	100.0	80.6	3.4	2.8	12.1	1.2
1st Quarter		16.0	100.0	72.9	3.8	4.6	17.5	1.2		19.6	100.0	74.2	3.8	3.5	17.0	1.0
2nd Quarter		23.8	100.0	80.3	3.8	3.3	13.2	1.3		22.4	100.0	78.9	3.5	2.8	13.8	1.2
3rd Quarter		28.8	100.0	85.7	3.4	1.8	8.6	1.4		28.6	100.0	84.6	3.3	1.8	8.8	1.3
4th Quarter		21.4	100.0	78.3	3.6	3.5	13.6	1.0		19.9	100.0	78.7	3.1	3.2	13.7	1.2
REASON																
Business		17.3	100.0	55.7	1.1	6.1	36.4	1.5		17.5	100.0	56.8	1.2	5.7	32.0	1.3
Visit		32.1	100.0	86.0	3.3	2.9	8.0	.7		32.1	100.0	86.7	3.7	2.6	8.2	.8
Pleasure		38.9	100.0	85.6	4.8	1.1	8.9	1.1		38.9	100.0	85.1	4.1	1.2	7.0	1.6
Personal Family Affairs		8.1	100.0	85.4	2.5	2.9	6.4	.8		7.8	100.0	83.2	3.3	2.1	10.3	1.1
Student		2.7	100.0	74.8	5.3	3.9	14.5	1.6		2.4	100.0	76.8	5.1	5.6	10.5	2.1
Other and No Answer		1	100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $4,000		3.3	100.0	68.3	13.4	5.6	9.7	2.0		3.8	100.0	73.4	10.9	3.4	8.8	3.5
$4,000 to $5,999		5.3	100.0	79.4	7.7	3.2	9.6	1.0		4.3	100.0	77.9	9.5	2.3	9.4	.9
$6,000 to $7,499		6.3	100.0	82.5	6.2	3.8	6.0	1.6		4.6	100.0	79.1	7.2	3.6	8.8	1.7
$7,500 to $9,999		16.9	100.0	88.0	4.3	1.9	6.4	.8		13.8	100.0	84.4	4.8	2.1	7.7	.5
$10,000 to $14,999		28.8	100.0	89.8	2.1	1.9	6.1	1.2		27.4	100.0	88.8	2.9	2.1	6.1	1.1
$15,000 to $24,999		17.6	100.0	75.9	1.8	2.9	18.0	1.4		20.2	100.0	81.8	1.7	2.5	12.9	1.2
$25,000 and over		10.5	100.0	62.7	1.7	6.2	27.5	2.0		13.6	100.0	68.5	1.6	4.2	25.5	1.4
No Answer		11.1	100.0	78.8	4.9	2.4	12.8	1.2		5.2	100.0	81.7	4.0	2.7	10.6	.9
OCCUPATION																
Professional Managerial		50.5	100.0	76.6	2.2	3.6	16.4	1.3		48.8	100.0	76.4	1.0	3.1	15.8	1.4
Clerical and Sales		14.3	100.0	81.8	3.9	2.4	11.0	.9		14.8	100.0	81.3	4.1	2.8	11.0	.9
Craftsmen and Laborers		22.1	100.0	87.0	4.0	1.4	6.2	1.4		22.5	100.0	87.4	3.9	1.5	6.2	1.0
Service and Private		5.6	100.0	82.1	6.1	2.8	5.4	1.6		3.8	100.0	84.2	4.9	2.0	6.5	.8
Other		7.4	100.0	75.6	8.0	3.8	10.7	1.9		8.8	100.0	76.1	8.0	3.5	10.8	1.4
NO. ON TRIP																
1 Person		28.1	100.0	57.4	6.8	6.9	28.9	2.0		28.3	100.0	60.0	6.9	5.9	25.4	1.9
2 Persons		27.2	100.0	82.0	3.2	2.3	10.9	1.6		27.3	100.0	81.5	3.3	2.1	11.6	1.6
3-6 Persons		27.3	100.0	92.3	1.7	.9	4.3	.8		27.9	100.0	91.5	1.7	1.2	4.9	.7
6 or More		16.6	100.0	95.0	1.9	.3	2.6	.3		16.3	100.0	95.2	.8	.5	2.3	.7
EDUCATION																
Some or Elementary		6.1	100.0	76.5	8.0	3.4	10.8	1.4		6.1	100.0	78.7	8.0	2.0	9.0	1.2
High School		38.2	100.0	86.2	4.8	1.9	7.3	1.0		38.0	100.0	88.8	4.2	1.7	7.4	1.0
College		54.0	100.0	76.3	2.3	3.5	16.1	1.5		53.9	100.0	80.0	2.3	3.8	15.8	1.4
No Answer		1	100.0	70.9	9.6	7.2	14.1	2.2		1	100.0	71.2	6.3	1.6	18.3	1.6

*Insufficient number of observations to tabulate

Table 9. SUMMARY - NECRA Person-Trips - INBOUND to NECRA Destinations: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS (Millions)	1968 TOTAL PERSON-TRIPS (Percent)	1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1969 TOTAL PERSON-TRIPS (Millions)	1969 TOTAL PERSON-TRIPS (Percent)	1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	20.9	100.0	100.0	73.2	4.6	10.4	10.7	1.1	21.6	100.0	100.0	73.5	4.9	11.2	9.1	1.3
1st Quarter		25.4	100.0	66.2	4.8	15.2	12.5	1.2		23.6	100.0	68.5	5.7	14.6	10.5	1.2
2nd Quarter		24.8	100.0	72.1	4.9	9.5	10.7	1.7		24.3	100.0	73.8	5.7	10.4	8.8	1.3
3rd Quarter		27.9	100.0	79.4	4.3	4.9	8.4	1.0		28.3	100.0	77.1	4.6	8.5	8.3	1.6
4th Quarter		20.9	100.0	73.6	4.6	9.5	11.2	1.1		21.9	100.0	74.0	4.4	12.1	8.8	0
REASON																
Business		27.4	100.0	53.4	7.3	14.1	20.9	1.6		26.1	100.0	54.7	1.8	16.3	25.9	1.2
Visit		35.4	100.0	88.1	3.7	5.8	3.2	0		35.7	100.0	83.2	3.7	9.2	3.3	0.6
Pleasure		23.2	100.0	76.7	8.1	9.5	3.2	1.0		24.8	100.0	76.8	10.3	7.7	2.9	2.3
Personal/Family Affairs		8.7	100.0	78.7	4.6	6.7	4.8	2.2		9.8	100.0	79.1	3.0	13.0	3.2	1
Student		3.3	100.0	63.9	9.7	11.7	12.8	2.1		3.5	100.0	61.0	6.8	13.3	9.3	3.6
Other and No Answer			100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $5,000		5.4	100.0	64.3	10.5	21.3	3.1	0		5.1	100.0	67.0	12.4	15.0	4.1	1
$5,000 to $6,999		7.0	100.0	74.8	11.0	9.1	3.1	1.0		6.5	100.0	66.2	15.3	15.5	3.2	0
$7,000 to $9,999		7.7	100.0	76.3	6.7	10.7	3.2	1.1		8.1	100.0	78.0	6.5	10.1	4.8	0
$10,000 to $14,999		15.8	100.0	79.8	4.5	9.4	5.3	1.2		14.4	100.0	78.9	8.1	8.6	3.0	1.1
$15,000 to $19,999		26.7	100.0	77.2	2.8	6.8	6.9	1.3		25.0	100.0	78.7	2.8	8.6	7.4	1.6
$20,000 to $24,999		17.8	100.0	73.8	2.5	8.4	13.8	1.5		16.3	100.0	73.7	2.0	16.3	12.4	1.6
$25,000 and over		7.8	100.0	66.3	0	12.2	41.2	1.6		13.1	100.0	65.0	1.4	18.1	19.8	1.6
No Answer		13.3	100.0	73.9	5.2	12.3	8.3	3		11.6	100.0	75.0	4.4	9.5	10.4	1
OCCUPATION																
Professional/Managerial		52.0	100.0	68.3	2.4	10.3	16.7	1.9		52.2	100.0	68.3	2.7	14.1	13.4	1.7
Clerical and Sales		13.9	100.0	73.8	5.8	12.1	7.7	0		14.6	100.0	78.4	5.1	7.8	7.0	1.8
Craftsmen and Laborers		20.9	100.0	84.4	5.6	6.1	2.1	0		19.9	100.0	82.3	7.8	7.8	2.0	1.8
Service and People		3.8	100.0	78.2	8.1	8.9	3.6	0		5.4	100.0	78.6	10.8	7.4	3.3	3
Other		9.6	100.0	66.9	11.2	18.5	4.0	1.4		8.0	100.0	73.3	8.2	11.9	5.8	0
NO. ON TRIP																
1 Person		39.2	100.0	68.6	7.2	16.7	22.7	1.8		39.9	100.0	63.8	7.1	16.3	19.0	1.9
2 Persons		24.2	100.0	78.9	4.3	9.7	4.5	1.5		25.4	100.0	82.2	4.0	6.7	4.3	0
3-6 Persons		24.2	100.0	87.1	2.4	2.6	2.4	2		24.6	100.0	88.6	3.2	4.0	1.1	1.1
6 or More		12.3	100.0	87.5	1.0	7	6	2		9.3	100.0	88.8	5.8	2.6	1.6	-
EDUCATION																
None or Elementary		14.1	100.0	78.2	5.2	8.5	2.8	3		6.6	100.0	77.8	10.6	10.2	1.4	0
High School		32.9	100.0	79.1	5.9	9.6	4.7	0		33.8	100.0	88.5	7.8	5.0	3.8	7
College		53.1	100.0	68.8	3.1	11.0	15.6	1.4		58.0	100.0	68.9	2.6	13.3	13.6	1.7
No Answer		0	100.0	68.8	3.8	10.4	7.6	1.3		1.5	100.0	77.3	6.9	9.2	6.9	-

	1970 TOTAL PERSON-TRIPS (Millions)	1970 TOTAL PERSON-TRIPS (Percent)	1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1971 TOTAL PERSON-TRIPS (Millions)	1971 TOTAL PERSON-TRIPS (Percent)	1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	20.3	100.0	100.0	76.1	5.1	9.7	7.6	1	21.7	100.0	100.0	77.6	4.8	8.7	7.8	1.0
1st Quarter		19.9	100.0	72.3	3.8	12.6	9.1	0		20.4	100.0	72.5	5.8	9.3	11.8	1.3
2nd Quarter		25.3	100.0	74.8	6.7	10.0	7.7	1		24.0	100.0	77.1	5.5	9.2	7.4	1
3rd Quarter		29.7	100.0	78.3	5.5	7.8	6.4	1.2		28.7	100.0	82.0	4.0	7.2	5.9	1.0
4th Quarter		25.1	100.0	76.0	5.1	10.1	8.2	0.7		21.9	100.0	77.1	4.5	9.4	8.1	0
REASON																
Business		25.2	100.0	56.0	3.2	17.6	21.3	0		24.0	100.0	59.4	1.7	14.9	23.0	1.1
Visit		27.5	100.0	83.9	4.8	7.3	3.3	1		28.5	100.0	84.7	5.1	6.3	3.1	0
Pleasure		23.6	100.0	80.6	11.1	5.8	1.7	1.4		23.9	100.0	82.9	7.8	6.8	1.3	0
Personal/Family Affairs		10.0	100.0	84.1	2.1	7.5	4.4	0		8.8	100.0	88.5	4.0	4.0	4.7	1.8
Student		3.6	100.0	77.0	4.3	9.6	8.6	0		3.9	100.0	88.8	5.1	14.3	9.6	2.3
Other and No Answer		1	100.0	62.8	37.2	-	-	-			100.0	38.3	100.0	-	19.8	-
HOUSEHOLD INCOME																
Under $5,000		3.5	100.0	67.0	16.5	13.0	2.3	1.1		4.1	100.0	70.9	14.8	8.8	2.9	2.3
$5,000 to $6,999		4.5	100.0	72.3	15.2	9.8	3.6	-		3.5	100.0	77.4	12.1	6.5	3.9	1.1
$7,000 to $9,999		6.5	100.0	75.4	9.4	11.5	2.4	0		4.8	100.0	83.3	8.8	5.9	1.4	3
$10,000 to $14,999		15.5	100.0	80.2	8.9	6.9	2.4	1.1		11.7	100.0	82.0	7.8	6.1	3.7	2
$15,000 to $19,999		25.8	100.0	85.4	3.1	6.8	4.5	0		27.2	100.0	83.4	4.8	7.4	4.3	0
$20,000 to $24,999		18.1	100.0	74.6	7.9	10.3	11.0	1.1		20.8	100.0	78.5	2.7	9.8	8.8	1.6
$25,000 and over		12.8	100.0	67.8	2.1	10.8	19.8	1.1		14.3	100.0	62.2	1.7	13.5	21.0	1.6
No Answer		12.3	100.0	76.4	6.8	7.0	9.7	0		5.5	100.0	73.2	8.2	8.8	9.3	0
OCCUPATION																
Professional/Managerial		53.1	100.0	72.2	3.4	12.2	11.2	0		51.7	100.0	74.0	2.8	10.0	12.8	1.1
Clerical and Sales		15.2	100.0	81.6	5.0	7.5	5.3	1		17.0	100.0	81.2	5.5	7.4	5.8	0
Craftsmen and Laborers		18.8	100.0	86.3	7.0	5.1	2.3	0		17.7	100.0	86.6	6.8	5.8	2.4	0
Service and People		5.5	100.0	75.1	15.3	6.7	0	2.4		4.8	100.0	84.4	7.8	4.5	2.1	1.2
Other		7.4	100.0	77.2	11.2	10.3	5.7	0		9.8	100.0	73.8	10.4	11.8	3.8	1.0
NO. ON TRIP																
1 Person		35.4	100.0	86.6	7.8	10.4	17.0	1.2		37.0	100.0	86.5	8.6	15.8	10.1	1.5
2 Persons		24.9	100.0	82.8	5.4	7.8	3.6	0		26.4	100.0	88.2	4.7	6.9	3.4	0
3-6 Persons		24.3	100.0	87.7	7.1	3.8	0	1.1		24.5	100.0	88.4	2.4	3.8	1.1	4
6 or More		12.5	100.0	88.1	5.7	0	0	0		11.9	100.0	87.6	0	7	7	3
EDUCATION																
None or Elementary		6.0	100.0	75.3	13.4	8.3	2.8	2		5.4	100.0	82.0	10.4	5.8	1.3	0
High School		28.0	100.0	83.1	7.8	8.3	2.4	0		28.0	100.0	83.0	6.8	6.8	3.7	7
College		65.1	100.0	72.3	3.7	11.7	11.2	1.2		58.5	100.0	74.0	3.3	10.7	10.9	1.1
No Answer		1.6	100.0	53.2	7.6	27.5	13.6	-		7	100.0	14.0	10.1	1.3	14.6	-

* Insufficient number of observations to exhibit.

CHAPTER 3. TRANSPORT MODE

Transport Mode Data Tables: 1968-1971

GENERAL

This chapter summarizes person-trips to and from NECRA origins and destinations by mode of transport. These data reflect the impact of the DOT rail demonstration projects.

The data are summarized and analyzed by transport mode for each of five NECRA origins and destinations, to show differences in travel as measured by person (round) trips OUTBOUND and INBOUND from and to each reporting area. Other chapters in this report summarize and analyze travel for each reporting area.

NECRA-to-NECRA Travel versus Travel to ALL Destinations

NECRA-to-NECRA person-trips increased 4 percent between 1968 and 1971, an average growth rate of 1+ percent per year. NECRA-to-NECRA person trips were 26 percent of NECRA person-trips to ALL Destinations in 1968 and 24.2 percent in 1971. Thus, NECRA travel to other destinations increased more rapidly than travel to NECRA destinations. (See Chapter 2.)

NECRA-to-NECRA Travel Profile

NECRA-to-NECRA person-trips OUTBOUND and INBOUND from and to NECRA origins and destinations by transport mode are detailed in Table 10. The data indicate some significant trends, by mode, and by NECRA origins and destinations:

Washington/Baltimore produced a greater percentage of NECRA Person-Trips INBOUND than OUTBOUND.

INBOUND Washington/Baltimore Person-Trips by all Transport Modes decreased 8 percent in 1971 compared to 1968,,an average decrease of over 2 percent per year. These were 16.4 percent of total NECRA Person Trips in 1968 and 14.6 percent in 1971.

OUTBOUND Washington/Baltimore Person-Trips increased only 1 percent during the period. This represented 14.5 percent of total NECRA Person Trips in 1968 and 14.0 percent in 1971.

Philadelphia/Wilmington/Trenton produced a greater percentage of NECRA Person-Trips INBOUND than OUTBOUND

INBOUND Philadelphia/Wilmington/Trenton Person-Trips showed a minor decrease of 2 percent in 1971 compared to 1968. This represented 24.1 percent of total Person-Trips in 1968 and 22.8 percent in 1971.

OUTBOUND Philadelphia/Wilmington/Trenton Person-Trips showed no change in 1971 over 1968. These trips represented 21.0 percent of total Person-Trips in 1968 and 20.3 percent in 1971.

New York City/Northeast New Jersey attracted a smaller percentage of NECRA Person-Trips INBOUND than OUTBOUND.

INBOUND New York City/Northeast New Jersey Person-Trips showed an increase of 5 percent in 1971 vs. 1968. This represented 45.4 percent of total Person-Trips in 1968 and 45.9 percent in 1971.

OUTBOUND New York City/Northeast New Jersey Person-Trips increased 8 percent in 1971 over 1968, an average increase of over 2 percent per year. This represented 20.2 percent of such trips in 1968 and 52.0 percent in 1971.

It should be noted that the INBOUND and OUTBOUND New York City/Northeast New Jersey data include a substantial volume of intra-reporting area person-trips (1968 - 33 percent, 1971 - 40 percent)--nearly all by auto (See Table No. 4).

Bridgeport/New Haven travel showed a smaller percent of NECRA Person INBOUND than OUTBOUND.

INBOUND Bridgeport/New Haven Person-Trips increased 41 percent in 1971 over 1968, an annual rate of increase of over 13 percent. This represented 3.3 percent of total person-trips in 1968 and 4.5 percent in 1971.

Outbound Bridgeport/New Haven Person-Trips increased 13 percent in 1971 compared to 1968. This represented 6.2 percent of total Person Trips in 1968 and 5.2 percent in 1971.

Boston/Providence recorded a greater percentage of NECRA Person-Trips INBOUND than OUTBOUND.

Inbound Boston/Providence Person-Trips increased 15 percent in 1971 over 1968, an average rate of increase of 5 percent. This represented 10.9 percent of total Person Trips in 1968, and 12.1 percent in 1971.

Outbound Boston/Providence Person-Trips increased 8 percent in 1971, as compared to 1968. This represented 8.1 percent of total Person-Trips in 1968 and 8.4 percent in 1971.

AUTO Person-Trips

Total NECRA Auto Person-Trips increased 10 percent in 1971 over 1968, an average increase of approximately 3 percent per year. The percentage of AUTO to Total Person-Trips increased from 73.7 percent in 1968 to 77.4 percent in 1971. However, the increase was not uniform, decreases occurred south of New York.

Washington/Baltimore Auto Person-Trips recorded a lower percentage of Auto Person-Trips INBOUND than OUTBOUND.

INBOUND Washington/Baltimore Auto Person-Trips decreased 6 percent in 1971, compared to 1968. This represented 13.9 percent of total AUTO NECRA Person-Trips in 1968 and 11.9 percent in 1971.

OUTBOUND Washington/Baltimore Auto Person-Trips showed practically no change. These represented 14.3 percent of total Auto NECRA Person-Trips in 1968, and 12.9 percent in 1971.

The percentage of use of AUTO for this reporting area was lower for both OUTBOUND and INBOUND travel than the percentage that the reporting area total was over total NECRA Person-Trips. A further decrease occurred during the period 1968 to 1971.

Philadelphia/Wilmington/Trenton Auto Person-Trips recorded a higher percentage of Auto Person Trips INBOUND than OUTBOUND.

INBOUND Philadelphia/Wilmington/Trenton Auto Person-Trips showed a minor decrease of 2 percent in 1971 compared to 1968. These represented 27.3 percent of total Auto NECRA Person-Trips in 1968, but decreased to 24.4 percent in 1971.

OUTBOUND Philadelphia/Wilmington/Trenton Auto Person-Trips increased 9 percent in 1971 compared to 1968--approximately the same as the total NECRA Auto Person-Trips. This represented 20.4 percent of total NECRA Auto Person-Trips in 1968 and approximately the same percentage, 20.3 percent, in 1971.

New York City/Northeast New Jersey Auto Person-Trips were a significantally lower percentage of INBOUND than OUTBOUND--a reverse of the Philadelphia/Wilmington/Trenton travel. This represented the effect of movement from the latter reporting area. (See Table No. 13)

INBOUND New York City/Northeast New Jersey Auto Person-Trips increased 13 percent in 1971 over 1968, an increase of approximately 4 percent per year. This represented 46.1 percent of total Auto Person Trips in 1968 and 47.7 percent in 1971. Most of this increase can be attributed to intra-reporting area Person-Trips of over 50 miles, which have not been excluded from these data. (See Table No. 4).

OUTBOUND New York City/Northeast New Jersey Auto Person-Trips increased 12 percent in 1971 over 1968, or approximately 4 percent per year. This represented 53.3 percent of total NECRA Auto Person-Trips in 1968, and 54.4 percent in 1971. Most

of this increase can be attributed to a rise in intra-reporting area Auto Person-Trips. (See Table No. 4). The percentage of New York City/Northeast New Jersey Auto Person-Trips to total NECRA Auto Person-Trips exceeds the percentage of travel by all modes of transport for this reporting area as a percentage of total NECRA Person-Trips (all modes of travel), for both OUTBOUND and INBOUND movements. Again, this reflects the heavy volume of intra-reporting area Auto Person-Trips which have not been excluded from these data. (See Table No. 4.)

Bridgeport/New Haven Auto Person-Trips had a significantly lower percentage of such trips INBOUND than OUTBOUND in 1968; the range narrowed substantially in 1971, due to a substantial increase in INBOUND Auto Person-Trips.

INBOUND Bridgeport/New Haven Auto Person-Trips showed a substantial gain of 64 percent in 1971, compared to 1968, a growth rate of approximately 21 percent a year. The gain increased from 3.5 percent of total NECRA Auto Person Trips in 1968 to 5.2 percent in 1971. Because the number of observations for this reporting area was smaller than for other reporting areas, a greater range of error may be present in these data.

OUTBOUND Bridgeport/New Haven Auto Person-Trips showed a minor increase of 4 percent in 1971 over 1968--less than the average increase for all reporting areas. This travel represented 5.9 percent of total NECRA Auto Person-Trips in 1968, which had reduced to 5.6 percent in 1971.

Boston/Providence NECRA Auto Person-Trips showed a greater percentage INCOUND than OUTBOUND--a trend apparently accentuated somewhat during the period 1968 to 1971.

INBOUND Boston/Providence Auto Person-Trips showed a significant increase of 29 percent in 1971, compared to 1968, an increse of nearly 10 percent per year. This represented 9.2 percent of total NECRA Person-Trips in 1968 and 10.8 percent in 1971.

OUTBOUND Boston/Providence Auto Person-Trips increased 26 percent in 1971 compared to 1968, an increase of nearly 9 percent per year. This represented 6 percent of total NECRA Auto Person-Trips in 1968 and 6.9 percent in 1971.

The percentage and use of Auto for this reporting area were lower for both OUTBOUND and INBOUND travel than the percentage of the total reporting area was over total NECRA reporting area in both years, although the range has lowered substantially for both OUTBOUND and INBOUND Auto Person-Trips for this area; the use of auto has increased substantially for both OUTBOUND and INBOUND travel.

Bus Person-Trips

Total NECRA Bus Person-Trips increased 10 percent in 1971 over 1968, an average increase of approximately 3 percent per year, the same as the rate of increased use of Auto. The rate of increase was not uniform; a decrease occurred in OUTBOUND Bus Person-Trips from the Philadelphia/Wilmington/Trenton reporting area.

Washington/Baltimore Bus Person-Trips had a higher percentage of trips INBOUND than OUTBOUND, although the range narrowed during the period.

INBOUND Washington/Baltimore Bus Person-Trips showed no change during the period. These trips represented 23.0 percent of total NECRA Bus Person-Trips in 1968, but decreased to 20.9 percent in 1971 due to the increase in total NECRA Bus Person-Trips.

OUTBOUND Washington/Baltimore Bus Person-Trips increased 10 percent in 1971 compared to 1968, a rate of increase of approximately 3 percent per year. This represented 15.2 percent of total NECRA Bus Person-Trips in 1968 and 15. 1 percent in 1971.

The percentage of use of Bus for INBOUND travel is significantly higher than the percentage that the reporting area total travel is to total NECRA Person-Trips.

Philadelphia-Wilmington/Trenton Bus Person-Trips showed a lower percentage of INBOUND than OUTBOUND trips. However, the difference narrowed substantially in 1971 compared to 1968.

INBOUND Philadelphia/Wilmington/Trenton Bus Person-Trips decreased 10 percent in 1971 compared to 1968, an average increase of 4 percent a year. This represented 22.0 percent of total NECRA Bus Person-Trips in 1968 and 22.4 percent in 1971.

OUTBOUND Philadelphia/Wilmington/Trenton Bus Person-Trips decreased 10 percent in 1971 compared to 1968, an average annual rate of decrease of approximately 3 percent. This represented 28.4 percent of total NECRA Bus Person-Trips in 1968, which had decreased to 23.3 percent in 1971.

In 1968, the percentage of use of Bus INBOUND for this reporting area was lower than the percentage that the reporting area total was over total NECRA Person Trips; but greater for OUTBOUND when a similar comparison is made. In each case, the difference narrowed in 1971, compared to 1968.

New York City/Northeast New Jersey Bus Person-Trips had a greater percentage INBOUND than OUTBOUND in 1968 but the position reversed in 1971.

INBOUND New York City/Northeast New Jersey Bus Person-Trips showed a minor increase of 4 percent in 1971 over 1968, a rate of increase of 1 percent per year. This represented 44.4 percent of total NECRA Bus Person-Trips in 1968, which decreased to 41.9 percent of the comparable figure in 1971.

OUTBOUND New York City/Northeast New Jersey Bus Person Trips increased 14 percent in 1971 compared to 1968, an average annual rate of increase of over 4 percent. This represented 41.6 percent of total NECRA Bus Person-Trips in 1968, which increased to 43.1 percent of the comparable figure in 1971.

The percentage of use of Bus for this reporting area was lower for both INBOUND and OUTBOUND Travel than the percentage that the total reporting area was over total NECRA person-trips.

Bridgeport/New Haven Bus Person-Trips did not have sufficient data to be significant for reporting purposes.

Boston/Providence Bus Person-Trips had a lower percentage of trips INBOUND than OUTBOUND in 1968--a position that reversed itself in 1971. However, it should be noted that the small number of observations may have caused significant possible error in these data.

Decreased train service may account for the increased use of bus.

INBOUND Boston/Providence Bus Person-Trips showed an increase of 8 percent in 1971 over 1968, an average rate of increase of nearly 3 percent. This represented 11.1 percent of total NECRA Bus-Person Trips in 1968 and 10.9 percent of a comparable figure in 1971.

The percentage of use of Bus for this reporting area is approximately the same for both INBOUND and OUTBOUND travel as the percentage for the reporting area total is to total NECRA Person-Trips. The variances appear to be too small to be conclusive.

Rail Person Trips

Total NECRA Rail Person-Trips decreased 12 percent in 1971 compared to 1968, an average annual decrease of approximately 4 percent per year. The rate of decrease is less between Northeast Corridor reporting areas served by Metroliners and Turbo Trains than the 18 percent decrease for NECRA Person-Trips to all destinations. (See Table No. 7.)

Washington/Baltimore Rail Person-Trips were greater INBOUND than OUTBOUND; both showed a substantial increase.

INBOUND Washington/Baltimore Rail Person-Trips increased 46 percent in 1971, compared to 1968, an average annual rate of increase of 15 percent. This segment represented 11.9 percent of total NECRA Rail Person Trips in 1968, which increased significantly to 19.8 percent of the comparable figure in 1971.

OUTBOUND Washington/Baltimore Rail Person-Trips increased 52 % in 1971 compared to 1968, an average annual rate of increase of 17 percent. This volume represented 10.8 percent of total NECRA Rail Person Trips in 1968, which increased substantially to 18.7 percent of the comparable figure in 1971.

The percentage of use of rail for this reporting area in 1968 was lower for both INBOUND and OUTBOUND travel than the percentage that the reporting area total travel was to total NECRA person trips. In 1971 this was reversed for both OUTBOUND and INBOUND travel. Rail showed a significant gain, while total travel for this reporting area decreased 8 percent INBOUND, and increased only 1 percent OUTBOUND.

Philadelphia/Wilmington/Trenton Rail Person-Trips had a significantally lower percentage of such trips INBOUND than OUTBOUND, although the range narrowed during the period.

INBOUND Philadelphia/Wilmington/Trenton Rail Person-Trips increased 7 percent in 1971 compared to 1968, an average rate of increase of over 2 percent per year. This represented 20.4 percent of total INBOUND NECRA Rail Person Trips in 1968, which increased to 24.9 percent of the comparable figure in 1971.

OUTBOUND Philadelphia/Wilmington/Trenton Rail Person-Trips showed a greater than average decrease of 28 percent in 1971 compared to 1968, an average rate of decrease of approximately 9 percent. This represented 37 percent of total NECRA Rail Person-Trips in 1968, which was reduced to 30.4 percent in 1971. In spite of the significant decrease it should be noted that the use of Rail OUTBOUND for this reporting area is still significantly greater than the percentage that the reporting area total is to total NECRA Person-Trips.

The percentage of use of Rail for this reporting area OUTBOUND was very significantly greater in 1968 than the percentage that the total reporting area INBOUND travel was to total NECRA travel. In spite of the decrease in OUTBOUND Rail travel in 1971 it was still substantially greater (30.4 percent) than the total reporting area travel was to total NECRA person-trips (23.0 percent).

New York City/Northeast New Jersey Rail Person-Trips showed substantially higher percentage of trips INBOUND than OUTBOUND. During the period INBOUND rail travel decreased and OUTBOUND rail travel increased, proportionately.

INBOUND New York City/Northeast New Jersey Rail Person-Trips decreased 27 percent in 1971, compared to 1968, an average annual decrease of 9 percent per year. This segment represented 56.8 percent of total NECRA Rail Person-Trips in 1968; the proportion decreased substantially, to 46.9 percent, in 1971.

Outbound New York City/Northeast New Jersey Rail Person-Trips increased 14 percent in 1971, compared to 1968, while total use of rail travel decreased. This segment represented 32.3 percent of Total NECRA Rail Person Trips in 1968, which increased very significantly to 42.1 percent in 1971. The increase in Rail OUTBOUND Person Trips to this reporting area represented travel destined on the rail demonstration route south of New York City to Washington/Baltimore and Philadelphia/Wilmington/Trenton.

The percentage of use of Rail from this reporting area for INBOUND travel was greater than the percentage of the total reporting area INBOUND travel is to total NECRA travel, although the difference has narrowed substantially. The percentage of use of Rail to the reporting area for OUTBOUND travel was less than the percentage of the total reporting area OUTBOUND travel is to total NECRA travel, although again the difference has been substantially narrowed.

Bridgeport/New Haven Rail Person-Trips had a substantially lower percentage of Rail Person-Trips INBOUND than OUTBOUND.

INBOUND Bridgeport/New Haven Rail Person-Trips decreased so much in 1971 that significant data could not be obtained. These trips reported 3 percent of Rail INBOUND Person-Trips in 1968 but could not be measured significantly in 1971.

OUTBOUND Bridgeport/New Haven Rail Person-Trips decreased 72 percent in 1971 compared to 1968. (In 1968, this reporting area had 16.1 percent of the OUTBOUND NECRA Rail Person-Trips, which had decreased to 5.2 percent in 1971.) The percentage of use of Rail for this reporting area was substantially lower for INBOUND trips than for OUTBOUND trips during both years.

Boston/Providence Rail-Person-Trips had a lower percentage of Rail Person-Trips OUTBOUND than INBOUND.

INBOUND Boston/Providence Rail Person-Trips decreased 21 percent in 1971 compared to 1968, an average annual decrease of about 7 percent. This represented 6.6 percent of total NECRA Rail Person-Trips in 1968 and 5.9 percent of the comparable figure in 1971.

OUTBOUND Boston/Providence Rail Person-Trips decreased 16 percent in 1971 compared to 1968, an average annual decrease of over 5 percent. This represented a negligible 3.7 percent of total NECRA Rail Person-Trips in 1968, which had decreased further to 3.6 percent of a lower volume of Rail traffic in 1971.

The percentage of use of Rail for travel from other Northeast Corridor areas is substantially less for both INBOUND and OUTBOUND travel than that for other modes of transport during the entire period.

Air Person Trips

Total Air Person-Trips decreased a substantial 22 percent in 1971 compared to 1968, an average annual decrease of over 7 percent in the use of Air between NECRA origins and destinations, significantally greater than the decrease in the use of Rail. INBOUND travel by air decreased for each of the reporting areas and OUTBOUND travel by air decreased at each reporting area except Philadelphia/Wilmington/Trenton, which has the lowest amount of use of Air for inter-NECRA travel of any reporting area except Bridgeport/New Haven.

Washington/Baltimore has a significantally higher percentage of Air NECRA Person-Trips INBOUND than OUTBOUND although changes in trends are narrowing the gap to a slight degree.

INBOUND Washington/Baltimore Air Person-Trips decreased a substantial 30 percent, an average annual decrease of 10 percent per year. This represented 33.9 percent of total Air NECRA Person Trips in 1968, which decreased to 30.4 percent in 1971.

OUTBOUND Washington/Baltimore Air Person-Trips showed a smaller - 19 percent - decrease in 1971 over 1968, an average annual decrease of approximately 6 percent. This represented 18.7 percent of the total NECRA Air Person-Trips in 1968, which increased to 19.4 percent of the reduced volume of total NECRA Air travel in 1971.

The percentage of use of Air for this reporting area was higher for both OUTBOUND and INBOUND Travel than the percentage that the reporting area Total travel was to the total NECRA Person-Trips.

Philadelphia/Wilmington/Trenton Air NECRA Person-Trips divided into approximately the same percentage of such trips OUTBOUND as INBOUND, although INBOUND Air travel appeared to be decreasing and OUTBOUND Air travel increasing.

INBOUND Philadelphia/Wilmington/Trenton Air Person-Trips decreased a significant 34 percent in 1971, compared to 1968. This segment represented a 6.9 percent of Air Person-Trips in 1968, which was further reduced to 59 percent in 1971.

OUTBOUND Philadelphia/Wilmington/Trenton Air Person-Trips increased 12 percent during 1971, compared to 1968, an average annual increase of 4 percent. This travel represented 5.7 percent of total NECRA Air Person-Trips in 1968, which increased to 8.2 percent of the comparable, but lower, figure in 1971.

The percentage of use of Air for this reporting area is quite significantly lower for both OUTBOUND and INBOUND travel than the percentage that the reporting area total was over the total NECRA Person Trips. It should be noted that the small volume of Air travel for this reporting area may cause significant possible errors of estimate between reporting periods.

New York City/Northeast New Jersey Air NECRA Person-Trips had a significantly lower percentage of Air Person-Trips INBOUND than OUTBOUND. Changes during the period narrowed the gap a minor amount.

INBOUND New York City/Northeast New Jersey Air Person-Trips decreased 21 percent in 1971, compared to 1968, an average

annual decrease of 7 percent. This represented 30.8 percent of total NECRA Air Person-Trips in 1968, which increased slightly to 31.2 percent of the lower volume of NECRA Air travel in 1971.

OUTBOUND New York City/Northeast New Jersey Air Person-Trips decreased a substantial 29 percent in 1971 compared to 1968, an average annual decrease of nearly 10 percent. This represented 49.2 percent of total NECRA Air Person-Trips in 1968, which decreased significantly to 45.1 percent in 1971. OUTBOUND Air Travel for this reporting area was only slightly lower in 1968 than the reporting area total travel was to total NECRA trips the difference increased in 1971.

Bridgeport/New Haven Air NECRA Person-Trips reported insufficient data to publish.

Boston/Providence Air NECRA Person-Trips had a somewhat lower percentage of Air Person-Trips OUTBOUND than INBOUND.

INBOUND Boston/Providence Air Person-Trips decreased 13 percent in 1971 compared to 1968, an average annual decrease of 4 percent. This represented 27.7 percent of the total NECRA Air Person-Trips in 1968, which increased to 31.1 percent of the comparable, but lower, volume of NECRA Air Travel in 1971.

OUTBOUND Boston/Providence Air Person-Trips decreased 17 percent in 1971 compared to 1968, an average annual decrease of nearly 6 percent. This represented 25.4 percent of total NECRA Air travel in 1968, which increased to 26.8 percent of a smaller volume of Air travel in 1971.

The percentage of use of Air for this reporting area was quite substantially higher for both INBOUND and OUTBOUND travel than the percentage of the reporting area total NECRA travel was to total NECRA person-trips.

Other chapters in this report contain detailed data concerning the travel to, from, and between the reporting areas and various categories describing the travel and travellers.

Table 10

NECRA Person-Trips To and From NECRA ORIGINS: 1968-1971

		INBOUND		OUTBOUND	
		Selected Data from Table 11		Selected Data from Table 12	
		1968	1971	1968	1971
TOTAL (NECRA)	Millions	20.9	21.7	20.9	21.7
	Index	100	104	100	104
Wash/Balt	Percent	16.4%	14.6%	14.5%	14.0%
	Index	100	92	100	101
Phil/Wilm/Trtn	Percent	24.1%	22.8%	21.0%	20.3%
	Index	100	98	100	100
NYC/NENJ	Percent	45.4%	45.9%	50.2%	52.0%
	Index	100	105	100	108
Bgpt/NHav	Percent	3.3%	4.5%	6.2%	5.2%
	Index	100	141	100	87
Bost/Prov	Percent	10.9%	12.1%	8.1%	8.4%
	Index	100	115	100	108
AUTO	Millions	15.4	16.8	15.4	16.8
	Index	100	110	100	110
Wash/Balt	Percent	13.9%	11.9%	14.3%	12.9%
	Index	100	94	100	99
Phil/Wilm/Trtn	Percent	27.3%	24.4%	20.4%	20.3%
	Index	100	98	100	109
NYC/NENJ	Percent	46.1%	47.7%	53.3%	54.4%
	Index	100	113	100	112
Bgpt/NHav	Percent	3.5%	5.2%	5.9%	5.6%
	Index	100	164	100	104
Bost/Prov	Percent	9.2%	10.8%	6.0%	6.9%
	Index	100	129	100	126
BUS	Millions	1.0	1.1	1.0	1.1
	Index	100	110	100	110
Wash/Balt	Percent	23.0%	20.9%	15.2%	15.1%
	Index	100	100	100	110
Phil/Wilm/Trtn	Percent	22.0%	22.4%	28.4%	23.3%
	Index	100	112	100	90
NYC/NENJ	Percent	44.4%	41.9%	41.6%	43.1%
	Index	100	104	100	114
Bost/Prov	Percent	8.0%	12.2%	11.1%	10.9%
	Index	100	168	100	108

Table 10 (Continued)

NECRA Person-Trips To and From NECRA ORIGINS: 1968-1971 (Continued)

		INBOUND		OUTBOUND	
		Selected Data from Table 11		Selected Data from Table 12	
		1968	1971	1968	1971
RAIL	Millions	2.1	1.9	2.1	1.9
	Index	100	88	100	88
Wash/Balt	Percent	11.9%	19.8%	10.8%	18.7%
	Index	100	146	100	152
Phil/Wilm/Trtn	Percent	20.4%	24.9%	37.0%	30.4%
	Index	100	107	100	72
NYC/NENJ	Percent	56.8%	46.9%	32.3%	42.1%
	Index	100	73	100	114
Bgpt/NHav	Percent	1.3%	*	16.1%	5.2%
	Index	100	*	100	28
Bost/Prov	Percent	6.6%	5.9%	3.7%	3.6%
	Index	100	79	100	84
AIR	Millions	2.2	1.7	2.2	1.7
	Index	100	78	100	78
Wash/Balt	Percent	33.9%	30.4%	18.7%	19.4%
	Index	100	70	100	81
Phil/Wilm/Trtn	Percent	6.9%	5.9%	5.7%	8.2%
	Index	100	66	100	112
NYC/NENJ	Percent	30.8%	31.2%	49.2%	45.1%
	Index	100	79	100	71
Bost/Prov	Percent	27.7%	31.1%	25.4%	26.8%
	Index	100	87	100	83

Table 11. DESTINATION - NECRA Person-Trips to NECRA Destinations - INBOUND - Profile and Index: 1968 - 1971

DESTINATION	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLNS	%	MILLNS	%	MILLNS	%	MILLNS	%	1968	1969	1970	1971
NECRA Destinations	20.9	100.0	21.6	100.0	20.3	100.0	21.7	100.0	100	103	97	104
Washington/Baltimore	3.4	16.4	3.6	16.6	3.1	15.3	3.2	14.6	100	104	91	92
Phil/Wilm/Trtn	5.0	24.1	4.8	22.4	4.6	22.8	4.9	22.8	100	96	92	98
N.Y.City/NE New Jersey	9.5	45.4	10.1	47.0	9.8	48.2	10.0	45.9	100	107	103	105
Bridgeport/New Haven	.7	3.3	.8	3.5	.7	3.6	1 0	4.5	100	109	106	141
Boston/Providence	2.3	10.9	2.2	10.2	2.0	10.0	2.6	12.1	100	96	89	115
AUTO	15.4	100.0	15.9	100.0	15.5	100.0	16.8	100.0	100	103	101	110
Washington/Baltimore	2.1	13.9	2.3	14.6	2.1	13.6	2.0	11.9	100	109	99	94
Phil/Wilm/Trtn	4.2	27.3	3.9	24.5	3.9	25.2	4.1	24.4	100	93	93	98
N.Y.City/NE New Jersey	7.1	46.1	7.7	48.5	7.6	48.9	8.0	47.7	100	109	107	113
Bridgeport/New Haven	.5	3.5	.6	3.8	.6	3.8	.9	5.2	100	113	110	164
Boston/Providence	1.4	9.2	1.4	8.6	1.3	8.6	1.8	10.8	100	97	94	129
BUS	1.0	100.0	1.1	100.0	1.2	100.0	1.1	100.0	100	110	120	110
Washington/Baltimore	.2	23.0	.2	22.1	.2	14.1	.2	20.9	100	105	74	100
Phil/Wilm/Trtn	.2	22.0	.3	24.0	.3	25.5	.2	22.4	100	120	139	112
N.Y.City/NE New Jersey	.4	44.4	.4	40.8	.5	41.3	.4	41.9	100	101	112	104
Boston/Providence	.1	8.0	.1	10.6	.2	16.1	.1	12.2	100	145	242	168
RAIL	2.1	100.0	2.4	100.0	2.0	100.0	1.9	100.0	100	112	92	88
Washington/Baltimore	.3	11.9	.3	14.5	.3	14.8	.4	19.8	100	136	115	146
Phil/Wilm/Trtn	.4	20.4	.5	21.5	.4	18.3	.5	24.9	100	118	83	107
N.Y.City/NE New Jersey	1.2	56.8	1.3	53.9	1.1	57.8	.9	46.9	100	106	94	73
Bridgeport/New Haven	.1	4.3	.1	5.0	.1	5.3	*	*	100	130	114	*
Boston/Providence	.1	6.6	.1	5.2	.1	3.8	.1	5.9	100	88	53	79
AIR	2.2	100.0	1.9	100.0	1.6	100.0	1.7	100.0	100	88	70	78
Washington/Baltimore	.8	33.9	.6	32.1	.5	33.2	.5	30.4	100	83	69	70
Phil/Wilm/Trtn	.2	6.9	.1	6.1	.1	4.7	.1	5.9	100	78	48	66
N.Y.City/NE New Jersey	.7	30.8	.6	31.1	.5	34.8	.5	31.2	100	89	79	79
Boston/Providence	.6	27.7	.6	30.3	.4	27.0	.5	31.1	100	96	68	87

Table 12. ORIGIN - NECRA Person-Trips from NECRA Origins - OUTBOUND - Profile and Index: 1968-1971

ORIGIN	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MLINS	%	MLINS	%	MLINS	%	MLINS	%	1968	1969	1970	1971
NECRA ORIGINS	20.9	100.0	21.6	100.0	20.3	100.0	21.7	100.0	100	103	97	104
Wash/Balt	3.0	14.5	2.7	12.5	2.7	13.5	3.0	14.0	100	89	90	101
Phil/Wilm/Trtn	4.4	21.0	4.8	22.2	4.8	23.6	4.4	20.3	100	109	109	100
NYC/NENJ	10.5	50.2	11.2	52.1	10.2	50.1	11.3	52.0	100	107	97	108
Bgpt/NHav	1.3	6.2	1.1	5.0	1.1	5.4	1.1	5.2	100	82	85	87
Bost/Prov	1.7	8.1	1.8	8.3	1.5	7.3	1.8	8.4	100	106	88	108
AUTO	15.4	100.0	15.9	100.0	15.5	100.0	16.8	100.0	100	103	101	110
Wash/Balt	2.2	14.3	1.8	11.3	1.7	11.3	2.2	12.9	100	82	80	99
Phil/Wilm/Trtn	3.1	20.4	3.5	22.1	3.7	23.7	3.4	20.3	100	112	117	109
NYC/NENJ	8.2	53.3	8.8	55.5	8.4	54.4	9.1	54.4	100	108	103	112
Bgpt/NHav	.9	5.9	.7	4.5	.8	5.2	.9	5.6	100	79	89	104
Bost/Prov	.9	6.0	1.1	6.6	.8	5.3	1.2	6.9	100	114	90	126
BUS	1.0	100.0	1.1	100.0	1.2	100.0	1.1	100.0	100	110	120	110
Wash/Balt	.1	15.2	.2	17.0	.3	23.1	.2	15.1	100	123	183	110
Phil/Wilm/Trtn	.3	28.4	.3	27.2	.3	22.8	.2	23.3	100	105	97	90
NYC/NENJ	.4	41.6	.4	40.3	.4	33.8	.5	43.1	100	106	98	114
Bgpt/NHav	*	*	.1	5.9	.1	6.6	.1	7.6	*	*	*	*
Bost/Prov	.1	11.1	.1	9.6	.2	13.7	.1	10.9	100	94	148	108
RAIL	2.1	100.0	2.4	100.0	2.0	100.0	1.9	100.0	100	112	92	88
Wash/Balt	.2	10.8	.3	13.1	.3	15.9	.4	18.7	100	136	136	152
Phil/Wilm/Trtn	.8	37.0	.8	34.7	.7	37.4	.6	30.4	100	105	93	72
NYC/NENJ	.7	32.3	.9	38.1	.6	32.4	.8	42.1	100	132	92	114
Bgpt/NHav	.3	16.1	.3	10.9	.2	10.2	.1	5.2	100	76	58	28
Bost/Prov	.1	3.7	.1	3.1	.1	4.2	.1	3.6	100	94	105	84
AIR	2.2	100.0	1.9	100.0	1.6	100.0	1.7	100.0	100	88	70	78
Wash/Balt	.4	18.7	.4	19.1	.4	25.0	.3	19.4	100	90	94	81
Phil/Wilm/Trtn	.1	5.7	.1	5.7	.1	6.8	.1	8.2	100	87	83	112
NYC/NENJ	1.1	49.2	.9	46.4	.6	41.4	.8	45.1	100	83	59	71
Bost/Prov	.6	25.4	.5	27.5	.4	26.0	.5	26.8	100	95	72	83

Table 13. TRANSPORT MODE - NECRA Person-Trips - OUTBOUND to each NECRA Destination: 1968-1971

13.0 Total NECRA Person-Trips

NECRA ORIGIN	NECRA PERSON TRIPS		PERCENT DISTRIBUTION TO DESTINATION					
	Millions	Percent	Total %	Black Bay	Philadelphia Trenton	NYC NE NJ	Upper Valley	Boston Prov
1968 TOTAL	28.9	100.0	100.0	10.5	20.1	55.0	3.1	10.9
Black Bay		14.5	100.0	[illegible]	41.7	40.1	6	8.1
Philadelphia Trenton		11.0	100.0	22.1	[illegible]	71.2	2	4.5
NYC NE NJ		40.7	100.0	10.1	10.1	[illegible]	4.9	13.2
Upper Valley		4.7	100.0	3.8	5.1	33.3	[illegible]	20.8
Boston Prov		6.1	100.0	10.1	10.1	60.5	7.8	[illegible]
1969 TOTAL	27.6	100.0	100.0	14.6	27.4	47.6	3.5	10.3
Black Bay		12.6	100.0	[illegible]	40.5	47.5	2	4.9
Philadelphia Trenton		22.7	100.0	25.0	[illegible]	48.2	2	4.0
NYC NE NJ		53.1	100.0	11.0	20.6	[illegible]	5.6	11.0
Upper Valley		5.6	100.0	4.7	3.9	75.2	[illegible]	14.1
Boston Prov		8.3	100.0	14.2	8.2	60.9	5.6	[illegible]
1970 TOTAL	30.7	100.0	100.0	15.3	27.8	48.2	3.8	14.0
Black Bay		13.6	100.0	[illegible]	42.5	41.7	8	5.6
Philadelphia Trenton		23.6	100.0	27.9	[illegible]	48.5	5	4.5
NYC NE NJ		50.2	100.0	16.2	31.3	[illegible]	5.0	12.6
Upper Valley		5.4	100.0	8.1	2.3	27.6	[illegible]	21.8
Boston Prov		7.3	100.0	15.9	8.5	57.9	7.7	[illegible]
1971 TOTAL	31.1	100.0	100.0	14.0	23.8	49.9	4.5	12.1
Black Bay		14.0	100.0	[illegible]	39.7	46.8	2.0	6.6
Philadelphia Trenton		20.3	100.0	26.1	[illegible]	42.9	1.3	7.0
NYC NE NJ		52.0	100.0	14.6	20.9	[illegible]	5.6	14.4
Upper Valley		5.7	100.0	2.3	2.5	71.7	[illegible]	23.5
Boston Prov		8.4	100.0	12.4	9.8	52.7	12.9	[illegible]

13.1 Auto Trips (Person)

NECRA ORIGIN	NECRA PERSON TRIPS		PERCENT DISTRIBUTION TO DESTINATION					
	Millions	Percent	Total %	Black Bay	Philadelphia Trenton	NYC NE NJ	Upper Valley	Boston Prov
1968 TOTAL	15.4	100.0	100.0	13.5	27.3	[illegible]	1.1	9.2
Black Bay		14.1	100.0	[illegible]	49.1	32.9	1	6.6
Philadelphia Trenton		20.4	100.0	20.9	[illegible]	70.3	2	3.7
NYC NE NJ		51.1	100.0	11.9	20.9	[illegible]	5.6	10.5
Upper Valley		5.5	100.0	3.7	5.9	68.2	[illegible]	22.3
Boston Prov		6.0	100.0	8.7	8.4	50.7	11.2	[illegible]
1969 TOTAL	16.9	100.0	100.0	10.8	24.5	46.5	3.8	4.4
Black Bay		11.3	100.0	[illegible]	48.8	38.4		6.6
Philadelphia Trenton		22.7	100.0	21.0	[illegible]	48.4	2	3.7
NYC NE NJ		50.5	100.0	13.0	32.1	[illegible]	5.5	9.6
Upper Valley		4.5	100.0	3.5	8.1	76.3	[illegible]	14.0
Boston Prov		5.6	100.0	7.0	8.3	54.5	8.9	[illegible]
1970 TOTAL	14.5	100.0	100.0	13.6	25.1	48.9	3.8	8.6
Black Bay		11.3	100.0	[illegible]	54.0	38.2	6	4.6
Philadelphia Trenton		23.1	100.0	23.2	[illegible]	48.9	1	8.1
NYC NE NJ		54.8	100.0	12.7	33.1	[illegible]	5.2	9.6
Upper Valley		5.2	100.0	6.2	1.5	11.4	[illegible]	27.7
Boston Prov		5.3	100.0	8.6	11.6	56.0	13.5	[illegible]
1971 TOTAL	14.8	100.0	100.0	11.9	28.6	47.7	5.2	10.9
Black Bay		12.9	100.0	[illegible]	48.7	31.8	1.6	6.9
Philadelphia Trenton		20.3	100.0	25.2	[illegible]	42.1	1.3	6.0
NYC NE NJ		54.8	100.0	8.9	30.1	[illegible]	4.7	11.1
Upper Valley		5.6	100.0	1.7	1.9	70.3	[illegible]	26.5
Boston Prov		6.9	100.0	2.2	8.1	47.9	10.9	[illegible]

13.2 Bus Trips (Person)

NECRA ORIGIN	NECRA PERSON TRIPS		PERCENT DISTRIBUTION TO DESTINATION					
	Millions	Percent	Total %	Black Bay	Philadelphia Trenton	NYC NE NJ	Upper Valley	Boston Prov
1968 TOTAL	1.0	100.0	100.0	23.0	27.0	44.4	2.3	8.0
Black Bay		15.2	100.0	[illegible]	33.1	51.0	4	5.1
Philadelphia Trenton		28.4	100.0	20.4	[illegible]	[illegible]	4	4
NYC NE NJ		41.6	100.0	18.5	18.7	[illegible]	4.0	15.3
Upper Valley		3.6	100.0	4	4	4	4	4
Boston Prov		11.1	100.0	8.0	17.0	15.0	4.0	[illegible]
1969 TOTAL	1.1	100.0	100.0	27.1	26.0	40.8	2.8	14.8
Upper Bay		17.0	100.0	[illegible]	13.6	48.7	1.2	3.0
Philadelphia Trenton		27.2	100.0	22.3	[illegible]	15.8	4	1.1
NYC NE NJ		45.3	100.0	28.8	28.4	[illegible]	5.4	11.1
Upper Valley		5.5	100.0	17.3	4	11.9	[illegible]	14.0
Boston Prov		9.8	100.0	8.8	6.4	68.5	1.1	[illegible]
1970 TOTAL	1.2	100.0	100.0	14.1	25.5	51.2	2.9	16.1
Black Bay		23.1	100.0	[illegible]	50.0	48.3	4	4
Philadelphia Trenton		23.8	100.0	27.9	[illegible]	48.1		2.8
NYC NE NJ		33.9	100.0	16.1	28.5	[illegible]	8.4	20.0
Upper Valley		6.6	100.0	1.3	5.7	48.6	[illegible]	41.8
Boston Prov		13.8	100.0	8.8	4	48.8	4	[illegible]
1971 TOTAL	1.1	100.0	100.0	20.9	22.6	41.9	2.5	12.3
Black Bay		15.1	100.0	[illegible]	38.4	48.5	4	1.5
Philadelphia Trenton		22.3	100.0	33.5	[illegible]	48.1	8	8
NYC NE NJ		43.1	100.0	28.5	37.5	[illegible]	6.1	22.3
Upper Valley		7.6	100.0	1.2	6.3	78.0	[illegible]	13.6
Boston Prov		10.2	100.0	2.4	8.6	48.4	6.3	[illegible]

13.3 Rail Trips (Person)

NECRA ORIGIN	NECRA PERSON TRIPS		PERCENT DISTRIBUTION TO DESTINATION					
	Millions	Percent	Total %	Black Bay	Philadelphia Trenton	NYC NE NJ	Upper Valley	Boston Prov
1968 TOTAL	2.1	100.0	100.0	11.9	20.4	56.8	6.1	5.4
Black Bay		10.5	100.0	[illegible]	42.2	56.9	9	9
Philadelphia Trenton		27.8	100.0	13.8	[illegible]	62.1	4	3.9
NYC NE NJ		37.3	100.0	7.8	48.3	[illegible]	11.8	6.5
Upper Valley		4.1	100.0	1.6	3.7	80.9	[illegible]	13.5
Boston Prov		3.7	100.0	2.7	4.0	72.0	10.1	[illegible]
1969 TOTAL	2.4	100.0	100.0	14.5	21.9	53.8	5.0	6.7
Upper Bay		13.1	100.0	[illegible]	23.6	68.1	4	3.1
Philadelphia Trenton		30.1	100.0	17.9	[illegible]	61.6	1.0	3
NYC NE NJ		51.1	100.0	20.5	48.1	[illegible]	14.7	3.7
Upper Valley		4.5	100.0	3.3	4	68.5	[illegible]	14.0
Boston Prov		3.1	100.0	13.0	6.3	58.7	2.9	[illegible]
1970 TOTAL	2.6	100.0	100.0	14.0	18.3	57.8	5.3	3.8
Black Bay		15.9	100.0	[illegible]	61.9	36.0	1.3	4
Philadelphia Trenton		37.4	100.0	16.3	[illegible]	61.7	1	1.1
NYC NE NJ		37.4	100.0	20.8	11.5	[illegible]	15.0	7.3
Upper Valley		4.7	100.0	1.8	5	68.6	[illegible]	9.5
Boston Prov		6.7	100.0	4.0	14.3	75.0	3.8	[illegible]
1971 TOTAL	1.9	100.0	100.0	19.8	24.0	48.9	2.4	5.9
Black Bay		18.7	100.0	[illegible]	27.6	46.1	3.7	4
Philadelphia Trenton		28.4	100.0	27.7	[illegible]	36.6	5	7
NYC NE NJ		42.1	100.0	28.5	42.1	41.7	2.3	12.2
Upper Valley		5.2	100.0	6.1	6.1	[illegible]	[illegible]	3.1
Boston Prov		3.5	100.0	5.0	27.3	48.8	1.5	[illegible]

13.4 Air Trips (Person)

NECRA ORIGIN	NECRA PERSON TRIPS		PERCENT DISTRIBUTION TO DESTINATION					
	Millions	Percent	Total %	Black Bay	Philadelphia Trenton	NYC NE NJ	Upper Valley	Boston Prov
1968 TOTAL	2.2	100.0	100.0	33.9	8.4	39.8	1	27.7
Black Bay		16.7	100.0	[illegible]	6.2	63.2	2.3	28.8
Philadelphia Trenton		5.7	100.0	63.2	[illegible]	11.8	4	40.1
NYC NE NJ		40.2	100.0	44.7	5.7	[illegible]	5	39.1
Upper Valley		8	100.0	42.1	4	4	[illegible]	57.9
Boston Prov		20.4	100.0	16.2	12.4	71.4	4	[illegible]
1969 TOTAL	1.9	100.0	100.0	32.1	6.7	31.1	4	30.3
Black Bay		18.1	100.0	[illegible]	8.2	48.4	8	23.2
Philadelphia Trenton		5.7	100.0	23.8	[illegible]	16.8	4	48.3
NYC NE NJ		48.4	100.0	48.9	2.5	[illegible]	4	47.8
Upper Valley		1.5	100.0	15.4	23.5	11.5	[illegible]	50.0
Boston Prov		27.5	100.0	20.3	5.8	51.6	2	[illegible]
1970 TOTAL	1.8	100.0	100.0	33.2	8.7	28.8	3	27.8
Black Bay		25.0	100.0	[illegible]	6.9	77.3	1.8	14.8
Philadelphia Trenton		8.8	100.0	21.9	[illegible]	15.2	4	54.0
NYC NE NJ		41.8	100.0	52.8	2.5	[illegible]	4	40.8
Upper Valley		3	100.0	18.7	47.8	4	[illegible]	4
Boston Prov		20.8	100.0	25.9	7.8	48.1	2	[illegible]
1971 TOTAL	1.1	100.0	100.0	30.4	5.5	31.2	1.5	31.1
Black Bay		19.4	100.0	[illegible]	6.2	71.8	6.5	15.5
Philadelphia Trenton		8.2	100.0	9.2	[illegible]	17.8	5.7	48.7
NYC NE NJ		48.1	100.0	48.3	3.5	[illegible]	3	48.6
Upper Valley		5	100.0	77.8	4	4	[illegible]	77.2
Boston Prov		20.8	100.0	27.5	13.2	48.2	2	[illegible]

13.5 Other Trips (Person)

NECRA ORIGIN	NECRA PERSON TRIPS		PERCENT DISTRIBUTION TO DESTINATION					
	Millions	Percent	Total %	Black Bay	Philadelphia Trenton	NYC NE NJ	Upper Valley	Boston Prov
1968 TOTAL	2	100.0	100.0	20.8	18.6	43.0	1.9	15.6
Black Bay		16.3	100.0	[illegible]	11.1	52.5	2.8	28.0
Philadelphia Trenton		22.2	100.0	18.4	[illegible]	54.2	2.8	28.4
NYC NE NJ		52.8	100.0	20.8	20.8	[illegible]	1.7	9.5
Upper Valley		5.6	100.0	4	4	4	[illegible]	4
Boston Prov		8.1	100.0	11.1	11.1	68.7	4	[illegible]
1969 TOTAL	3	100.0	100.0	21.9	14.3	48.8	3.5	10.7
Black Bay		11.8	100.0	[illegible]	33.3	48.8	4	6.1
Philadelphia Trenton		16.1	100.0	48.1	[illegible]	38.8	4	4
NYC NE NJ		63.9	100.0	23.8	16.5	[illegible]	3.1	12.4
Upper Valley		3.3	100.0	4	4	4	[illegible]	4
Boston Prov		12.3	100.0	35.5	4	48.4	5.7	[illegible]
1970 TOTAL	2	100.0	100.0	16.1	16.2	48.8	2.8	16.3
Black Bay		8.8	100.0	[illegible]	12.5	50.0	4	37.5
Philadelphia Trenton		14.8	100.0	48.2	[illegible]	48.2	4	4
NYC NE NJ		48.7	100.0	45.5	13.8	[illegible]	4.8	28.4
Upper Valley		4.5	100.0	4	4	4	[illegible]	4
Boston Prov		14.7	100.0	15.8	25.3	51.8	4	[illegible]
1971 TOTAL	2	100.0	100.0	15.3	21.5	38.2	8.2	17.3
Black Bay		15.3	100.0	[illegible]	18.8	38.1	4	5.7
Philadelphia Trenton		11.5	100.0	68.2	[illegible]	22.3	4.2	8.3
NYC NE NJ		16.8	100.0	13.8	27.8	[illegible]	9.5	28.2
Upper Valley		1.9	100.0	4	4	4	[illegible]	4
Boston Prov		15.8	100.0	6.1	16.3	48.8	2.8	[illegible]

* Insufficient number of observations to publish

** Entry Suppressing Area data suppressed

Table 14. TRANSPORT MODE - NECRA Person-Trips - INBOUND from each NECRA Origin: 1968-1971

14.0 Total NECRA Person-Trips

NECRA ORIGIN	NECRA PERSON TRIPS: Inbound	NECRA PERSON TRIPS: Percent	PERCENT DISTRIBUTION FROM ORIGIN: [illegible]	[illegible]	NYC/[illegible]	[illegible]	[illegible]
1968 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1969 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1970 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1971 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

14.1 Auto Trips (Person)

NECRA ORIGIN	NECRA PERSON TRIPS: Inbound	NECRA PERSON TRIPS: Percent	PERCENT DISTRIBUTION FROM ORIGIN: [illegible]	[illegible]	NYC/[illegible]	[illegible]	[illegible]
1968 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1969 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1970 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1971 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

14.2 Bus Trips (Person)

1968 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1969 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1970 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1971 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

14.3 Rail Trips (Person)

1968 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1969 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1970 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1971 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

14.4 Air Trips (Person)

1968 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1969 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1970 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1971 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

14.5 Other Trips (Person)

1968 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1969 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1970 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1971 TOTAL	[illegible]	100.0	100.0	100.0	100.0	100.0	100.0
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

* [illegible]

** [illegible]

CHAPTER 4. QUARTERLY VARIATIONS IN TRAVEL PATTERNS

Quarterly Data Tables: 1968-1971

GENERAL

This chapter includes summary data by quarters for person-trips from and to each of the five NEC Reporting Areas by transport mode for the years 1968-1971 (See Tables 17 and 18).

Summary profile tables and indices have been prepared for total person-trips to NECRA destinations from NECRA origins for each transport mode. Adjustment has not been made in these tables for person-trips in excess of 50 miles to and from the same reporting area. (See Table 4.)

QUARTERLY VARIATIONS

The quarterly variation in travel in NECRA is shown in the tables in this chapter. Total NECRA Person-Trips to All Destinations are approximately 38-39 percent of the total in the third quarter of the year. (See Table 15) The first and fourth quarters report less than 20 percent of the annual total. This indicates that the highest percentage of the people living in NECRA travel away from the corridor during the third quarter vacation period and travel an amount less than average in the first and fourth quarters.

The index of person-trips to all destinations shows approximately the same rate of growth during the first three

quarters. During the more recent months of 1970 and 1971, a substantial increase in travel outside the corridor appears to have occurred in the fourth quarter, mostly by air.

Travel between NECRA origins and destinations is more evenly distributed throughout the year than travel to ALL destinations. The greatest volume of NECRA to NECRA travel occurred in the third quarter, approximately 30 percent, and the lowest volume of travel, approximately 21 to 22 percent, in the fourth quarter.

During the period from 1968 to 1971, travel between NECRA origins and destinations appears to have decreased in the first quarter, to have remained constant in the second quarter, and to have increased approximately 10 percent in the third and fourth quarters.

During the years 1968 - 1971, Rail travel appears to have been somewhat more evenly distributed throughout the year than for the other modes of transport. This trend has been accentuated during the period 1968 to 1971.

Table 15. QUARTERS - NECRA Person-Trips to ALL Destinations - OUTBOUND by Transport Mode - Profile and Index: 1968-1971

QUARTERS	ANNUAL TOTALS AND PERCENT											
	1968		1969		1970		1971					
	MILES	%	MILES	%	MILES	%	MILES	%	1968	1969	1970	1971
ANNUAL TOTAL	80.3	100.0	85.1	100.0	83.1	100.0	89.7	100.0	100	106	103	112
1st Quarter	15.9	19.8	16.3	19.2	13.3	16.0	17.6	19.6	100	103	84	111
2nd Quarter	18.2	22.7	19.9	23.4	19.8	23.8	20.1	22.4	100	109	109	110
3rd Quarter	31.2	38.8	33.0	38.8	32.2	38.8	34.1	38.0	100	106	103	109
4th Quarter	15.0	18.7	15.8	18.6	17.8	21.4	17.9	19.9	100	105	118	119
AUTO	63.0	100.0	67.3	100.0	66.3	100.0	72.3	100.0	100	107	105	115
1st Quarter	11.3	17.9	11.8	17.5	9.7	14.7	13.1	18.1	100	104	86	116
2nd Quarter	14.3	22.6	15.7	23.3	15.6	23.5	16.2	22.4	100	110	109	114
3rd Quarter	26.1	41.3	27.6	41.1	27.0	40.7	28.9	40.0	100	106	104	111
4th Quarter	11.4	18.1	12.2	18.2	14.0	21.1	14.1	19.4	100	107	122	123
BUS	3.0	100.0	3.0	100.0	3.0	100.0	3.1	100.0	100	102	101	104
1st Quarter	.6	21.1	.7	23.4	.5	16.8	.7	21.7	100	113	81	107
2nd Quarter	.7	22.7	.7	24.7	.7	24.9	.7	23.0	100	111	111	106
3rd Quarter	1.2	39.1	1.1	35.8	1.1	36.4	1.1	36.8	100	93	94	98
4th Quarter	.5	17.1	.5	16.1	.7	21.8	.6	18.5	100	96	129	112
RAIL	2.8	100.0	3.0	100.0	2.4	100.0	2.3	100.0	100	107	86	81
1st Quarter	1.0	35.8	.9	29.1	.6	24.5	.6	27.2	100	87	59	62
2nd Quarter	.6	21.6	.7	22.1	.6	26.2	.4	19.7	100	109	104	74
3rd Quarter	.7	23.5	.8	25.7	.6	23.9	.6	28.5	100	117	88	99
4th Quarter	.5	19.2	.7	23.1	.6	25.4	.6	24.7	100	129	114	105
AIR	10.4	100.0	10.7	100.0	10.3	100.0	10.9	100.0	100	102	98	104
1st Quarter	2.8	26.6	2.8	25.9	2.3	22.3	3.1	28.2	100	100	82	110
2nd Quarter	2.4	22.9	2.6	24.0	2.5	24.4	2.4	22.1	100	107	105	100
3rd Quarter	2.9	27.9	3.1	28.7	3.1	29.9	3.0	27.3	100	105	105	102
4th Quarter	2.4	22.5	2.3	21.4	2.4	23.4	2.4	22.4	100	97	102	104

Table 16. QUARTERS - NECRA Person-Trips to NECRA Destinations - OUTBOUND
by Transport Mode - Profile and Index: 1968-1971

QUARTERS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLS	%	MILLS	%	MILLS	%	MILLS	%	1968	1969	1970	1971
ANNUAL TOTAL	20.9	100.0	21.6	100.0	20.3	100.0	21.7	100.0	100	103	97	104
1st Quarter	5.5	26.4	5.1	23.6	4.0	19.9	5.3	24.4	100	92	73	96
2nd Quarter	5.2	24.8	5.2	24.3	5.1	25.3	5.2	24.0	100	101	99	100
3rd Quarter	5.8	27.9	6.5	30.3	6.0	29.7	6.4	29.7	100	112	103	111
4th Quarter	4.4	20.9	4.7	21.8	5.1	25.1	4.8	21.9	100	108	117	109
AUTO	15.4	100.0	15.9	100.0	15.5	100.0	16.8	100.0	100	103	101	110
1st Quarter	3.7	23.8	3.5	22.0	2.9	19.0	3.8	22.8	100	95	80	105
2nd Quarter	3.8	25.1	3.9	24.4	3.9	25.0	4.0	23.9	100	101	100	105
3rd Quarter	4.6	30.1	5.0	31.7	4.8	30.9	5.3	31.4	100	109	103	114
4th Quarter	3.2	21.0	3.5	21.9	3.9	25.1	3.7	21.8	100	108	120	114
BUS	1.0	100.0	1.1	100.0	1.2	100.0	1.1	100.0	100	110	120	110
1st Quarter	.3	27.5	.3	25.3	.2	19.6	.3	29.1	100	101	86	117
2nd Quarter	.2	25.8	.3	27.9	.3	29.4	.3	26.9	100	119	137	115
3rd Quarter	.3	26.0	.3	27.4	.3	28.4	.3	23.9	100	116	131	102
4th Quarter	.2	20.7	.2	19.4	.3	22.6	.2	20.1	100	103	131	107
RAIL	2.1	100.0	2.4	100.0	2.0	100.0	1.9	100.0	100	112	92	88
1st Quarter	.8	39.2	.7	30.6	.5	24.4	.5	26.2	100	87	57	59
2nd Quarter	.5	22.6	.5	22.5	.5	25.9	.5	25.5	100	111	106	99
3rd Quarter	.4	18.8	.6	23.2	.5	23.6	.5	24.9	100	138	116	116
4th Quarter	.4	19.3	.6	23.7	.5	26.2	.4	23.4	100	138	125	107
AIR	2.2	100.0	1.9	100.0	1.6	100.0	1.7	100.0	100	88	70	78
1st Quarter	.7	30.8	.5	27.6	.4	23.1	.6	33.8	100	79	53	85
2nd Quarter	.6	24.9	.5	23.5	.4	25.2	.4	21.9	100	83	71	68
3rd Quarter	.5	22.1	.4	27.9	.4	24.7	.4	21.8	100	111	78	76
4th Quarter	.5	22.2	.4	21.1	.4	27.0	.4	22.6	100	84	85	79

Table 17. QUARTERLY SUMMARY - NECRA Person-Trips - INBOUND from each NECRA Origin by Transport Mode: 1968-1971

17.0 Total NECRA Person-Trips

1968-1971 by Quarters	NECRA Person-Trips		Percent Distribution to NEC Reporting Area Destinations					
	Millions	Percent	Total %	Wash-Balt	Phila-Wilm-Tren	NYC NE NJ	Hart-Spring	Boston-Prov
1968 TOTAL	20.9	100.0	100.0	16.6	20.1	46.6	3.2	10.9
1st Quarter		26.4	100.0	18.2	23.5	43.7	3.4	10.0
2nd Quarter		26.8	100.0	16.5	25.3	43.0	4.1	11.6
3rd Quarter		27.5	100.0	15.7	23.0	47.6	3.3	10.6
4th Quarter		20.9	100.0	15.8	26.0	46.6	2.2	10.1
1969 TOTAL	21.6	100.0	100.0	14.6	23.4	47.0	3.5	10.2
1st Quarter		23.6	100.0	15.5	26.4	46.5	4.2	9.6
2nd Quarter		26.3	100.0	11.8	27.7	48.3	3.6	9.4
3rd Quarter		30.3	100.0	15.6	20.4	50.1	3.1	10.8
4th Quarter		21.6	100.0	16.8	22.4	48.8	3.9	11.1
1970 TOTAL	20.3	100.0	100.0	15.3	22.8	48.2	3.8	10.0
1st Quarter		19.9	100.0	16.5	21.6	48.1	3.5	10.4
2nd Quarter		26.1	100.0	17.3	23.9	48.5	4.4	10.0
3rd Quarter		28.7	100.0	13.5	20.7	52.3	3.3	10.2
4th Quarter		25.1	100.0	16.5	26.3	41.6	3.4	9.5
1971 TOTAL	21.1	100.0	100.0	14.6	22.8	46.9	4.5	12.1
1st Quarter		24.6	100.0	13.6	23.5	47.6	6.6	12.1
2nd Quarter		24.6	100.0	16.1	22.1	46.5	4.1	12.2
3rd Quarter		26.7	100.0	14.8	21.6	48.5	6.6	12.3
4th Quarter		21.6	100.0	15.0	20.9	42.5	5.5	11.8

17.1 Auto Trips (Person)

NECRA Person-Trips		Percent Distribution to NEC Reporting Area Destinations					
Millions	Percent	Total %	Wash-Balt	Phila-Wilm-Tren	NYC NE NJ	Hart-Spring	Boston-Prov
15.4	100.0	100.0	13.8	27.3	45.8	2.6	9.7
	23.8	100.0	16.5	28.4	42.0	3.9	8.8
	25.1	100.0	12.6	28.4	46.4	4.4	9.1
	30.1	100.0	13.4	24.0	48.0	3.3	9.2
	21.0	100.0	13.2	28.3	45.7	2.1	9.6
15.9	100.0	100.0	14.6	24.6	48.4	3.8	8.5
	22.0	100.0	14.7	27.6	48.8	4.2	7.6
	26.8	100.0	16.0	28.0	47.6	3.6	8.7
	31.7	100.0	16.0	21.5	51.1	3.6	8.9
	21.9	100.0	16.1	26.4	47.3	4.3	9.8
15.5	100.0	100.0	13.8	26.1	48.0	3.8	8.5
	18.0	100.0	14.0	26.7	48.4	3.8	9.3
	26.0	100.0	14.5	28.6	48.3	4.2	8.8
	30.9	100.0	13.4	21.0	52.8	3.6	9.9
	25.1	100.0	13.0	28.4	48.0	3.8	6.9
16.8	100.0	100.0	13.0	24.4	47.7	6.2	10.8
	22.4	100.0	10.2	26.8	48.4	4.9	8.8
	23.5	100.0	12.0	26.8	48.5	4.1	10.2
	31.4	100.0	13.0	21.2	46.2	6.3	10.5
	21.6	100.0	12.1	26.0	48.8	6.2	11.2

17.2 Bus Trips (Person)

1968 TOTAL	1.0	100.0	100.0	23.0	22.0	44.4	2.1	8.0
1st Quarter		27.5	100.0	16.2	23.1	52.0	.8	7.2
2nd Quarter		25.6	100.0	30.0	21.3	38.6	1.6	6.8
3rd Quarter		26.0	100.0	27.5	21.0	38.8	1.6	8.8
4th Quarter		20.7	100.0	17.0	23.0	48.5	5.0	8.0
1969 TOTAL	1.1	100.0	100.0	22.1	20.0	40.0	2.6	10.6
1st Quarter		25.3	100.0	17.6	21.6	48.0	4.0	9.3
2nd Quarter		27.6	100.0	30.7	25.0	31.8	2.5	10.1
3rd Quarter		27.6	100.0	22.8	26.2	39.3	.3	11.0
4th Quarter		19.4	100.0	16.1	22.8	48.5	2.0	11.2
1970 TOTAL	1.2	100.0	100.0	14.1	25.5	41.2	2.8	16.1
1st Quarter		19.6	100.0	12.1	30.2	51.8	2.2	11.4
2nd Quarter		25.4	100.0	30.2	30.3	35.1	3.8	12.6
3rd Quarter		28.4	100.0	16.0	25.5	37.3	1.8	16.8
4th Quarter		27.6	100.0	11.1	17.8	40.8	6.7	26.0
1971 TOTAL	1.1	100.0	100.0	20.0	22.8	41.8	2.6	12.5
1st Quarter		30.1	100.0	19.4	23.3	43.2	2.8	11.8
2nd Quarter		20.0	100.0	30.0	9.4	43.8	2.1	11.1
3rd Quarter		22.9	100.0	31.4	27.5	48.1	.6	6.2
4th Quarter		26.1	100.0	14.0	23.3	37.0	4.1	16.3

17.3 Rail Trips (Person)

2.1	100.0	100.0	11.9	20.4	54.0	4.2	4.6
	30.2	100.0	15.1	15.8	57.6	4.6	6.7
	22.0	100.0	20.2	20.3	53.3	5.8	7.0
	18.8	100.0	23.8	23.8	57.1	7.7	5.8
	16.4	100.0	22.6	27.8	58.2	3.1	6.0
2.4	100.0	100.0	14.5	21.8	53.0	6.0	6.2
	18.6	100.0	8.7	27.0	58.3	5.7	6.2
	22.5	100.0	16.0	18.0	56.6	6.1	1.8
	23.2	100.0	8.8	26.8	56.7	3.2	6.3
	23.7	100.0	23.4	21.3	48.6	4.2	6.2
2.0	100.0	100.0	14.0	16.3	57.8	6.3	3.8
	30.6	100.0	16.0	16.6	58.1	4.6	3.5
	25.9	100.0	16.6	19.7	61.0	8.2	1.6
	23.6	100.0	10.2	15.0	63.0	5.8	1.7
	20.2	100.0	10.2	22.7	58.5	2.5	6.2
1.9	100.0	100.0	18.8	20.0	46.0	2.4	5.8
	28.2	100.0	17.6	25.1	46.7	1.2	8.2
	20.5	100.0	21.0	23.0	48.2	2.5	6.0
	26.0	100.0	17.7	21.4	51.9	3.2	5.6
	23.0	100.0	30.6	20.6	40.3	7.2	2.7

17.4 Air Trips (Person)

1968 TOTAL	2.2	100.0	100.0	33.0	6.9	30.8	.6	27.7
1st Quarter		30.6	100.0	30.8	7.2	31.1	.7	30.6
2nd Quarter		26.1	100.0	33.0	6.5	28.7	.5	31.0
3rd Quarter		22.1	100.0	30.5	7.3	31.6	.8	28.3
4th Quarter		22.2	100.0	37.4	6.5	33.5	.2	21.5
1969 TOTAL	1.8	100.0	100.0	32.1	6.1	31.1	.6	30.3
1st Quarter		27.6	100.0	30.0	6.2	30.3	.7	30.4
2nd Quarter		23.5	100.0	32.0	5.5	30.6	.7	30.3
3rd Quarter		27.6	100.0	28.5	5.7	31.3		33.5
4th Quarter		21.1	100.0	30.2	6.3	30.3		28.2
1970 TOTAL	1.6	100.0	100.0	33.2	4.7	30.8	.3	31.6
1st Quarter		23.1	100.0	37.3	5.6	29.5	.6	26.5
2nd Quarter		26.2	100.0	31.4	3.8	30.6	.5	30.8
3rd Quarter		24.1	100.0	30.6	4.2	43.9	-	30.8
4th Quarter		27.9	100.0	30.6	5.5	31.7	-	27.8
1971 TOTAL	1.7	100.0	100.0	30.8	5.8	31.2	1.5	31.1
1st Quarter		33.0	100.0	35.3	7.7	30.8	.8	30.8
2nd Quarter		21.9	100.0	30.6	6.3	27.7	1.3	33.2
3rd Quarter		31.7	100.0	32.6	6.7	30.1	.6	31.1
4th Quarter		22.6	100.0	30.6	4.6	30.5	2.8	30.8

17.5 Other Trips (Person)

.2	100.0	100.0	30.8	10.0	43.0	1.0	15.6
	27.8	100.0	30.8	30.2	30.3	-	7.6
	25.1	100.0	10.0	21.3	41.0	1.6	40.6
	26.2	100.0	13.3	6.7	50.0	3.3	30.0
	21.1	100.0	12.0	10.6	50.0	2.0	12.0
.3	100.0	100.0	23.0	14.3	40.0	3.6	10.7
	22.9	100.0	30.3	13.6	30.8	4.8	12.1
	22.9	100.0	33.3	4.5	54.5	1.5	4.5
	30.6	100.0	8.6	16.1	47.3	1.8	5.7
	13.8	100.0	31.6	21.1	21.1	2.6	18.6
.3	100.0	100.0	10.1	15.2	40.6	2.3	16.3
	19.2	100.0	30.6	30.6	20.0	8.8	20.4
	22.0	100.0	16.3	30.6	30.8	6.1	30.6
	40.8	100.0	16.6	7.8	61.8		16.6
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		3.4
.3	100.0	100.0	16.3	21.1	30.7	6.2	17.2
	33.3	100.0	16.6	17.1	30.8	5.7	27.9
	16.7	100.0	6.6	17.1	51.6	3.8	20.0
	30.6	100.0	8.6	16.7	41.6	13.1	12.1
	21.0	100.0	16.2	30.5	50.1		11.4

* Insufficient number of observations to publish

Table 18. QUARTERLY SUMMARY - NECRA Person-Trips - OUTBOUND to each NECRA Destination by Transport Mode: 1968-1971

18.0 Total NECRA Person-Trips

1968-1971 BY QUARTERS	NECRA PERSON TRIPS	PERCENT DISTRIBUTION FROM NEC REPORTING AREA ORIGINS				
	(Thousands)	[illegible]	[illegible]	NYC [illegible]	[illegible]	[illegible]
1968 TOTAL	20.9	100.0	100.0	100.0	100.0	100.0
1st Quarter		28.1	25.0	27.0	28.1	28.3
2nd Quarter		25.5	22.6	25.3	21.1	22.2
3rd Quarter		26.7	23.0	28.9	26.1	27.4
4th Quarter		20.6	19.4	20.7	24.2	24.1
1969 TOTAL	21.6	100.0	100.0	100.0	100.0	100.0
1st Quarter		19.4	26.0	22.4	28.6	27.0
2nd Quarter		22.1	22.8	25.9	23.1	23.5
3rd Quarter		28.6	25.1	21.6	24.0	20.8
4th Quarter		21.8	23.1	20.2	20.1	26.7
1970 TOTAL	20.5	100.0	100.0	100.0	100.0	100.0
1st Quarter		18.3	22.3	18.6	20.0	24.6
2nd Quarter		23.7	25.0	25.7	23.2	20.6
3rd Quarter		28.0	20.0	21.2	24.2	27.0
4th Quarter		29.1	24.7	23.5	26.5	28.0
1971 TOTAL	21.7	100.0	100.0	100.0	100.0	100.0
1st Quarter		26.1	28.3	21.0	21.1	28.0
2nd Quarter		23.1	21.6	26.4	27.4	20.0
3rd Quarter		26.0	27.9	27.0	23.0	30.1
4th Quarter		24.5	22.0	21.6	18.5	19.0

18.1 Auto Trips (Person)

1968-1971 BY QUARTERS	NECRA PERSON TRIPS	PERCENT DISTRIBUTION FROM NEC REPORTING AREA ORIGINS				
	(Thousands)	[illegible]	[illegible]	NYC [illegible]	[illegible]	[illegible]
1968 TOTAL	16.8	100.0	100.0	100.0	100.0	100.0
1st Quarter		28.4	21.4	19.8	24.3	23.1
2nd Quarter		24.1	23.0	25.5	19.2	23.5
3rd Quarter		28.0	24.9	23.1	30.4	28.0
4th Quarter		20.4	30.1	30.5	26.2	24.0
1969 TOTAL	19.9	100.0	100.0	100.0	100.0	100.0
1st Quarter		23.0	23.9	21.1	21.1	11.8
2nd Quarter		26.0	27.3	28.1	28.2	28.0
3rd Quarter		33.8	29.0	32.6	32.9	32.5
4th Quarter		23.0	24.0	28.2	23.9	25.7
1970 TOTAL	15.6	100.0	100.0	100.0	100.0	100.0
1st Quarter		16.6	20.4	17.1	18.2	22.5
2nd Quarter		22.9	24.7	25.3	24.7	18.5
3rd Quarter		29.0	28.2	32.9	22.9	31.3
4th Quarter		31.6	26.8	23.3	34.2	27.8
1971 TOTAL	18.8	100.0	100.0	100.0	100.0	100.0
1st Quarter		23.8	27.8	19.5	20.9	26.9
2nd Quarter		22.4	21.6	25.3	25.3	21.8
3rd Quarter		28.6	27.6	30.7	23.2	32.6
4th Quarter		25.2	23.0	27.0	28.6	19.4

18.2 Bus Trips (Person)

1968 TOTAL	1.8	100.0	100.0	100.0	100.0	100.0
1st Quarter		21.2	21.8	26.4	32.3	17.0
2nd Quarter		24.0	24.8	26.5	25.1	21.7
3rd Quarter		33.8	17.0	18.0	25.6	24.5
4th Quarter		21.2	20.4	18.7	3.2	36.8
1969 TOTAL	1.1	100.0	100.0	100.0	100.0	100.0
1st Quarter		24.6	28.2	21.3	50.0	18.3
2nd Quarter		24.6	21.6	27.1	15.0	21.7
3rd Quarter		19.8	20.4	32.7	26.7	17.7
4th Quarter		18.3	18.2	15.1	6.3	21.3
1970 TOTAL	1.2	100.0	100.0	100.0	100.0	100.0
1st Quarter		32.5	12.3	17.1	36.0	28.6
2nd Quarter		21.4	28.5	33.3	16.9	22.4
3rd Quarter		21.8	29.5	29.1	30.4	17.1
4th Quarter		26.9	23.1	20.4	20.8	32.9
1971 TOTAL	1.1	100.0	100.0	100.0	100.0	100.0
1st Quarter		40.7	21.9	24.2	23.1	32.2
2nd Quarter		9.9	21.6	30.0	51.1	23.0
3rd Quarter		28.6	23.0	22.0	16.7	21.0
4th Quarter		19.1	23.8	22.4	2.6	18.5

18.3 Rail Trips (Person)

1968 TOTAL	2.1	100.0	100.0	100.0	100.0	100.0
1st Quarter		21.2	61.1	32.6	61.9	50.0
2nd Quarter		29.6	17.3	28.5	26.7	18.4
3rd Quarter		21.1	16.0	21.0	11.9	14.5
4th Quarter		27.1	17.2	21.1	20.1	17.1
1969 TOTAL	2.4	100.0	100.0	100.0	100.0	100.0
1st Quarter		18.3	32.1	28.0	28.7	25.1
2nd Quarter		23.0	22.1	34.0	18.0	16.9
3rd Quarter		21.1	23.4	23.3	26.2	16.9
4th Quarter		37.0	21.8	22.1	16.0	25.1
1970 TOTAL	2.0	100.0	100.0	100.0	100.0	100.0
1st Quarter		20.7	23.1	28.3	28.5	20.0
2nd Quarter		23.9	27.1	28.6	19.5	15.9
3rd Quarter		23.2	28.6	22.1	26.0	11.0
4th Quarter		32.2	23.3	23.0	29.0	28.1
1971 TOTAL	1.9	100.0	100.0	100.0	100.0	100.0
1st Quarter		20.1	28.6	28.3	28.1	28.5
2nd Quarter		27.0	27.1	28.1	24.1	28.2
3rd Quarter		24.9	28.3	24.4	25.8	21.9
4th Quarter		27.2	24.3	23.2	19.3	13.3

18.4 Air Trips (Person)

1968 TOTAL	2.2	100.0	100.0	100.0	100.0	100.0
1st Quarter		30.9	46.3	38.5	15.0	30.0
2nd Quarter		29.7	27.0	24.0	28.0	21.3
3rd Quarter		16.6	22.0	21.3	15.0	26.1
4th Quarter		20.8	0.0	23.3	40.0	27.0
1969 TOTAL	1.9	100.0	100.0	100.0	100.0	100.0
1st Quarter		25.9	30.0	28.3	30.5	25.1
2nd Quarter		21.6	16.1	26.2	11.5	25.7
3rd Quarter		27.0	20.7	27.0	46.2	28.7
4th Quarter		25.5	16.0	20.2	30	20.5
1970 TOTAL	1.6	100.0	100.0	100.0	100.0	100.0
1st Quarter		19.9	18.3	20.0		24.1
2nd Quarter		30.0	19.2	20.2	30.0	30.0
3rd Quarter		20.0	20.0	21.3	3.7	20.3
4th Quarter		24.5	30.5	27.0	61.5	20.0
1971 TOTAL	1.7	100.0	100.0	100.0	100.0	100.0
1st Quarter		25.5	43.2	28.7	33.0	30.1
2nd Quarter		27.5	12.2	30.0	11.1	17.0
3rd Quarter		16.0	25.0	19.0	11.1	21.1
4th Quarter		19.2	18.7	25.2	44.0	40.0

18.5 Other Trips (Person)

1968 TOTAL	0.3	100.0	100.0	100.0	100.0	100.0
1st Quarter		13.0	20.2	21.1	40.7	33.3
2nd Quarter		61.1	26.0	25.6		5.0
3rd Quarter		27.0	10.0	20.0		13.3
4th Quarter		46.7	27.1	10.0	33.3	27.0
1969 TOTAL	0.3	100.0	100.0	100.0	100.0	100.0
1st Quarter		26.7	37.0	17.0		60.0
2nd Quarter		33.7	16.0	27.6		20
3rd Quarter		6.7	37.0	40.0	100.0	21.3
4th Quarter		33.0	11.1	8.6		24.7
1970 TOTAL	0.3	100.0	100.0	100.0	100.0	100.0
1st Quarter		5.9	20.1	15.0	14.3	26.3
2nd Quarter		23.5	21.1	26.3	14.3	15.0
3rd Quarter		16.6	28.4	40.0	57.1	21.1
4th Quarter			8.7	15.0	14.3	30.0
1971 TOTAL	0.2	100.0	100.0	100.0	100.0	100.0
1st Quarter		43.3	27.3	32.7	50.0	25.0
2nd Quarter		16.0	13.6	14.2		41.0
3rd Quarter		16.6	22.7	27.2	50.0	16.1
4th Quarter		23.7	36.4	15.0		16.1

* Insufficient number of observations to publish

CHAPTER 5. REASONS FOR TRAVEL

Reasons for Travel Data Tables: 1968-1971

GENERAL

This chapter includes summary data for person-trips between NEC Reporting Areas by transport mode. Separate tables at the end of this chapter are provided for each year showing the percent distribution by transport mode between NECRA pairs by purpose categories, as follows:

Table 22.0 - Total NECRA Person-Trips

Table 22.1 - Business Trips

Table 22.2 - Visit Trips (to Friends and Relatives)

Table 22.3 - Pleasure Trips

Table 22.4 - Personal, Student and Other Trips

Table 23 shows the distribution of all NECRA trips to each NEC Report Area by Reasons for Travel.

REASONS FOR TRAVEL PROFILE

NECRA person-trips to ALL Destinations (Table 20) had an average growth rate of 3 percent per year from 1968 to 1971 (1968 = 100; 1971 = 112), substantially higher than the average growth rate of 1 percent per year for NECRA person-trips (Table 21). Substantial differences are evidenced in the two categories according to Reasons for Travel.

Table 19. OUTBOUND- NECRA Person-Trips to All and NECRA Destinations - Selected Data: 1968 and 1971

NECRA Person-Trips to ALL Destinations and NECRA Destinations: 1968 - 1971

		NECRA to ALL Destinations Selected Data from Table 20		NECRA to NECRA Destinations Selected Data from Table 21	
		1968	1971	1968	1971
TOTAL	Millions	80.3	89.7	20.9	21.7
	Index	100	112	100	104
Business	Percent	18.7%	17.5%	27.4%	24.8%
	Index	100	104	100	94
Visit	Percent	30.3%	32.1%	36.4%	39.5%
	Index	100	118	100	113
Pleasure	Percent	40.1%	39.9%	23.2%	23.9%
	Index	100	111	100	107
Student	Percent	2.3%	2.4%	3.3%	2.9%
	Index	100	116	110	91
Personal/Other	Percent	8.3%	7.8%	9.7%	8.8%
	Index	100	105	100	94
AUTO	Millions	63.0	72.3	15.4	16.8
	Index	100	115	100	110
Business	Percent	12.9%	13.0%	20.0%	19.0%
	Index	100	116	100	104
Visit	Percent	32.1%	33.7%	41.8%	43.2%
	Index	100	119	100	113
Pleasure	Percent	43.8%	42.8%	24.8%	25.6%
	Index	100	112	100	113
Student	Percent	2.0%	2.3%	2.9%	2.6%
	Index	100	136	100	97
Personal/Other	Percent	8.8%	8.5%	10.5%	9.7%
	Index	100	106	100	101
BUS	Millions	3.0	3.1	1.0	1.1
	Index	100	104	100	110
Business	Percent	8.6%	6.4%	13.4%	8.5%
	Index	100	78	100	70
Visit	Percent	31.8%	34.3%	29.1%	40.8%
	Index	100	112	100	155
Pleasure	Percent	47.1%	48.2%	40.8%	38.7%
	Index	100	107	100	105
Student	Percent	4.0%	3.6%	6.9%	*
	Index	100	93	100	*
Personal/Other	Percent	8.5%	7.5%	9.8%	9.0
	Index	100	92	100	101

Table 19 (Continued)

NECRA Person-Trips to ALL Destinations and NECRA Destinations: 1968-1971 (Continued)

		NECRA to ALL Destinations		NECRA to NECRA Destinations	
		Selected Data from Table 20		Selected Data from Table 21	
		1968	1971	1968	1971
RAIL	Millions	2.8	2.3	2.1	1.9
	Index	100	81	100	88
Business	Percent	32.8%	37.8%	37.1%	42.5%
	Index	100	94	100	101
Visit	Percent	33.3%	32.0%	30.1%	28.6%
	Index	100	78	100	83
Pleasure	Percent	22.1%	18.8%	21.1%	19.1%
	Index	100	69	100	80
Student	Percent	3.4%	5.1%	3.6%	4.7%
	Index	100	124	100	115
Personal/Other	Percent	8.5%	6.2%	8.1%	5.0%
	Index	100	59	100	54
AIR	Millions	10.4	10.9	2.2	1.7
	Index	100	104	100	78
Business	Percent	52.2%	46.3%	73.9%	71.8%
	Index	100	93	100	75
Visit	Percent	17.8%	21.8%	10.9%	15.6%
	Index	100	128	100	111
Pleasure	Percent	21.4%	23.0%	6.9%	3.8%
	Index	100	112	100	43
Student	Percent	2.7%	2.1%	3.9%	3.5%
	Index	100	81	100	70
Personal/Other	Percent	6.0%	6.7%	4.4%	5.3%
	Index	100	116	100	94

Table 20. REASONS FOR TRAVEL - NECRA Person-Trips to All Destinations by Transport Mode - Profile and Index: 1968 - 1971

REASONS for TRAVEL	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MLLNS	%	MLLNS	%	MLLNS	%	MLLNS	%	1968	1969	1970	1971
NECRA Origins	80.3	100.0	85.1	100.0	83.1	100.0	89.7	100.0	100	106	103	112
Business	15.0	18.7	14.9	17.5	14.4	17.3	15.7	17.5	100	99	96	104
Visit	24.3	30.3	27.0	31.7	26.7	32.1	28.8	32.1	100	111	110	118
Pleasure	32.2	40.1	33.5	39.4	32.3	38.9	35.8	39.9	100	104	100	111
Student	1.8	2.3	2.3	2.7	2.2	2.7	2.2	2.4	100	124	121	116
Personal/Other	6.7	8.3	7.1	8.4	7.2	8.7	7.0	7.8	100	107	108	105
AUTO	63.0	100.0	67.3	100.0	66.3	100.0	72.3	100.0	100	107	105	115
Business	8.2	12.9	8.2	12.2	8.0	12.1	9.4	13.0	100	101	99	116
Visit	20.5	32.5	23.0	34.1	22.7	34.3	24.4	33.7	100	112	111	119
Pleasure	27.6	43.8	28.5	42.3	27.7	41.8	30.9	42.8	100	103	100	112
Student	1.2	2.0	1.6	2.3	1.7	2.5	1.7	2.3	100	128	134	136
Personal/Other	5.5	8.8	6.1	9.0	6.2	9.4	5.9	8.1	100	110	112	106
BUS	3.0	100.0	3.0	100.0	3.0	100.0	3.1	100.0	100	102	101	104
Business	.3	8.6	.2	6.7	.3	8.4	.2	6.4	100	79	99	78
Visit	.9	31.8	.8	26.1	.9	29.3	1.1	34.3	100	84	93	112
Pleasure	1.4	47.1	1.7	55.4	1.6	51.8	1.5	48.2	100	120	111	107
Student	.1	4.0	.2	5.3	.1	3.9	.1	3.6	100	133	98	93
Personal/Other	.3	8.5	.2	6.6	.2	6.5	.2	7.5	100	79	78	92
RAIL	2.8	100.0	3.0	100.0	2.4	100.0	2.3	100.0	100	107	86	81
Business	.9	32.8	.9	31.3	1.0	40.5	.9	37.8	100	102	106	94
Visit	.9	33.3	1.1	35.4	.8	32.7	.7	32.0	100	114	84	78
Pleasure	.6	22.1	.5	18.1	.4	14.9	.4	18.8	100	88	58	69
Student	.1	3.4	.1	3.9	.1	3.5	.1	5.1	100	124	89	124
Personal/Other	.2	8.5	.3	11.3	.2	8.6	.1	6.2	100	143	88	59
AIR	10.4	100.0	10.7	100.0	10.3	100.0	10.9	100.0	100	102	98	104
Business	5.4	52.2	5.4	50.7	5.0	48.4	5.0	46.3	100	100	91	93
Visit	1.9	17.8	2.0	18.3	2.1	20.7	2.4	21.8	100	105	114	128
Pleasure	2.2	21.4	2.4	22.6	2.2	21.5	2.5	23.0	100	108	99	112
Student	.3	2.7	.4	3.6	.3	3.1	.2	2.1	100	137	113	81
Personal/Other	.6	6.0	.5	4.9	.6	5.9	.7	6.7	100	84	97	116

Table 21. REASONS FOR TRAVEL - NECRA Person-Trips to NECRA Destinations by Transport Mode. Profile and Index: 1968-1971

REASONS FOR TRAVEL	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MLINS	%	MLINS	%	MLINS	%	MLINS	%	1968	1969	1970	1971
NECRA DESTINATIONS	20.9	100.0	21.6	100.0	20.3	100.0	21.7	100.0	100	103	97	104
Business	5.7	27.4	5.4	25.1	5.1	25.2	5.4	24.8	100	94	89	94
Visit	7.6	36.4	7.9	36.7	7.6	37.5	8.6	39.5	100	104	100	113
Pleasure	4.9	23.2	5.3	24.8	4.8	23.6	5.2	23.9	100	110	99	107
Student	.7	3.3	.8	3.5	.7	3.6	.6	2.9	100	109	106	91
Personal/Other	2.0	9.7	2.1	9.9	2.0	10.0	1.9	8.8	100	105	100	94
AUTO	15.4	100.0	15.9	100.0	15.5	100.0	16.8	100.0	100	103	101	110
Business	3.1	20.0	3.0	18.7	2.9	18.8	3.2	19.0	100	97	95	104
Visit	6.4	41.8	6.6	41.6	6.4	41.4	7.3	43.2	100	103	100	113
Pleasure	3.8	24.8	4.1	25.9	3.9	25.0	4.3	25.6	100	108	102	113
Student	.4	2.9	.5	3.2	.6	3.7	.4	2.6	100	114	127	97
Personal/Other	1.6	10.5	1.7	10.7	1.7	11.1	1.6	9.7	100	105	107	101
BUS	1.0	100.0	1.1	100.0	1.2	100.0	1.1	100.0	100	110	120	110
Business	.1	13.4	.1	9.3	.2	14.0	.1	8.5	100	76	125	70
Visit	.3	29.1	.3	27.8	.4	31.6	.4	40.8	100	105	131	155
Pleasure	.4	40.8	.6	52.0	.5	45.8	.4	38.7	100	140	135	105
Student	.1	6.9	.1	4.8	*	*	*	*	100	77	*	*
Personal/Other	.1	9.8	.1	6.1	.1	5.9	.1	9.0	100	68	72	101
RAIL	2.1	100.0	2.4	100.0	2.0	100.0	1.9	100.0	100	112	92	88
Business	.8	37.1	.9	36.5	.9	46.2	.8	42.5	100	110	115	101
Visit	.6	30.1	.7	30.0	.6	28.0	.5	28.6	100	111	86	83
Pleasure	.5	21.1	.4	17.1	.3	14.1	.4	19.1	100	91	62	80
Student	.1	3.6	.1	4.1	.1	3.6	.1	4.7	100	127	92	115
Personal/Other	.2	8.1	.3	12.3	.2	8.1	.1	5.0	100	170	92	54
AIR	2.2	100.0	1.9	100.0	1.6	100.0	1.7	100.0	100	88	70	78
Business	1.6	73.9	1.4	71.6	1.1	70.5	1.2	71.8	100	85	67	75
Visit	.2	10.9	.3	13.5	.3	16.3	.3	15.6	100	109	105	111
Pleasure	.2	6.9	.2	7.8	.1	3.5	.1	3.8	100	99	36	43
Student	.1	3.9	.1	3.5	.1	4.1	.1	3.5	100	79	74	70
Personal/Other	.1	4.4	.1	3.5	.1	5.7	.1	5.3	100	70	91	94

Table 22. REASONS FOR TRAVEL - NECRA Person-Trips Between Reporting Areas by Transport Mode: 1968 - 1971

22.0 Total NECRA Person-Trips

22.0 Total NECRA Person Trips

NECRA City Pair	1968 NECRA PERSON-TRIPS Millions	1968 NECRA PERSON-TRIPS Percent	1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT Total %	Auto	Bus	Rail	Air	Other	1969 NECRA PERSON-TRIPS Millions	1969 NECRA PERSON-TRIPS Percent	1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT Total %	Auto	Bus	Rail	Air	Other
Total NECRA	20.0	100.0							21.0	100.0	100.0					
Washington - Philadelphia/Baltimore		10.0	100.0	81.5	0.0	0.7	3.3	0.0		10.6	100.0	70.5	6.3	10.0	3.1	1.0
Washington - NYC/NE/NJ		14.0	100.0	56.1	1.0	0.3	27.7	1.0		15.6	100.0	50.6	1.4	12.1	27.0	1.0
Washington - Upper Valley		.4	100.0	.0	.0	.0	.0	.0		.2	100.0	.0	.0	.0	.0	.0
Washington - Southern Plains		2.0	100.0	61.0	0.2	1.1	30.0	3.0		2.0	100.0	35.0	3.3	3.5	56.1	3.3
Philadelphia/Baltimore - NYC/NE/NJ		31.6	100.0	77.9	5.0	14.1	1.1	1.0		31.2	100.0	70.6	5.7	16.2	.0	.5
Philadelphia/Baltimore - Upper Valley		.4	100.0	.0	.0	.0	.0	.0		.4	100.0	.0	.0	.0	.0	.0
Philadelphia/Baltimore - Southern Plains		1.0	100.0	60.2	3.0	9.0	30.6	3.0		1.0	100.0	60.0	2.0	1.0	30.4	.0
NYC/NE/NJ - Upper Valley		0.9	100.0	71.1	2.0	25.3	.0	.1		0.7	100.0	70.7	0.7	23.6	.5	.5
NYC/NE/NJ - Southern Plains		11.5	100.0	53.0	5.0	0.3	30.7	1.0		11.7	100.0	57.0	5.0	5.1	29.9	1.0
Upper Valley - Southern Plains		1.0	100.0	70.7	3.1	13.7	7.0	.0		1.3	100.0	60.1	3.0	10.5	3.6	2.2

NECRA City Pair	1970 NECRA PERSON-TRIPS Millions	1970 NECRA PERSON-TRIPS Percent	1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT Total %	Auto	Bus	Rail	Air	Other	1971 NECRA PERSON-TRIPS Millions	1971 NECRA PERSON-TRIPS Percent	1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT Total %	Auto	Bus	Rail	Air	Other
Total NECRA	20.2	100.0							21.1	100.0						
Washington - Philadelphia/Baltimore		11.0	100.0	76.0	0.1	11.6	1.0	.0		10.0	100.0	62.3	6.1	0.0	1.2	.0
Washington - NYC/NE/NJ		14.5	100.0	50.0	0.0	11.6	21.0	.0		14.7	100.0	50.9	1.7	14.0	10.0	1.3
Washington - Upper Valley		.3	100.0	.0	.0	.0	.0	.0		.4	100.0	.0	.0	.0	.0	.0
Washington - Southern Plains		1.0	100.0	30.3	0.0	1.0	53.0	3.1		2.0	100.0	51.1	1.0	.0	40.1	.0
Philadelphia/Baltimore - NYC/NE/NJ		32.1	100.0	61.3	5.1	17.0	.5	.4		30.3	100.0	60.4	5.3	17.0	.5	.0
Philadelphia/Baltimore - Upper Valley		.7	100.0	.0	.0	.0	.0	.0		0.7	100.0	.0	.0	.0	.0	.0
Philadelphia/Baltimore - Southern Plains		1.1	100.0	71.7	2.1	5.7	20.6	1.5		2.2	100.0	67.3	2.0	6.0	30.3	1.7
NYC/NE/NJ - Upper Valley		0.0	100.0	71.0	5.1	20.0	.0	.0		0.7	100.0	60.3	5.7	0.5	.1	1.1
NYC/NE/NJ - Southern Plains		10.5	100.0	50.0	10.3	5.1	20.0	1.5		11.0	100.0	60.0	1.6	4.0	30.0	1.0
Upper Valley - Southern Plains		1.1	100.0	63.7	0.4	5.0	.3	.2		2.3	100.0	55.1	3.0	.9	.0	.2

22.1 Business Trips (Person)

22.1 NECRA Business Trips

NECRA City Pair	1968 NECRA PERSON-TRIPS Millions	1968 NECRA PERSON-TRIPS Percent	1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT Total %	Auto	Bus	Rail	Air	Other	1969 NECRA PERSON-TRIPS Millions	1969 NECRA PERSON-TRIPS Percent	1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT Total %	Auto	Bus	Rail	Air	Other
Total NECRA	5.1	100.0							5.4	100.0						
Washington - Philadelphia/Baltimore		11.2	100.0	70.0	3.0	10.3	10.5	.5		11.1	100.0	72.2	.5	12.5	.7	1.0
Washington - NYC/NE/NJ		10.1	100.0	30.7	3.0	0.2	50.0	1.0		10.6	100.0	32.0	1.1	11.0	52.1	3.0
Washington - Upper Valley		.2	100.0	.0	.0	.0	.0	.0		.2	100.0	.0	.0	.0	.0	.0
Washington - Southern Plains		2.0	100.0	10.0	.0	2.0	82.0	1.0		2.1	100.0	0.3	.7		50.0	0.2
Philadelphia/Baltimore - NYC/NE/NJ		31.0	100.0	50.0	2.1	35.7	0.0	1.7		30.1	100.0	50.2	2.0	31.3	2.1	.3
Philadelphia/Baltimore - Upper Valley		.2	100.0	.0	.0	.0	.0	.0		.0	100.0	.0	.0	.0	.0	.0
Philadelphia/Baltimore - Southern Plains		2.0	100.0	23.0	.7	15.1	50.0	5.0		1.0	100.0	30.0	.	.	75.5	-
NYC/NE/NJ - Upper Valley		0.1	100.0	50.0	.0	27.2	1.1	.0		0.1	100.0	52.0	0.0	30.2	2.7	.0
NYC/NE/NJ - Southern Plains		10.0	100.0	23.1	1.1	5.0	60.7	.0		10.0	100.0	30.0	1.0	3.1	62.0	.0
Upper Valley - Southern Plains		2.5	100.0	30.0	2.0	3.7	0.0			1.0	100.0	07.0	2.0	2.7	0.0	.0

NECRA City Pair	1970 NECRA PERSON-TRIPS Millions	1970 NECRA PERSON-TRIPS Percent	1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT Total %	Auto	Bus	Rail	Air	Other	1971 NECRA PERSON-TRIPS Millions	1971 NECRA PERSON-TRIPS Percent	1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT Total %	Auto	Bus	Rail	Air	Other
Total NECRA	5.1	100.0							5.4	100.0						
Washington - Philadelphia/Baltimore		9.3	100.0	67.1	.2	23.1	1.0	1.1		9.0	100.0	67.3	3.5	16.0	0.0	1.0
Washington - NYC/NE/NJ		10.2	100.0	23.0	1.1	10.7	50.0	1.3		11.5	100.0	30.0	2.3	23.3	40.0	1.0
Washington - Upper Valley		.4	100.0	.0	.0	.0	.0	.0		.0	100.0	.0	.0	.0	.0	.0
Washington - Southern Plains		3.0	100.0	17.0	.	1.7	80.7			2.7	100.0	13.3	.0		80.0	
Philadelphia/Baltimore - NYC/NE/NJ		30.0	100.0	60.0	2.0	30.0	1.0	.0		30.1	100.0	72.2	2.0	27.3	2.0	.0
Philadelphia/Baltimore - Upper Valley		.5	100.0	.0	.0	.0	.0	.0		.1	100.0	.0	.0	.0	.0	.0
Philadelphia/Baltimore - Southern Plains		2.0	100.0	30.0	0.0	5.0	50.0	1.3		0.3	100.0	30.7	.5	0.2	50.5	1.0
NYC/NE/NJ - Upper Valley		1.0	100.0	50.5	4.0	31.0				0.1	100.0	57.0	1.0	17.0		
NYC/NE/NJ - Southern Plains		13.1	100.0	32.1	0.5	0.2	50.0	1.4		10.1	100.0	30.7	1.5	5.0	50.0	1.0
Upper Valley - Southern Plains		2.3	100.0	50.0	0.0	3.5	1.1	.		2.0	100.0	07.0	.5	1.3	.0	

* Insufficient number of observations to publish

Table 22. REASONS FOR TRAVEL - NECRA Person-Trips between Reporting Areas by Transport Mode: 1968 - 1971 (Continued)

22.2 Visit Trips (Person)

4A.2 NECRA Visits to Relatives and Friends

1968

NECRA City Pair	NECRA Person-Trips: Millions	NECRA Person-Trips: Percent	Total %	Auto	Bus	Rail	Air	Other
Total NECRA	[illegible]	100.0						
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]		[illegible]
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]		
NYC-NE NJ Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]		[illegible]	[illegible]	

1969

NECRA City Pair	NECRA Person-Trips: Millions	NECRA Person-Trips: Percent	Total %	Auto	Bus	Rail	Air	Other
Total NECRA	[illegible]	100.0						
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]		[illegible]
[illegible] NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	
NYC-NE NJ [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]		[illegible]
NYC-NE NJ Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

1970

NECRA City Pair	NECRA Person-Trips: Millions	NECRA Person-Trips: Percent	Total %	Auto	Bus	Rail	Air	Other
Total NECRA	[illegible]	100.0						
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]		[illegible]	[illegible]	[illegible]
NYC-NE NJ [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]		[illegible]
NYC-NE NJ Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

1971

NECRA City Pair	NECRA Person-Trips: Millions	NECRA Person-Trips: Percent	Total %	Auto	Bus	Rail	Air	Other
Total NECRA	[illegible]	100.0						
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	

22.3 Pleasure Trips (Persons)

4A.3 NECRA Pleasure Trips

1968

NECRA City Pair	NECRA Person-Trips: Millions	NECRA Person-Trips: Percent	Total %	Auto	Bus	Rail	Air	Other
Total NECRA	[illegible]	100.0						
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]		
NYC-NE NJ Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

1969

NECRA City Pair	NECRA Person-Trips: Millions	NECRA Person-Trips: Percent	Total %	Auto	Bus	Rail	Air	Other
Total NECRA	[illegible]	100.0						
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]		
NYC-NE NJ Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

1970

NECRA City Pair	NECRA Person-Trips: Millions	NECRA Person-Trips: Percent	Total %	Auto	Bus	Rail	Air	Other
Total NECRA	[illegible]	100.0						
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]		[illegible]
[illegible] NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]		[illegible]
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]		
NYC-NE NJ Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

1971

NECRA City Pair	NECRA Person-Trips: Millions	NECRA Person-Trips: Percent	Total %	Auto	Bus	Rail	Air	Other
Total NECRA	[illegible]	100.0						
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible] NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ [illegible]		[illegible]	100.0	[illegible]	[illegible]	[illegible]		
NYC-NE NJ Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

*[illegible]

Table 22. REASONS FOR TRAVEL - NECRA Person-Trips between Reporting Areas by Transport Mode : 1968-1971 (Continued)

22.4 Personal, Student & Other Trips

4A & 4B Other NECRA Trips

NECRA L-V Pair	1968 NECRA Person-Trips Millions	1968 NECRA Person-Trips Percent	1968 Percent Distribution by Type of Transport: Total %	Auto	Bus	Rail	Air	Other	1969 NECRA Person-Trips Millions	1969 NECRA Person-Trips Percent	1969 Percent Distribution by Type of Transport: Total %	Auto	Bus	Rail	Air	Other
Total NECRA	2.1	100.0							2.3	100.0						
Rich Sur - Philadelphia		11.3	100.0	80.7	5.5	11.2	4	1.6		7.5	100.0	80.6	4.6	14.5	4	
Rich Sur - NYC/NENJ		17.5	100.0	84.3	3.2	8.1	16.3	5.5		11.4	100.0	82.7	5.1	10.1	10.7	1.5
Rich Sur - Rich Sur		.6	100.0	*	*	*	*	*		.1	100.0	*	*	*	*	*
Rich Sur - Boston-Prov		1.3	100.0	*	*	*	*	*		1.9	100.0	*	*	*	*	*
Philadelphia - NYC/NENJ		20.9	100.0	70.1	8.3	11.3	*	2.9		20.6	100.0	82.5	3.9	13.7		5
Philadelphia - Rich Sur		.9	100.0	*	*	*	*	*		.2	100.0	*	*	*	*	*
Philadelphia - Boston-Prov		2.1	100.0	*	*	*	*	*		1.3	100.0	*	*	*	*	*
NYC/NENJ - Rich Sur		1.0	100.0	10.0	1.1	10.4				.87	100.0	85.5	1.9	11.1	.6	.6
NYC/NENJ - Boston-Prov		11.5	100.0	40.9	5.6	3.4	10.2	1.9		14.6	100.0	75.1	5.1	7.9	14.5	1.1
Rich Sur - Boston-Prov		3.4	100.0	*	*	*	*	*		1.7	100.0	*	*	*	*	10.2

NECRA L-V Pair	1970 NECRA Person-Trips Millions	1970 NECRA Person-Trips Percent	1970 Percent Distribution by Type of Transport: Total %	Auto	Bus	Rail	Air	Other	1971 NECRA Person-Trips Millions	1971 NECRA Person-Trips Percent	1971 Percent Distribution by Type of Transport: Total %	Auto	Bus	Rail	Air	Other
Total NECRA	2.3	100.0							2.5	100.0						
Rich Sur - Philadelphia		8.6	100.0	76.3	11.0	12.1	1.7			9.7	100.0	83.4	3.5	12.1		.4
Rich Sur - NYC/NENJ		14.5	100.0	75.7	5.0	7.7	16.1	2.0		16.2	100.0	80.7	1.0	8.8	14.3	1.2
Rich Sur - Rich Sur		.3	100.0	*	*	*	*	*		.3	100.0	*	*	*	*	*
Rich Sur - Boston-Prov		2.5	100.0	*	*	*	*	*		1.6	100.0	*	*	*	*	*
Philadelphia - NYC/NENJ		20.5	100.0	80.2	1.2	12.3	.3	.1		20.0	100.0	80.1	3.9	11.8	.1	.3
Philadelphia - Rich Sur			100.0	*	*	*	*	*		1.0	100.0	*	*	*	*	*
Philadelphia - Boston-Prov		2.2	100.0	*	*	*	*	*		1.0	100.0	*	*	*	*	*
NYC/NENJ - Rich Sur		.67	100.0	83.7	2.1	10.2	.			.84	100.0	81.0	13.0	6.0		0
NYC/NENJ - Boston-Prov		13.4	100.0	77.0	5.0	7.0	12.0	1.1		13.0	100.0	67.7	5.1	7.0	20.6	2.7
Rich Sur - Boston-Prov		2.3	100.0	*	*	*	*	*		2.1	100.0	*	*	*	*	1.2

* Insufficient number of observations to publish

Table 23. REASONS FOR TRAVEL - NECRA Person-Trips to Each NECRA Destination by Mode of Transport: 1968-1971

23.0 Total NECRA Person-Trips

NECRA Destination	NECRA Person-Trips Millions	NECRA Person-Trips Percent	Percent Distribution by Reason for Travel Total %	Business	Visits	Pleasure	Student	Personal & Other
1968 TOTAL	[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Wash-Balt		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Phila/Wilm/Tren		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sprgfld-Hartfd		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1969 TOTAL	[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Wash-Balt		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Phila/Wilm/Tren		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sprgfld-Hartfd		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1970 TOTAL	[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Wash-Balt		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Phila/Wilm/Tren		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sprgfld-Hartfd		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1971 TOTAL	[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Wash-Balt		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Phila/Wilm/Tren		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sprgfld-Hartfd		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

23.1 Auto Trips (Person)

NECRA Person-Trips Millions	NECRA Person-Trips Percent	Percent Distribution by Reason for Travel Total %	Business	Visits	Pleasure	Student	Personal & Other
[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

23.2 Bus Trips (Person)

1968 TOTAL	[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Wash-Balt		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Phila/Wilm/Tren		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sprgfld-Hartfd		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1969 TOTAL	[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Wash-Balt		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Phila/Wilm/Tren		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sprgfld-Hartfd		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1970 TOTAL	[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Wash-Balt		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Phila/Wilm/Tren		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sprgfld-Hartfd		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1971 TOTAL	[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Wash-Balt		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Phila/Wilm/Tren		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sprgfld-Hartfd		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

23.3 Rail Trips (Person)

[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

23.4 Air Trips (Person)

1968 TOTAL	[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Wash-Balt		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Phila/Wilm/Tren		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sprgfld-Hartfd		[illegible]	100.0	*	*	*	*	*
Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1969 TOTAL	[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Wash-Balt		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Phila/Wilm/Tren		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sprgfld-Hartfd			100.0	*	*	*	*	*
Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1970 TOTAL	[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Wash-Balt		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Phila/Wilm/Tren		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sprgfld-Hartfd		[illegible]	100.0	*	*	*	*	*
Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1971 TOTAL	[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Wash-Balt		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Phila/Wilm/Tren		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC-NE NJ		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sprgfld-Hartfd		[illegible]	100.0	*	*	*		*
Boston-Prov		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

23.5 Other Trips (Person)

[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	*	*	*	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	*	*	*	*	*
	[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	*	*	*	*	*
	[illegible]	100.0	*	*	*	*	*
	[illegible]	100.0	*	*	*	*	*
	[illegible]	100.0	*	*	*	*	*
	[illegible]	100.0	*	*	*	*	*
[illegible]	100.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	100.0	*	*	*	*	*
	[illegible]	100.0	*	*	*	*	*
	[illegible]	100.0	*	*	*	*	*
	[illegible]	100.0	*	*	*	*	*
	[illegible]	100.0	*	*	*	*	*

* Insufficient number of observations to publish

CHAPTER 6. WASHINGTON/BALTIMORE REPORTING AREA TRAVEL MARKET

Transport Mode Data Tables: 1968-1971

Related Transport Mode Tables
Person Trips To or From Washington/Baltimore

GENERAL

The tables in this chapter include analysis and summary data for person-trips to and from the metropolitan areas in the Washington/Baltimore (Wash/Balt) Reporting Area, which comprises the following standard Metropolitan Statistical Areas, illustrated in Map 2.

Washington, D.C. (and adjacent parts of Maryland and Virginia)

Baltimore, Maryland

The 1970 Census estimated that the population of this Reporting Area was approximately 4.9 million persons residing in 1.5 million households (See Table 1, page 1-10). The NECTS for the year 1970 estimated that there were 14.6 million person-trips to ALL destinations from the Washington/Baltimore Reporting Area. Person-trips to NECRA destinations, which originated in this Reporting Area, were estimated to total 2.7 million person-trips, which was 18.7 percent of the total person-trips to ALL destinations. This compares with the average of 24.5 percent of the total NECRA to NECRA person-trips as related to total NECRA person-trips to ALL destinations. (See Table 2, page 1-12) Conversely, a much higher percentage of the trips originating in this Reporting Area goes to Non-NECRA destinations than for the balance of NECRA.

The data and analytical tables contain the following types of information:

Selected Data Tables (Table 24)

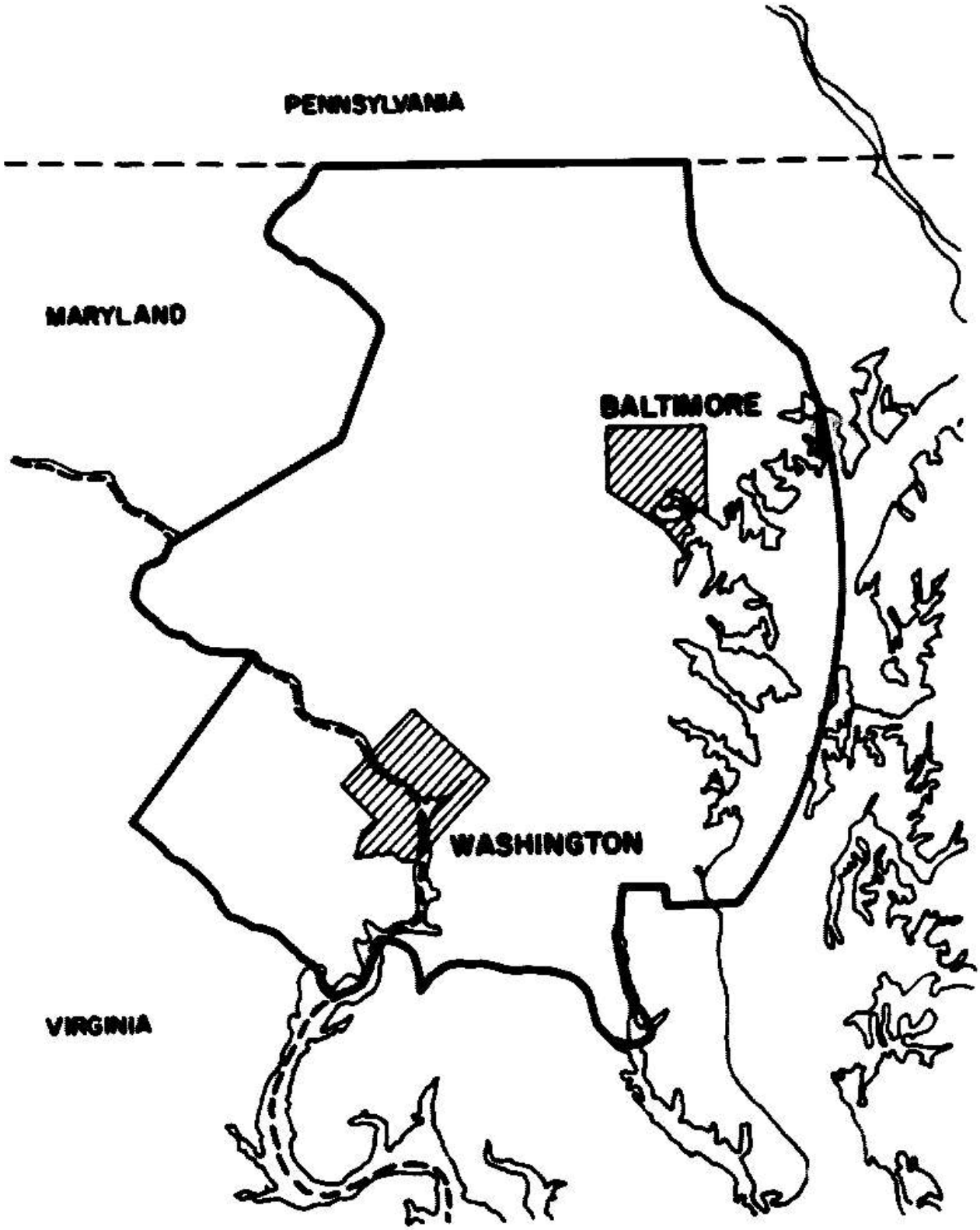
This table contains selected data from Tables 27 and 29 to show in capsuled form both the absolute and relative changes which have occurred during the three year period. The table lists person-trips both Outbound to NECRA Destinations and Inbound from NECRA Origins by Mode of Transport and NECRA Destination or Origin for the year 1968 and the year 1971. Estimated millions of total person-trips for this Reporting Area by mode of transport are shown. The person-trips to or from the other NEC Reporting Areas are shown as a percentage of the group total to indicate the relative importance of the travel between the several reporting areas. Index numbers are listed in each instance.

Profile and Index Tables (Tables 25 through 31, inclusive)

These tables summarize for the years 1968 to 1971, inclusive, the annual total of person-trips in millions and the percentage that each segment is of the respective profile total. Index numbers are included to indicate the relative change each year compared to the first survey year, 1968. Some data are incomplete because the sample size did not provide sufficient data for publication. Certain minor discrepancies may appear in data due to rounding.

Summary Data Tables (Tables 32 through 39, inclusive)

These tables contain summarized data from the tabulated reports prepared by the U. S. Bureau of Census for this Survey. In general, all data believed to be of sufficient accuracy for publication have been included. If an insufficient number of observations was obtained the data has been suppressed and not published.



Map 2. Washington/Baltimore Reporting Area

Table 24. SELECTED DATA - Washington/Baltimore NECRA-Person Trips - OUTBOUND/INBOUND - Years of 1968 and 1971[1/]

TRANSPORT MODE AND NECRA DESTINATION OR ORIGIN		OUTBOUND TO NECRA DESTINATIONS Selected Data from Table 27		INBOUND FROM NECRA ORIGINS Selected Data from Table 29	
		1968	1971	1968	1971
TOTAL ALL MODES AND TOTAL NECRA	Millions	3.0	3.0	3.4	3.2
	Index	100	101	100	93
Phil/Wilm/Trtn	Percent	41.7%	39.7%	29.6%	34.8%
	Index	100	96	100	109
NYC/NENJ	Percent	40.1%	46.8%	55.6%	52.3%
	Index	100	117	100	87
Bost/Prov	Percent	8.1%	6.4%	5.3%	7.2%
	Index	100	79	100	136
AUTO	Millions	2.2	2.2	2.1	2.0
	Index	100	99	100	94
Phil/Wilm/Trtn	Percent	49.1%	48.1%	36.5%	42.8%
	Index	100	97	100	111
NYC/NENJ	Percent	32.9%	37.8%	45.5%	45.0%
	Index	100	113	100	93
Bost/Prov	Percent	4.6%	5.9%	3.5%	4.4%
	Index	100	126	100	118
BUS	Millions	.1	.2	.2	.2
	Index	100	110	100	100
Phil/Wilm/Trtn	Percent	*	*	25.2%	37.2%
	Index			100	147
NYC/NENJ	Percent	61.0%	66.5%	70.4%	58.7%
	Index	100	120	100	166
RAIL	Millions	.2	.4	.3	.4
	Index	100	152	100	69
Phil/Wilm/Trtn	Percent	47.2%	27.6%	42.9%	34.9%
	Index	100	89	100	120
NYC/NENJ	Percent	50.9%	66.2%	53.8%	60.6%
	Index	100	197	100	166
AIR	Millions	.4	.3	.8	.5
	Index	100	80	100	69
NYC/NENJ	Percent	63.2%	71.6%	79.3%	71.7%
	Index	100	81	100	63
Bost/Prov	Percent	28.8%	19.5%	.1	.1
	Index	100	54	2.1	24.3

1/ Intra-regional data suppressed. See Table 4.

* Insufficient data to publish for these and other reporting areas not included above.

Table 25. TRANSPORT MODE - Washington/Baltimore - OUTBOUND - Person-Trips to ALL Destinations. Profile and Index: 1968-1971

TRANSPORT MODE	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLIONS	%	MILLIONS	%	MILLIONS	%	MILLIONS	%	1968	1969	1970	1971
TOTAL OUTBOUND	14.2	100.0	14.4	100.0	14.6	100.0	17.4	100.0	100	101	103	122
Auto	11.6	81.3	11.5	80.1	11.7	79.8	14.3	82.3	100	100	101	124
Bus	.5	3.3	.5	3.6	.6	4.1	.6	3.5	100	110	128	130
Rail	.3	2.3	.4	3.0	.4	2.7	.5	2.6	100	132	121	138
Air	1.7	11.9	1.7	11.8	1.8	12.2	1.9	10.7	100	100	105	110
Other	.2	1.3	.2	1.4	.2	1.3	.2	1.0	100	109	103	94

* Insufficient data to publish for these and other reporting areas not included above

Table 26. TRANSPORT MODE - Washington/Baltimore - OUTBOUND -
Person-Trips to NECRA Destinations by Transport Mode - Profile and Index: 1968-1971

NECRA DESTINATIONS and TRANSPORT MODE	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MLNS	%	MLNS	%	MLNS	%	MLNS	%	1968	1969	1970	1971
NECRA Destinations	3.0	100.0	2.7	100.0	2.7	100.0	3.0	100.0	100	89	90	101
Auto	2.2	72.6	1.8	66.6	1.7	63.9	2.2	71.1	100	81	80	98
Bus	.1	4.8	.2	6.7	.3	9.8	.2	5.3	100	123	183	110
Rail	.2	7.7	.3	11.7	.3	11.5	.4	11.6	100	136	136	152
Air	.4	13.7	.4	13.8	.4	14.2	.3	11.0	100	89	93	80
Phil/Wilm/Trtn Dest'ns	1.3	100.0	1.1	100.0	1.2	100.0	1.2	100.0	100	86	92	96
Auto	1.1	85.4	.9	80.0	.9	75.2	1.0	86.2	100	81	81	96
Bus	*	*	.1	7.2	.1	11.5	*	*	*	*	*	*
Rail	.1	8.7	.1	9.7	.1	11.3	.1	8.0	100	96	120	88
NYC/NENJ Destinations	1.2	100.0	1.3	100.0	1.3	100.0	1.4	100.0	100	105	107	117
Auto	.7	59.4	.7	55.2	.7	52.5	.8	57.5	100	98	95	113
Bus	.1	7.4	.1	7.0	.1	10.1	.1	7.5	100	100	147	120
Rail	.1	9.7	.2	15.8	.2	13.7	.2	16.4	100	171	151	197
Air	.3	21.6	.3	20.1	.3	23.0	.2	16.8	100	98	114	91
Bost/Prov Destinations	.2	100.0	.2	100.0	.2	100.0	.2	100.0	100	75	63	80
Auto	.1	41.3	.1	44.8	.1	52.3	.1	64.8	100	82	79	126
Air	.1	48.9	.1	46.8	.1	42.5	.1	33.2	100	72	54	54

* Insufficient data to publish for these and other reporting areas not included above

Table 27. DESTINATIONS - Washington/Baltimore - OUTBOUND -
Person-Trips to NECRA Destinations by Transport Mode - Profile and Index: 1968-1971

TRANSPORT MODE and NECRA DESTINATIONS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MLINS	%	MLINS	%	MLINS	%	MLINS	%	1968	1969	1970	1971
OUTBOUND to NECRA	3.0	100.0	2.7	100.0	2.7	100.0	3.0	100.0	100	89	90	101
Phil/Wilm/Trtn Dest'ns	1.3	41.7	1.1	40.5	1.2	42.5	1.2	39.7	100	86	92	96
NYC/NENJ "	1.2	40.1	1.3	47.5	1.3	47.7	1.4	46.8	100	105	108	117
Bgpt/Wlav "	*	*	*	*	*	*	*	2.0	*	*	*	*
Bost/Prov "	.2	8.1	.2	6.8	.2	5.6	.2	6.4	100	75	63	79
AUTO Outbound	2.2	100.0	1.8	100.0	1.7	100.0	2.2	100.0	100	82	80	99
Phil/Wilm/Trtn Dest'ns	1.1	49.1	.9	48.8	.9	50.0	1.0	48.1	100	81	81	97
NYC/NENJ "	.7	32.9	.7	39.4	.7	39.2	.8	37.8	100	98	95	113
Bost/Prov "	.1	4.6	.1	4.6	.1	4.6	.1	5.9	100	82	80	126
BUS Outbound	.1	100.0	.2	100.0	.3	100.0	.2	100.0	100	123	183	110
Phil/Wilm/Trtn Dest'ns	*	*	.1	43.6	.1	50.0	*	*	*	*	*	*
NYC/NENJ "	.1	61.0	.1	49.7	.1	49.3	.1	66.5	100	100	148	120
RAIL Outbound	2.2	100.0	.3	100.0	.3	100.0	.4	100.0	100	136	136	152
Phil/Wilm/Trtn Dest'ns	.1	47.2	.1	33.4	.1	41.9	.1	27.6	100	96	120	89
NYC "	.1	50.9	.2	46.1	.2	56.8	.2	66.2	100	171	151	197
AIR Outbound	.4	100.0	.4	100.0	.4	100.0	.3	100.0	100	89	93	80
NYC/NENJ Destinations	.3	63.2	.3	69.4	.3	77.3	.2	71.6	100	98	114	91
Bost/Prov "	.1	28.8	.1	23.2	.1	16.8	.1	19.5	100	72	55	54

* Insufficient data to publish for these and other reporting areas not included above.

Table 28. TRANSPORT MODE - Washington/Baltimore - INBOUND - Person-Trips from NECRA Origins by Transport Mode - Profile and Index: 1968-1971

TRANSPORT MODE	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1969		1971					
	MILLIONS	%	MILLIONS	%	MILLIONS	%	MILLIONS	%	1968	1969	1970	1971
INBOUND FROM NECRA	3.4	100.0	3.6	100.0	3.1	100.0	3.2	100.0	100	105	91	92
Auto	2.1	62.3	2.3	64.4	2.1	67.7	2.0	63.6	100	108	99	94
Bus	.2	6.5	.2	6.5	.2	5.3	.2	7.1	100	105	74	101
Rail	.3	7.6	.4	9.8	.3	9.4	.4	11.8	100	135	113	143
Air	.8	22.1	.6	17.5	.5	16.6	.5	16.5	100	83	68	69
Other	.1	1.5	.1	1.8	*	*	*	*	100	126	*	*

* Insufficient data to publish for these and other reporting areas not included above.

Table 29. ORIGINS - Washington/Baltimore - INBOUND -
Person-Trips to NECRA Destinations by Transport Mode - Profile and Index: 1968 - 1971

TRANSPORT MODE and NECRA ORIGINS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLS	%	MILLS	%	MILLS	%	MILLS	%	1968	1969	1970	1971
INBOUND from NECRA	3.4	100.0	3.6	100.0	3.1	100.0	3.2	100.0	100	105	91	93
Phil/Wilm/Trtn	1.0	29.6	1.2	33.3	1.1	34.8	1.1	34.8	100	118	107	109
N.Y.City/NE New Jersey	1.9	55.6	2.0	54.7	1.7	53.1	1.7	52.3	100	103	87	87
Boston/Providence	.2	5.3	.3	7.1	.2	7.6	.2	7.2	100	141	131	126
AUTO Inbound	2.1	100.0	2.3	100.0	2.1	100.0	2.0	100.0	100	109	99	94
Phil/Wilm/Trtn	.8	36.5	.9	40.9	.9	40.4	.9	42.8	100	122	110	111
N.Y. City/NE New Jersey	1.0	45.5	1.1	49.2	1.1	50.7	.9	45.0	100	118	110	93
Boston/Providence	.1	3.5	.1	3.2	.1	3.3	.1	4.4	100	98	91	118
BUS Inbound	.2	100.0	.2	100.0	.2	100.0	.2	100.0	100	104	74	100
Phil/Wilm/Trtn	.1	25.2	.1	27.6	.1	44.5	.1	37.2	100	114	130	147
N.Y.City/NE New Jersey	.2	70.4	.1	63.6	.1	45.7	.1	58.7	100	94	48	83
RAIL Inbound	.3	100.0	.4	100.0	.3	100.0	.4	100.0	100	138	115	147
Phil/Wilm/Trtn	.1	42.9	.1	40.6	.1	42.5	.1	34.9	100	131	114	120
NYC/NENJ	.1	53.8	.2	53.8	.2	54.5	.2	60.6	100	138	117	166
AIR Inbound	.8	100.0	.6	100.0	.5	100.0	.5	100.0	100	82	68	69
Phil/Wilm/Trtn	.1	7.3	*	*	*	*	*	*	100	*	*	*
N.Y.City/NE New Jersey	.6	79.3	.4	70.6	.3	65.7	.4	71.7	100	73	57	63
Boston/Providence	.1	12.1	.1	24.1	.1	28.1	.1	24.3	100	164	158	139

* Insufficient data to publish for these and other reporting areas not included above.

Table 30. QUARTERS - Washington/Baltimore - INBOUND -
Person-Trips to NECRA Destinations by Transport Mode - Profile and Index: 1968 - 1971

QUARTERS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLIONS	%	MILLIONS	%	MILLIONS	%	MILLIONS	%	1968	1969	1970	1971
INBOUND from NECRA	3.4	100.0	3.6	100.0	3.1	100.0	3.2	100.0	100	105	91	93
1st Quarter	1.0	29.5	.8	23.4	.7	21.4	.7	22.4	100	83	66	70
2nd Quarter	.8	23.5	.9	26.2	.9	28.6	.8	24.8	100	117	111	98
3rd Quarter	.9	26.8	1.0	28.5	.8	26.2	1.0	30.2	100	112	89	104
4th Quarter	.7	20.2	.8	21.4	.7	23.8	.7	22.6	100	112	107	103
AUTO Inbound	2.1	100.0	2.3	100.0	2.1	100.0	2.0	100.0	100	109	99	94
1st Quarter	.6	28.3	.5	22.1	.4	19.6	.4	19.6	100	85	68	65
2nd Quarter	.5	22.7	.6	25.0	.6	28.5	.5	24.1	100	120	124	100
3rd Quarter	.6	29.0	.7	31.7	.6	28.1	.7	34.3	100	119	96	111
4th Quarter	.4	20.0	.5	21.2	.5	23.9	.4	22.0	100	116	118	104
BUS Inbound	.2	100.0	.2	100.0	.2	100.0	.2	100.0	100	104	73	101
1st Quarter	*	*	*	*	*	*	.1	26.7	*	*	*	*
2nd Quarter	.1	34.5	.1	39.1	.1	42.3	.1	35.6	100	118	90	104
3rd Quarter	.1	30.9	.1	28.3	*	*	.1	24.4	100	96	*	80
4th Quarter	*	*	*	*	*	*	*	*	*	*	*	*
RAIL Inbound	.3	100.0	.4	100.0	.3	100.0	.4	100.0	100	138	108	143
1st Quarter	.1	50.2	.1	20.3	.1	29.6	.1	24.0	100	56	64	69
2nd Quarter	*	*	.1	27.7	.1	33.6	.1	27.8	*	*	*	*
3rd Quarter	*	*	*	*	*	*	.1	22.9	*	*	*	*
4th Quarter	*	*	.1	38.0	.1	19.3	.1	25.3	*	*	*	*
AIR Inbound	.8	100.0	.6	100.0	.5	100.0	.5	100.0	100	82	68	69
1st Quarter	.2	27.8	.2	30.1	.1	26.0	.1	28.1	100	89	64	70
2nd Quarter	.2	24.8	.2	24.2	.1	23.8	.1	21.9	100	80	66	61
3rd Quarter	.2	23.0	.2	25.8	.1	21.3	.1	23.3	100	92	63	70
4th Quarter	.2	24.4	.1	20.0	.1	28.9	.1	26.7	100	67	81	76

* Insufficient data to publish for these reporting areas.

Table 31. REASONS FOR TRAVEL - Washington/Baltimore - INBOUND - Person Trips to NECRA Destinations by Transport Mode - Profile and Index: 1968 - 1971

REASONS FOR TRAVEL	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLS	%	MILLS	%	MILLS	%	MILLS	%	1968	1969	1970	1971
INBOUND from NECRA	3.4	100.0	3.6	100.0	3.1	100.0	3.2	100.0	100	105	91	93
Business	1.2	33.8	1.2	32.5	.9	27.8	.9	29.0	100	101	75	79
Visit	1.1	31.6	1.1	31.4	1.3	41.1	1.1	34.9	100	105	119	102
Pleasure	.7	19.9	.9	24.2	.5	16.4	.8	23.9	100	128	75	111
Student	.1	3.2	.1	2.9	.2	5.4	.1	4.0	100	96	156	119
Personal/Other	.4	11.2	.3	9.0	.3	9.3	.3	8.2	100	85	76	68
AUTO Inbound	2.1	100.0	2.3	100.0	2.1	100.0	2.0	100.0	100	109	99	94
Business	.5	22.2	.6	23.9	.4	17.8	.3	17.0	100	117	79	72
Visit	.9	40.0	.8	36.5	1.1	50.0	.8	41.5	100	99	124	98
Pleasure	.5	22.0	.6	26.5	.4	17.8	.6	28.1	100	131	80	121
Student	.1	2.8	.1	2.6	.1	5.8	.1	4.1	100	100	206	138
Personal/Other	.3	13.0	.2	10.5	.2	8.6	.2	9.3	100	88	65	67
BUS Inbound	.2	100.0	.2	100.0	.2	100.0	.2	100.0	100	104	73	101
Visit	.1	27.1	.1	22.9	*	*	.1	36.3	100	88	*	135
Pleasure	.1	43.7	.1	59.8	.1	52.4	.1	41.7	100	143	88	96
RAIL Inbound	.3	100.0	.4	100.0	.3	100.0	.4	100.0	100	138	108	143
Business	.1	39.0	.1	24.7	.1	40.9	.2	44.8	100	88	114	165
Visit	.1	25.9	.1	40.1	.1	32.2	.1	27.8	100	214	135	154
Pleasure	*	*	.1	19.8	*	*	.1	18.1	*	*	*	*
AIR Inbound	.8	100.0	.6	100.0	.5	100.0	.5	100.0	100	82	68	69
Business	.5	72.2	.5	76.5	.4	68.0	.4	73.2	100	87	64	70
Visit	.1	12.2	.1	12.3	.1	17.2	.1	13.1	100	83	96	75
Pleasure	.1	7.9	*	*	*	*	*	*	100	*	*	*

* Insufficient data to publish for these and other reporting areas not included above.

Table 32. SUMMARY - Washington - INBOUND - Person-Trips from MWCRA Origins by Transport Mode: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS (Millions)	1968 TOTAL PERSON-TRIPS (Percent)	1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1969 TOTAL PERSON-TRIPS (Millions)	1969 TOTAL PERSON-TRIPS (Percent)	1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	7.8	100.0	100.0	60.0	6.0	7.6	20.2	5	7.5	100.0	100.0	60.0	7.0	9.0	21.1	2.3
1st Quarter		20.2	100.0	53.0	4.1	12.2	20.7	1.2		24.6	100.0	56.7	5.4	8.9	27.5	3.0
2nd Quarter		24.8	100.0	58.2	11.6	5.2	26.0	8		25.1	100.0	56.3	12.9	8.2	19.3	3.7
3rd Quarter		26.4	100.0	61.6	7.4	5.1	25.7	5		27.5	100.0	60.9	7.6	5.4	19.2	9
4th Quarter		19.6	100.0	63.1	5.7	6.9	23.5	8		22.1	100.0	58.7	4.6	10.6	19.0	1.6
REASON																
Business		26.6	100.0	32.4	2.4	5.1	58.3	7		30.5	100.0	35.2	1.4	7.3	48.5	3.6
Visit		35.5	100.0	75.2	5.1	5.4	12.1	1.1		28.8	100.0	71.6	5.8	12.2	9.2	1.6
Pleasure		23.3	100.0	68.5	14.2	6.3	10.9	4		27.5	100.0	68.0	14.6	6.1	4.6	2.3
Personal/Family Affairs		10.1	100.0	72.7	9.3	5.4	9.2	2.4		8.2	100.0	68.4	10.7	11.4	8.4	1.2
Students		3.3	100.0	56.5	9.8	5.6	28.9			3.1	100.0	64.1	6.3	20.5	26.3	3.2
Other and No Answer		-	100.0	*	*	*	*	*		-	100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $5,000		6.5	100.0	53.1	22.1	26.6	3.3	1.1		3.8	100.0	*	*	*	*	*
$5,000 to $6,999		5.6	100.0	56.2	14.0	14.9	6.1	9		6.2	100.0	48.8	28.9	9.4	10.2	1.6
$7,000 to $9,999		6.5	100.0	75.8	10.1	3.9	5.2	2.2		4.8	100.0	61.5	25.6	10.8	10.8	1.2
$10,000 to $14,999		13.1	100.0	66.3	5.9	4.4	23.1	2.2		15.8	100.0	72.8	9.2	4.6	11.1	1.6
$15,000 to $24,999		20.7	100.0	63.1	3.6	5.3	27.8	2		24.2	100.0	68.4	5.3	11.9	14.0	1.4
$25,000 and over		21.4	100.0	67.3	5.9	3.4	23.1	7		21.3	100.0	68.0	3.4	6.9	20.2	5.5
No Answer		11.3	100.0	71.8		8.6	18.4	4		14.6	100.0	40.3	2.7	13.6	37.8	1.7
		12.8	100.0	56.3	10.3	14.9	19.0	8		10.8	100.0	55.4	5.0	14.7	21.9	9
OCCUPATION																
Professional/Managerial		16.5	100.0	45.3	2.7	6.6	42.3	1.1		21.5	100.0	58.5	3.8	8.8	28.2	3.7
Clerical and Sales		13.8	100.0	62.4	7.8	12.7	17.0	-		13.8	100.0	67.8	7.8	9.7	13.3	1.4
Craftsmen and Laborers		21.5	100.0	70.2	8.9	4.3	6.8	9		14.9	100.0	63.2	21.8	12.1	3.6	1.0
Service and Private		2.7	100.0	*	*	*	*	*		4.2	100.0	67.8	22.4	16.5	8.1	1.2
Other		6.4	100.0	35.8	32.1	28.8	9.1	1.5		5.8	100.0	58.8	6.5	17.6	16.4	4.3
NO. ON TRIP																
1 Person		45.4	100.0	38.1	7.9	11.3	40.3	1.7		43.8	100.0	33.2	6.7	12.8	42.1	4.8
2 Persons		22.6	100.0	72.8	8.8	7.5	12.0	4		24.5	100.0	72.5	9.6	7.5	8.8	1.6
3-6 Persons		21.1	100.0	68.1	5.1	1.8	12.7	-		22.4	100.0	64.6	5.6	8.2	1.3	8
7 or More		10.8	100.0	*	*	*	*	*		8.9	100.0	*	*	*	*	*
EDUCATION																
None or Elementary		8.4	100.0	52.2	21.6	10.9	8.3	-		5.7	100.0	48.6	26.2	9.4	4.3	2.6
High School		31.3	100.0	72.1	1.2	5.1	14.6	1.1		28.6	100.0	67.1	1.2	10.8	8.8	1.0
College		58.8	100.0	48.2	4.4	7.4	38.1	8		60.4	100.0	58.1	3.5	8.1	27.8	2.9
No Answer		1	100.0	*	*	*	*	*		1.6	100.0	*	*	*	*	*

TRAVEL PROFILES	1970 TOTAL PERSON-TRIPS (Millions)	1970 TOTAL PERSON-TRIPS (Percent)	1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1971 TOTAL PERSON-TRIPS (Millions)	1971 TOTAL PERSON-TRIPS (Percent)	1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	2.2	100.0	100.0	63.9	6.4	8.3	20.7	7	2.2	100.0	100.0	60.1	7.0	12.4	21.1	8
1st Quarter		20.8	100.0	55.3	3.8	15.7	24.3	1.1		23.9	100.0	60.0	7.8	15.2	20.0	1.9
2nd Quarter		20.5	100.0	65.3	8.9	9.8	15.5	4		25.2	100.0	54.3	11.9	12.8	20.6	4
3rd Quarter		17.2	100.0	72.3	2.7	7.7	16.8	8		27.1	100.0	68.0	4.9	9.3	16.8	8
4th Quarter		27.8	100.0	60.0	4.1	5.6	27.8	9		23.8	100.0	58.5	4.3	13.3	23.9	-
REASON																
Business		28.9	100.0	28.8	1.6	14.6	48.1	1.8		23.3	100.0	28.8	2.4	18.0	48.3	5
Visit		28.0	100.0	82.4	2.8	5.5	10.1	-		28.4	100.0	74.8	7.7	9.5	7.3	1
Pleasure		17.6	100.0	65.2	20.7	6.3	3.8	-		23.6	100.0	71.1	12.5	11.3	4.8	1.2
Personal/Family Affairs		7.8	100.0	57.4	4.7	12.3	21.5	2.1		8.1	100.0	72.8	6.3	5.2	11.4	1.3
Students		5.4	100.0	70.7	4.3	9.8	15.2	-		4.8	100.0	66.3	3.5	3.8	28.5	1.2
Other and No Answer		-	100.0	*	*	*	*	*		-	100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $5,000		4.8	100.0							3.8	100.0	61.5	23.1	6.3	7.2	-
$5,000 to $6,999		4.8	100.0	63.0	14.7	11.3	9.8	8		3.7	100.0					
$7,000 to $9,999		4.8	100.0							3.9	100.0	48.8	38.3	12.2	6.8	-
$10,000 to $14,999		12.8	100.0	76.3	5.2	6.1	10.5	-		13.3	100.0	68.2	10.8	11.8	7.8	8
$15,000 to $24,999		27.8	100.0	70.4	3.3	5.1	13.0	2		28.3	100.0	65.6	5.8	11.8	14.8	5
$25,000 and over		17.5	100.0	53.8	3.2	13.4	28.8	1.8		25.7	100.0	57.5	2.7	14.7	24.7	4
No Answer		14.1	100.0	48.8	1.3	16.8	45.4	2.8		18.2	100.0	28.8	1.4	11.8	48.8	2.8
		15.3	100.0	68.8	8.8	10.4	28.5	4		5.1	100.0	45.8	6.6	16.8	28.1	-
OCCUPATION																
Professional/Managerial		34.7	100.0	55.6	1.9	11.5	28.7	1.3		18.3	100.0	58.7	2.8	16.8	20.5	8
Clerical and Sales		13.8	100.0	70.4	5.2	4.7	16.8	-		11.8	100.0	77.2	6.8	8.1	7.6	8
Craftsmen and Laborers		28.1	100.0	70.8	8.8	5.8	6.6	-		18.3	100.0	74.8	11.6	8.1	8.4	1.1
Service and Private		3.3	100.0	*	*	*	*	*		2.8	100.0	*	*	*	*	*
Other		7.8	100.0	68.2	13.1	12.4	12.7	-		7.6	100.0	28.1	21.3	14.8	28.1	-
NO. ON TRIP																
1 Person		45.8	100.0	48.3	7.3	14.8	28.8	1.8		43.2	100.0	28.8	8.5	18.3	42.1	1.2
2 Persons		28.3	100.0	78.1	4.7	8.2	10.8	-		21.3	100.0	68.8	7.4	13.8	11.5	8
3-6 Persons		20.8	100.0	68.8	8	4.1	4.1	-		23.8	100.0	68.8	3.3	6.8	2.8	4
7 or More		13.8	100.0	*	*	*	*	*		11.8	100.0					
EDUCATION																
None or Elementary		4.8	100.0	53.2	21.3	11.4	15.8	-		5.8	100.0	63.1	18.4	10.8	5.8	-
High School		28.4	100.0	75.8	8.8	6.5	7.8	-		28.5	100.0	72.5	8.3	6.3	10.9	1.1
College		57.8	100.0	57.8	7.5	8.8	28.6	1.3		60.3	100.0	48.6	4.4	16.7	28.6	8
No Answer		1.8	100.0	*	*	*	*	*		1.6	100.0	*	*	*	*	*

[illegible]

Table 33. SUMMARY - Baltimore - INBOUND -
Person-Trips from MECRA Origins by Transport Mode: 1968-1971

TRAVEL PROFILES	TOTAL PERSON-TRIPS		PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						TOTAL PERSON-TRIPS		PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
ANNUAL TOTAL	1.0	100.0	100.0	76.4	5.6	6.0	7.3	2.8	1.1	100.0	100.0	77.0	3.8	9.6	9.0	0
1st Quarter		28.4	100.0	73.7	4.6	13.5	3.3	4.9		28.8	100.0	76.3	6.4	7.2	8.5	5
2nd Quarter		28.2	100.0	72.8	6.0	7.2	11.8	2.5		26.4	100.0	74.0	2.7	17.8	9.8	-
3rd Quarter		27.6	100.0	80.1	1.8	4.8	5.7	1.5		31.2	100.0	80.4	3.7	4.2	10.4	1.3
4th Quarter		21.8	100.0	78.6	3.0	4.7	12.0	1.4		21.6	100.0	74.1	1.3	15.9	8.3	5
REASON																
Business		27.0	100.0	88.2	1.3	11.0	17.2	1.3		32.4	100.0	88.8	.7	3.7	30.1	.7
Visit		43.9	100.0	84.3	4.2	8.0	3.7	.3		37.7	100.0	88.5	2.7	12.0	2.7	1.2
Pleasure		11.4	100.0	87.3	14.6			3.2		16.7	100.0	78.5	14.3	5.4		.7
Personal/Family Affairs		16.0	100.0	71.7	6.0	13.7	2.4	6.0		10.9	100.0	91.0		6.7	2.0	
Studies		2.6	100.0	*	*	*	*	*		2.3	100.0	*	*	*	*	*
Other and No Answer		1.2	100.0								100.0					
HOUSEHOLD INCOME																
Under $5,000		5.1	100.0							5.7	100.0					
$5,000 to $6,999		3.7	100.0	67.8	18.8	13.8	.7	4.0		6.8	100.0	76.3	8.4	7.0	6.6	2.8
$7,000 to $9,999		11.7	100.0							4.8	100.0					
$10,000 to $14,999		16.3	100.0	79.6	5.1	7.3	5.1	3.0		13.8	100.0	93.0	6.1	.9		-
$15,000 to $24,999		30.6	100.0	88.6	2.8	4.8	2.8	1.0		26.3	100.0	79.2	1.3	11.8	6.9	.9
$25,000 and over		17.5	100.0	85.0		8.8	10.0	7.3		27.0	100.0	71.2	1.0	10.4	17.4	
No Answer		6.2	100.0	*	*	*	*	*		7.5	100.0	*	*	*	*	*
		6.5	100.0							10.1	100.0	63.9	6.5	16.0	13.8	
OCCUPATION																
Professional/Managerial		46.1	100.0	71.4	3.1	8.5	13.4	3.6		50.8	100.0	73.4	.6	11.7	14.1	.4
Clerical and Sales		10.7	100.0	72.3	5.5	12.1	8.5	5.8		11.9	100.0	83.8	4.7	3.8	7.7	
Craftsmen and Laborers		26.2	100.0	83.2	4.6	5	5	1.3		23.9	100.0	84.8	1.6	4.8	1.6	.9
Service and Private		2.4	100.0	*	*	*	*	*		4.4	100.0	85.2	6.2	2.3	5.7	1.9
Other		14.6	100.0	68.1	13.1	11.1		1.7		9.2	100.0					
NO. ON TRIP																
1 Person		38.9	100.0	56.4	7.4	17.6	16.4	2.2		42.8	100.0	63.6	4.5	11.1	19.5	1.3
2 Persons		23.5	100.0	81.8	5.1	6.1	2.0	7.0		21.1	100.0	88.4	2.1	5.4		1.1
3-4 Persons		28.1	100.0	91.8	5.5	1.8		1.2		25.8	100.0	83.2		10.1	2.7	
5 or More		8.4	100.0	*	*	*	*	*		11.2	100.0	*	*	*	*	*
EDUCATION																
Grade or Elementary		8.7	100.0	*	*	*	*	*		5.9	100.0	*	*	*	*	*
High School		38.6	100.0	83.1	6.2	7.2	1.3	2.3		36.8	100.0	88.5	5.6	5.0	1.4	5
College		54.8	100.0	71.0	3.7	9.8	12.2	3.5		47.1	100.0	69.5	1.2	12.3	17.5	5
No Answer		.3	100.0	*	*	*	*	*		.3	100.0	*	*	*	*	*

ANNUAL TOTAL	.9	100.0	100.0	77.5	4.9	9.8	5.8	2.1	1.6	100.0	100.0	76.5	7.3	10.3	4.5	1.5
1st Quarter		22.8	100.0	72.8	10.1	4.2	10.3	1.6		18.6	100.0	72.8	11.8	9.4	5.2	1.5
2nd Quarter		23.5	100.0	78.9	1.8	13.0	5.0	1.2		23.7	100.0	76.5	7.2	13.2	2.6	.4
3rd Quarter		27.4	100.0	73.9	6.3	8.8	5.4	3.8		35.5	100.0	78.7	7.2	8.8	5.8	.3
4th Quarter		26.2	100.0	81.3	3.1	10.5	3.9	1.3		42.7	100.0	75.0	3.6	13.2	4.2	4.0
REASON																
Business		19.5	100.0	82.1		10.5	3.8	1.6		19.1	100.0	71.0	2.0	14.8	10.8	1.3
Visit		48.2	100.0	82.6	4.6	11.2	.6	1.3		48.2	100.0	77.5	4.8	9.3	6.5	2.0
Pleasure		13.4	100.0							24.5	100.0	83.4	12.0	3.7	.5	.8
Personal/Family Affairs		12.1	100.0	78.6	1.0	7.2	2.7	4.1		6.3	100.0	62.9	8.2	24.6	1.6	2.8
Studies		4.8	100.0							2.8	100.0					
Other and No Answer		.	100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $5,000		8.0	100.0							4.8	100.0					
$5,000 to $6,999		5.1	100.0	78.6	9.2	6.3	2.5	.5		3.4	100.0	88.8	2.4.6	2.5	1.0	6.3
$7,000 to $9,999		6.7	100.0							4.7	100.0					
$10,000 to $14,999		11.0	100.0							10.5	100.0	70.2	28.2	3.3	7.3	
$15,000 to $24,999		28.4	100.0	81.1	1.0	11.5	3.7	3.2		27.6	100.0	78.8	3.7	17.3	.6	2.1
$25,000 and over		19.7	100.0	78.8	2.4	4.1	9.5	4.1		32.0	100.0	88.8	2.4	3.9	4.0	.3
No Answer		6.6	100.0	*	*	*	*	*		13.2	100.0	51.0	1.7	27.4	19.0	1.0
		12.3	100.0							8.5	100.0	*	*	*	*	*
OCCUPATION																
Professional/Managerial		53.4	100.0	76.5	2.0	10.8	8.4	2.1		38.8	100.0	88.5	4.5	16.0	10.5	1.7
Clerical and Sales		11.8	100.0	*	*	*	*	*		31.8	100.0	88.0	3.6	11.8	1.2	2.8
Craftsmen and Laborers		19.1	100.0	77.3	11.9	5.1	4.1	1.6		23.0	100.0	86.7	13.1	1.0	1.1	-
Service and Private		4.5	100.0	76.8	5.7	15.2	1.8	7		2.8	100.0	*	*	*	*	*
Other		11.2	100.0							8.6	100.0					
NO. ON TRIP																
1 Person		37.6	100.0	63.3	4.6	14.1	15.9	2.5		32.8	100.0	57.3	13.8	16.9	10.7	2.2
2 Persons		28.5	100.0	83.7	5.3	8.7	-	2.2		28.4	100.0	78.8	5.3	13.2	1.7	-
3-4 Persons		31.2	100.0	81.8	6.8	6.2		1.2		23.1	100.0	88.1	3.9	4.4	2.2	3.4
5 or More		11.9	100.0							16.0	100.0	*	*	*	*	*
EDUCATION																
Grade or Elementary		6.0	100.0	*	*	*	*	*		6.5	100.0	*	*	*	*	*
High School		33.7	100.0	81.1	8.7	6.9	2.8	1.4		42.3	100.0	81.1	10.7	6.8	3.8	.3
College		57.7	100.0	75.1	1.9	11.3	7.9	3.8		51.1	100.0	71.0	4.6	16.1	5.8	2.7
No Answer		.1	100.0	*	*	*	*	*		1.6	100.0	*	*	*	*	*

* Insufficient number of observations to exhibit.

Table 34. SUMMARY - Washington/Baltimore - OUTBOUND - Person-Trips to Phil/Wilm/Trat by Transport Mode: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS (Millions)	1968 TOTAL PERSON-TRIPS (Percent)	1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1969 TOTAL PERSON-TRIPS (Millions)	1969 TOTAL PERSON-TRIPS (Percent)	1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	1.2	100.0	100.0	85.7	3.0	8.0	1.0	0	1.1	100.0	100.0	78.7	1.3	8.0	2.1	1.0
1st Quarter		20.0	100.0	88.2	3.0	7.3	0			23.2	100.0	81.0	5.3	9.4	2.7	1
2nd Quarter		27.0	100.0	81.5	2.9	11.0	3.2	1.4		19.7	100.0	78.5	6.0	11.0	1.1	4
3rd Quarter		25.3	100.0	83.6	3.0	8.5	-			21.0	100.0	83.3	6.9	8.7	1.3	3
4th Quarter		19.6	100.0	79.3	5.6	11.0	3.3			26.2	100.0	71.9	6.3	16.9	2.5	2.4
REASON																
Business		20.0	100.0	88.5	6.7	4.6	5.5	1.1		22.6	100.0	71.2	5	11.0	8.9	2.5
Visit		48.7	100.0	88.3	1.4	10.4	-			47.6	100.0	85.6	3.6	10.8		
Pleasure		20.3	100.0	86.1	5.1	8.3	0	-		20.0	100.0	88.6	3.3	3.6		2.7
Personal/Family Affairs		11.1	100.0	83.0	4.2	10.2	0	0		8.4	100.0					
Student		0	100.0	*	*	*	*	*		4	100.0	*	*	*	*	*
Other and No Answer			100.0								100.0					
HOUSEHOLD INCOME																
Under $6,000		20.0	100.0	18.7	2.7	10.0				6.6	100.0					
$6,000 to $9,999		3.0	100.0	*	*	*	*	*		6.1	100.0	83.5	1.1	10.5		
$10,000 to $14,999		2.7	100.0							8.0	100.0					
$15,000 to $19,999		22.2	100.0	87.3	8.9	3.0	0			17.2	100.0	88.4	22.0	6.5	1	1
$20,000 to $24,999		35.2	100.0	85.5	2.5	8.3	1.9	3		27.0	100.0	88.7	2.4	4.4		2.4
$25,000 to $34,999		22.0	100.0	91.3	-	3.7	4.6	4		14.0	100.0	92.6	-	4.7	3.4	
$35,000 and over		3.1	100.0	*	*	*	*	*		12.0	100.0	67.0	0	17.0	11.6	1.0
No Answer		2.0	100.0							6.9	100.0	*	*	*	*	*
OCCUPATION																
Professional/Management		53.5	100.0	88.0	1.4	10.7	2.5	5		48.7	100.0	81.3	1.6	13.0	3.2	1.1
Clerical and Sales		17.0	100.0	88.5	1.0	6.8	1.1	5		13.4	100.0	88.0	1.7	4.2	3.3	
Craftsmen and Laborers		10.3	100.0	87.3	3.1	3.1	1.5			17.0	100.0	87.3	4.4	5.7		2.5
Service and Private		1.0	100.0	*	*	*	*	*		7.0	100.0	*	*	*	*	*
Other		9.3	100.0	67.0	20.1	8.1	-			11.3	100.0	76.3	10.0	13.9	1.0	
NO. ON TRIP																
1 Person		61.2	100.0	71.9	1.5	15.0	3.0	0		23.4	100.0	80.9	6.0	10.1	4.3	1.7
2 Persons		26.3	100.0	85.2	3.7	10.2	0	-		25.3	100.0	82.3	2.7	10.6	2.6	1.8
3-4 Persons		20.4	100.0	88.0		1.1		-		27.7	100.0	93.5	2.5	4.0		
5 or More		14.1	100.0	*	*	*	*	*		13.5	100.0	*	*	*	*	*
EDUCATION																
None or Elementary		4.2	100.0	*	*	*	*	*		3.8	100.0	*	*	*	*	*
High School		20.0	100.0	83.4	6.8	7.2		7		20.4	100.0	80.1	10.0	-	6	4
College		63.4	100.0	86.4	1.8	9.0	2.7	3		60.0	100.0	81.0	1.4	12.6	2.8	1.4
No Answer		3.0	100.0	*	*	*	*	*		1.9	100.0	*	*	*	*	*

TRAVEL PROFILES	1970 TOTAL PERSON-TRIPS (Millions)	1970 TOTAL PERSON-TRIPS (Percent)	1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1971 TOTAL PERSON-TRIPS (Millions)	1971 TOTAL PERSON-TRIPS (Percent)	1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	1.3	100.0	100.0	76.2	11.6	11.6	1.7	3	1.2	100.0	100.0	85.7	4.0	8.1	1.2	5
1st Quarter		16.0	100.0	81.0	10.1	8.5	1.1	5		20.0	100.0	88.4	5.1	6.9	2.0	6
2nd Quarter		20.5	100.0	72.6	12.9	13.5	-	-		23.2	100.0	88.1	1	12.3	2.0	
3rd Quarter		25.0	100.0	87.1	17.2	12.0	2.5	6		20.0	100.0	88.6	4.1	6.9	0	4
4th Quarter		37.7	100.0	80.0	4.0	13.2	2.4	-		31.2	100.0	84.0	5.6	7.0	1.1	1.0
REASON																
Business		17.5	100.0	82.2	7	20.1	0.3	1		19.7	100.0	77.0	3.3	10.0	6.8	2.4
Visit		51.5	100.0	88.1	4.4	9.2	-	2		48.9	100.0	91.4	3.2	5.2	2	
Pleasure		22.4	100.0	88.4	2.5	8.1	-			19.5	100.0	88.5	8.4	11.1		
Personal/Family Affairs		7.3	100.0							10.5	100.0	88.1	1.8	8.5	-	
Student		1.5	100.0	*	*	*	*	*		1.4	100.0	*	*	*	*	*
Other and No Answer		-	100.0							-	100.0					
HOUSEHOLD INCOME																
Under $6,000		2.5	100.0							2.6	100.0					
$6,000 to $9,999		3.0	100.0	72.3	10.0	1.5	-	-		6.1	100.0	87.2	7.5	5.3	-	-
$10,000 to $14,999		7.5	100.0							6.5	100.0					
$15,000 to $19,999		15.0	100.0	67.0	37.6	4.5	-	-		8.4	100.0					
$20,000 to $24,999		31.0	100.0	84.0	6.5	3.0	4	6		27.0	100.0	88.6	4.0	3.7	1.0	-
$25,000 to $34,999		16.6	100.0	88.1	7.3	20.0	3.6	-		23.7	100.0	87.1	4.3	6.4	4	1.0
$35,000 and over		10.0	100.0	87.3	1.1	20.0	1.1	-		15.0	100.0	10.1	-	27.1	3.4	-
No Answer		10.2	100.0	72.2	8.4	10.7	1.1	1.1		3.0	100.0	*	*	*	*	*
OCCUPATION																
Professional/Management		53.7	100.0	77.0	3.7	15.8	2.7	-		44.0	100.0	85.2	2.2	8.7	1.8	1.1
Clerical and Sales		12.7	100.0	88.1	4.5	4.5	0	-		10.0	100.0	71.0	9.5	17.6	1.9	-
Craftsmen and Laborers		16.0	100.0	83.0	2.1	2.9	7	1.4		21.2	100.0	88.0	4.5	3.8	3	-
Service and Private		8.0	100.0	63.3	47.6	9.0	-	-		6.3	100.0	*	*	*	*	*
Other		7.7	100.0							16.5	100.0	87.7	3.6	9.2	-	-
NO. ON TRIP																
1 Person		27.0	100.0	91.0	9.0	20.5	4.0	0		20.3	100.0	70.0	4.5	10.0	4.2	1.5
2 Persons		30.0	100.0	85.7	7.0	7.3	-	-		20.0	100.0	87.7	2.5	9.0	-	-
3-4 Persons		20.7	100.0	87.0	15.0	1.6	-	-		16.7	100.0	94.5	5.5	-	-	-
5 or More		22.7	100.0	*	*	*	*	*		22.0	100.0	*	*	*	*	*
EDUCATION																
None or Elementary		5.0	100.0	*	*	*	*	*		1.0	100.0	*	*	*	*	*
High School		30.0	100.0	76.3	23.7	1.0	3	3		28.7	100.0	88.4	8.3	5.5	3	-
College		60.0	100.0	77.0	3.0	16.3	2.5	2		60.1	100.0	88.7	1.7	9.3	1.6	7
No Answer		1.5	100.0	*	*	*	*	*		2	100.0	*	*	*	*	*

*Insufficient number of observations to expand

Table 35. SUMMARY - Washington/Baltimore - OUTBOUND - Person-Trips to NY City/NEMJ by Transport Mode: 1968-1971

Travel Profiles	Total Person-Trips (Sample)	Total Person-Trips (Percent)	Percent Distribution by Type of Transport (Total %)	Auto	Bus	Rail	Air	Other	Total Person-Trips (Sample)	Total Person-Trips (Percent)	Percent Distribution by Type of Transport (Total %)	Auto	Bus	Rail	Air	Other
	1968								1969							
ANNUAL TOTAL	1.2	100.0	100.0	90.3	7	9.8	21.1	1.8	1.2	100.0	100.0	90.2	1.1	9.9	20.3	1.5
1st Quarter		27.6	100.0	95.3	6.2	10.4	20.2	9		23.2	100.0	97.2	0.6	11.9	21.9	2.2
2nd Quarter		25.6	100.0	90.1	8.3	10.3	20.9	2.4		26.5	100.0	90.1	0.4	20.2	20.1	2.6
3rd Quarter		25.1	100.0	89.9	11.0	10.3	12.5	1.2		20.2	100.0	90.0	1.0	12.8	19.9	3
4th Quarter		21.8	100.0	97.0	7.6	9.6	20.2	1.0		25.2	100.0	96.9	1.7	20.3	20.0	1.2
REASON																
Business		25.5	100.0	25.0	5.1	9.2	47.6	2.1		25.9	100.0	27.2	3	19.6	49.9	2.6
Visit		25.1	100.0	68.1	7.0	11.5	11.4	3		45.4	100.0	75.0	0.2	13.0	6.9	-
Pleasure		19.7	100.0	63.7	10.4	10.4	12.9	2.5		19.5	100.0	46.6	2.9	10.1	14.0	2.6
Personal Family Affairs		16.9	100.0	76.9	7.5	2.9	9.2	2.5		5.0	100.0					
Student		1.0	100.0	*	*	*	*	*		-	100.0	*	*	*	*	*
Other and No Answer		-	100.0							-	100.0					
HOUSEHOLD INCOME																
Under $5,000		4.7	100.0							5.0	100.0					
$5,000 to $6,999		6.0	100.0	57.5	10.0	12.7	14.0	-		5.9	100.0	53.0	2.3.0	15.9	8.7	7
$7,000 to $9,999		6.9	100.0							4.5	100.0					
$10,000 to $14,999		6.1	100.0	42.9	25.4	12.8	11.0	7.9		10.5	100.0	67.4	9.1	25.4	8.2	-
$15,000 to $19,999		22.0	100.0	72.9	2.6	6.9	16.9	1.7		21.6	100.0	10.9	5.4	20.2	12.0	3.6
$20,000 to $24,999		22.7	100.0	90.9	4.6	8.7	27.5	2.1		23.4	100.0	80.7	2.1	6.1	20.5	1.6
$25,000 and over		8.5	100.0	*	*	*	*	*		21.5	100.0	20.0	1.0	12.9	40.4	5
No Answer		9.9	100.0	20.7	2.9	10.1	23.2	1.0		8.3	100.0	77.1	6.1	2.6	12.1	1.2
OCCUPATION																
Professional/Management		50.0	100.0	10.1	1.0	6.9	20.5	7.3		46.7	100.0	10.9	4.6	10.7	20.5	1.9
Clerical and Sales		10.4	100.0	82.7	10.0	12.1	7.4	1.0		12.3	100.0	80.0	6.5	22.1	9.6	2
Craftsmen and Laborers		11.9	100.0	81.1	5.9	6.9	5.8	1.0		11.9	100.0	80.0	15.2	4.9	9.6	1.6
Service and Private		2.6	100.0	*	*	*	*	*		2.7	100.0	*	*	*	*	*
Other		0.9	100.0	40.3	20.5	21.5	6.9	-		1.4	100.0	10.5	13.0	10.0	10.0	-
NO. ON TRIP																
1 Person		25.5	100.0	70.0	11.4	10.9	46.7	2.0		46.6	100.0	32.9	8.4	23.0	30.0	1.5
2 Persons		22.1	100.0	86.7	9.7	8.9	15.9	5		22.6	100.0	63.3	6.7	10.0	11.0	3.3
3-6 Persons		20.6	100.0	83.9	3.1	4.8	7.1	1.0		21.4	100.0	61.1	4.5	8.1	6.3	-
6 or More		10.0	100.0	*	*	*	*	*		8.0	100.0	*	*	*	*	*
EDUCATION																
Some or Elementary		6.3	100.0	*	*	*	*	*		2.4	100.0	*	*	*	*	*
High School		13.3	100.0	68.5	20.6	10.1	11.8	-		21.3	100.0	83.9	15.0	12.6	6.2	4
College		76.5	100.0	82.9	3.2	7.4	20.4	2.1		70.3	100.0	92.2	6.4	16.9	20.0	1.9
No Answer		3.9	100.0	*	*	*	*	*		1.9	100.0	*	*	*	*	*
	1970								1971							
ANNUAL TOTAL	1.2	100.0	100.0	92.6	10.1	13.7	22.9	6	1.4	100.0	100.0	87.5	7.4	10.5	16.8	1.9
1st Quarter		26.3	100.0	88.8	15.0	20.7	23.5	-		26.0	100.0	48.2	11.5	12.1	27.3	2.8
2nd Quarter		23.2	100.0	90.0	8.5	12.9	28.5	1.3		23.0	100.0	67.1	5.5	10.0	20.0	1.0
3rd Quarter		27.8	100.0	88.8	9.2	8.4	23.9	9		26.0	100.0	68.3	8.3	17.3	9.4	7
4th Quarter		20.7	100.0	86.9	8.6	15.0	21.2	-		25.1	100.0	61.0	4.6	21.4	10.3	2.1
REASON																
Business		20.2	100.0	15.3	7	23.0	50.0	1.0		20.0	100.0	20.7	2.5	20.6	41.5	2.7
Visit		30.0	100.0	72.5	10.1	8.2	8.3	3		43.0	100.0	72.0	7.0	8.0	10.5	9
Pleasure		20.2	100.0	64.4	20.3	12.8	5.6	1.0		21.0	100.0	46.0	14.1	20.2	3.1	2.0
Personal Family Affairs		10.6	100.0							6.3	100.0	80.6	3.9	4.7	10.0	9
Student		-	100.0	*	*	*	*	*		7	100.0	*	*	*	*	*
Other and No Answer		-	100.0							1	100.0					
HOUSEHOLD INCOME																
Under $5,000		2.0	100.0							3.1	100.0	60.3	15.0	17.3	7.8	-
$5,000 to $6,999		4.9	100.0	57.7	20.0	7.3	7.0	1.0		3.0	100.0					
$7,000 to $9,999		3.4	100.0							7.9	100.0	80.0	3.9	5.3	1.1	-
$10,000 to $14,999		10.0	100.0	88.6	10.3	12.7	8.8	-		8.6	100.0	90.2	12.3	10.8	13.7	-
$15,000 to $19,999		21.1	100.0	87.1	8.1	10.0	6.4	5		21.7	100.0	70.0	9.5	11.4	8.1	1.0
$20,000 to $24,999		27.3	100.0	92.6	3.9	8.5	20.0	1.2		25.7	100.0	82.1	4.7	21.6	20.3	1.2
$25,000 and over		20.2	100.0	16.7	1.1	17.1	60.6	5		23.3	100.0	42.1	5.2	22.7	30.0	3.9
No Answer		10.4	100.0	45.6	27.9	15.6	7.1	-		8.1	100.0	*	*	*	*	*
OCCUPATION																
Professional/Management		51.0	100.0	49.3	4.8	14.3	30.8	8		50.9	100.0	52.7	4.3	10.5	22.5	2.9
Clerical and Sales		15.0	100.0	81.0	11.0	12.5	14.0	1		14.5	100.0	85.2	14.8	10.3	10.0	-
Craftsmen and Laborers		11.5	100.0	75.1	10.7	9.2	9	-		13.0	100.0	81.6	9.8	8.5	4.6	5
Service and Private		4.2	100.0							3.4	100.0	*	*	*	*	*
Other		7.4	100.0	43.0	32.8	15.2	7.3	-		6.7	100.0	15.2	5.7	21.9	11.2	3.3
NO. ON TRIP																
1 Person		45.2	100.0	22.7	12.5	17.8	46.0	6		47.6	100.0	33.4	11.3	20.0	20.5	1.9
2 Persons		23.3	100.0	88.1	8.2	11.5	9.9	9		21.6	100.0	87.1	7.9	11.7	11.0	1.9
3-6 Persons		22.6	100.0	85.4	1.3	12.0	1.3	-		10.0	100.0	83.1	2.3	13.0	1.2	-
6 or More		7.9	100.0	*	*	*	*	*		11.0	100.0	*	*	*	*	*
EDUCATION																
Some or Elementary		3.7	100.0	*	*	*	*	*		1.6	100.0	*	*	*	*	*
High School		10.5	100.0	18.7	21.2	17.0	6.3	-		21.9	100.0	85.1	10.0	17.0	9.9	1.5
College		76.0	100.0	92.6	4.0	13.2	20.7	8		70.0	100.0	95.3	5.9	17.6	10.3	1.7
No Answer		1.9	100.0	*	*	*	*	*		8	100.0	*	*	*	*	*

[illegible]

Table 36. SUMMARY - Washington - INBOUND - Person-Trips from Philadelphia by Transport Mode: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS (Sample)	1968 TOTAL PERSON-TRIPS (Persons)	1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1969 TOTAL PERSON-TRIPS (Sample)	1969 TOTAL PERSON-TRIPS (Persons)	1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	6	100.0	100.0	76.5	7.0	10.1	6.4		6	100.0	100.0	73.7	8.0	13.0	3.9	1.4
1st Quarter		37.6	100.0	67.2	3.9	16.3	12.6			38.3	100.0	71.9	5.7	15.4	4.8	2.6
2nd Quarter		18.5	100.0	77.1	11.6	7.3	3.6			23.2	100.0	85.1	2.0	9.7	3.5	0
3rd Quarter		26.1	100.0	81.6	7.0	5.9	5.6			23.8	100.0	88.8	2.1	7.1	2.1	
4th Quarter		17.7	100.0	77.3	6.8	9.9	6.0			23.0	100.0	77.8	2.0	12.6	3.9	2.0
REASON																
Business		28.9	100.0	10.8		13.5	27.7			21.5	100.0	45.3		19.2	12.6	2.9
Visit		79.5	100.0	82.7	1.3	5.9				76.5	100.0	87.8	.8	10.7		.8
Pleasure		28.2	100.0	62.1	19.4	17.0	1.5			35.7	100.0	63.5	21.3	9.8	1.2	1.2
Personal Family Affairs		11.5	100.0							16.9	100.0					
Student		4.5	100.0	*	*	*	*	*		.6	100.0	*	*	*	*	*
Other and No Answer			100.0								100.0					
HOUSEHOLD INCOME																
Under $4,000		3.9	100.0							7.2	100.0					
$4,000 to $5,999		10.9	100.0	73.6	6.7	11.5	8.2			5.7	100.0	85.5	10.9	11.7	1.2	1.1
$6,000 to $7,999		10.5	100.0							6.1	100.0					
$7,000 to $9,999		12.1	100.0							17.5	100.0	83.5	14.7	1.2		1.1
$10,000 to $14,999		24.6	100.0	38.4	4.5	15.2	2.4			23.7	100.0	78.9	2.6	11.2	8.0	1.1
$15,000 to $24,999		14.0	100.0	73.9		18.9	7.3			11.6	100.0	81.8	1.1	6.8	9.3	2.3
$25,000 and over		7.9	100.0							9.0	100.0	*	*	*	*	*
No Answer		10.0	100.0	67.0	12.0	10.5	15.2			15.3	100.0					
OCCUPATION																
Professional Managerial		62.4	100.0	74.7	1.9	11.5	12.0			50.6	100.0	76.2	1.6	18.1	4.0	2.0
Clerical and Sales		16.6	100.0	*	*	*	*	*		15.1	100.0	83.1	6.5	5.2	5.7	
Craftsmen and Laborers		16.2	100.0	75.5	9.1	7.6	7.9			20.6	100.0	84.6	25.7	8.8		1.0
Service and Private		2.0	100.0	*	*	*	*	*		4.1	100.0	*	*	*	*	*
Other		5.1	100.0							8.8	100.0					
NO. ON TRIP																
1 Person		40.1	100.0	58.7	5.2	11.6	20.9			28.2	100.0	68.4	6.6	18.7	9.9	3.6
2 Persons		18.7	100.0							28.0	100.0	81.6	11.2	7.0		
3-4 Persons		30.0	100.0	86.3	4.8	9.9				26.3	100.0	*	*	*	*	*
5 or More		11.1	100.0							7.8	100.0					
EDUCATION																
Some or Elementary		9.5	100.0	*	*	*	*	*		5.0	100.0	*	*	*	*	*
High School		42.6	100.0	79.8	6.3	6.4	5.5			37.6	100.0	73.6	13.1	7.8	6.0	5
College		47.3	100.0	78.4	7.5	9.9	7.8			54.2	100.0	74.5	2.3	18.4	3.6	1.5
No Answer		8	100.0	*	*	*	*	*		2.3	100.0	*	*	*	*	*

TRAVEL PROFILES	1970 TOTAL PERSON-TRIPS (Sample)	1970 TOTAL PERSON-TRIPS (Persons)	1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1971 TOTAL PERSON-TRIPS (Sample)	1971 TOTAL PERSON-TRIPS (Persons)	1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	5	100.0	100.0	76.7	9.0	15.0	4.1	1.2	5	100.0	100.0	76.4	6.5	14.5	3.3	.3
1st Quarter		18.2	100.0	65.5	3.9	27.4	5.0	2.9		27.8	100.0	68.5	8.2	19.9	3.4	
2nd Quarter		23.3	100.0	87.1	14.8	10.8	3.5			23.8	100.0	78.9	11.3	7.9	2.5	
3rd Quarter		24.5	100.0	78.6	3.8	12.1	6.3	2.5		27.4	100.0	83.9	1.4	13.5	.5	.6
4th Quarter		14.0	100.0	78.5	7.1	9.1	5.8	1.4		21.1	100.0	72.8	6.7	17.8	2.8	
REASON																
Business		30.8	100.0	68.6		26.4	9.4	3.6		23.8	100.0	69.4	5.5	20.2	6.7	1.2
Visit		33.4	100.0	93.2		5.2	1.6			40.4	100.0	79.5	3.6	16.5		
Pleasure		21.4	100.0							21.0	100.0					
Personal Family Affairs		8.9	100.0	68.4	26.2	12.4	.5			13.4	100.0	78.2	6.0	15.5	.4	
Student		1.3	100.0							2.1	100.0					
Other and No Answer		.3	100.0	*	*	*	*	*		-	100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $4,000		5.8	100.0							6.1	100.0					
$4,000 to $5,999		6.9	100.0	10.7	16.6	6.7	.5			1.8	100.0	71.8	11.8	16.7	.3	
$6,000 to $7,999		3.5	100.0							3.7	100.0					
$7,000 to $9,999		15.2	100.0							14.0	100.0					
$10,000 to $14,999		21.1	100.0	16.8	5.6	12.8	3.6	1.2		20.9	100.0					
$15,000 to $24,999		16.2	100.0	18.3	6.1	15.6	10.9	6.1		13.4	100.0	71.9	2.3	30.9	3.8	1.3
$25,000 and over		6.1	100.0	*	*	*	*	*		6.7	100.0					
No Answer		20.9	100.0							13.5	100.0	*	*	*	*	*
OCCUPATION																
Professional Managerial		68.9	100.0	76.0	2.0	21.5	4.0	2.5		48.5	100.0	70.0	3.6	28.5	4.3	.6
Clerical and Sales		17.1	100.0							16.6	100.0	*	*	*	*	*
Craftsmen and Laborers		10.0	100.0	77.1	13.3	6.8	3.1			20.3	100.0	86.9	4.8	6.3	.8	
Service and Private		4.0	100.0							1.6	100.0	*	*	*	*	*
Other		10.0	100.0							7.7	100.0					
NO. ON TRIP																
1 Person		48.6	100.0	62.8	6.4	21.5	6.5	2.7		38.3	100.0	70.1	10.9	12.4	6.8	.8
2 Persons		19.8	100.0							28.2	100.0	85.4	4.8	10.7	-	
3-4 Persons		13.8	100.0	78.5	10.1	9.1	1.7			19.9	100.0	*	*	*	*	*
5 or More		20.0	100.0							10.6	100.0					
EDUCATION																
Some or Elementary		5.4	100.0	*	-	*	*	*		7.0	100.0	*	*	*	*	*
High School		48.8	100.0	84.5	14.8	10.4	4.2	-		43.1	100.0	68.8	7.4	3.7	-	.6
College		45.5	100.0	75.1	3.7	15.8	6.6	3.8		47.3	100.0	68.8	3.2	23.8	4.2	-
No Answer		.5	100.0	*	*	*	*	*		1.9	100.0	*	*	*	*	*

* Insufficient number of observations to analyze

Table 37. SUMMARY - Washington - INBOUND - Person-Trips from N.Y. City by Transport Mode: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS		1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1969 TOTAL PERSON-TRIPS		1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	1.0	100.0	100.0	41.0	8.2	6.0	42.4	1.5	1.0	100.0	100.0	46.8	11.6	11.1	28.3	3.2
1st Quarter		22.8	100.0	38.6	9.6	6.4	52.6	2.8		20.9	100.0	38.7	7.9	9.8	41.7	4.2
2nd Quarter		26.9	100.0	46.6	10.3	5.7	35.3	.9		24.8	100.0	41.5	15.8	12.8	23.7	6.6
3rd Quarter		28.2	100.0	47.9	8.8	6.5	35.6	1.2		28.8	100.0	50.1	14.4	9.8	22.1	1.7
4th Quarter		20.6	100.0	38.7	6.8	8.2	46.8	1.3		25.5	100.0	47.2	6.2	21.2	25.0	.5
REASON																
Business		42.8	100.0	24.6	3.3	3.0	68.8	.3		37.8	100.0	23.7	2.3	5.6	66.8	.6
Visit		26.3	100.0	62.0	8.4	8.5	17.6	2.7		31.7	100.0	56.6	12.7	16.6	12.0	2.0
Pleasure		28.6	100.0	54.3	12.6	5.7	25.3	1.1		23.4	100.0	55.3	21.0	10.0	6.9	4.3
Personal/Family Affairs		8.2	100.0	33.3	12.3	1.0	43.7	2.9		7.0	100.0	56.1	12.6	14.5	14.1	2.5
Studies		2.0	100.0							5.2	100.0					
Other and No Answer		.1	100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $5,000		5.2	100.0							3.1	100.0					
$5,000 to $6,999		4.0	100.0	54.2	19.9	20.1	4.3	1.6		7.3	100.0	43.0	28.8	17.2	9.8	1.2
$7,000 to $9,999		6.5	100.0							4.5	100.0					
$10,000 to $14,999		14.8	100.0	56.3	4.0	3.2	32.4	4.0		12.8	100.0					
$15,000 to $24,999		23.9	100.0	45.9	1.5	2.9	48.7			22.0	100.0	54.5	10.8	14.5	17.0	1.1
$25,000 and over		16.7	100.0	35.5	13.7	4.2	45.8	1.0		24.9	100.0	45.1	6.5	7.0	35.9	6.6
No Answer		16.9	100.0	15.9		2.1	81.3	.7		16.8	100.0	37.3	4.0	9.3	47.4	2.0
		8.5	100.0	*	*	*	*	*		6.7	100.0	*	*	*	*	*
OCCUPATION																
Professional/Managerial		16.5	100.0	28.4	3.5	3.4	63.1	1.6		16.7	100.0	46.5	6.2	6.1	37.1	3.9
Clerical and Sales		14.5	100.0	46.9	13.1	8.9	29.1			11.4	100.0	48.1	14.3	16.5	21.8	3.3
Craftsmen and Laborers		16.7	100.0	81.8	8.8	3.1	3.6	2.2		16.7	100.0	54.1	25.5	16.1	4.3	
Service and Private		3.5	100.0	81.0	24.6	20.5	12.2	1.9		6.1	100.0	43.5	21.3	17.6	13.4	4.3
Other		6.3	100.0							6.5	100.0					
NO. ON TRIP																
1 Person		48.5	100.0	13.3	7.7	9.9	64.4	2.7		42.6	100.0	16.9	10.7	13.4	56.4	4.1
2 Persons		29.2	100.0	46.0	9.8	4.9	38.5	1.0		27.7	100.0	47.5	9.9	8.1	34.8	3.8
3-4 Persons		20.3	100.0	64.5	7.8		27.9			17.5	100.0	48.3	13.9	9.7	6.8	1.5
5 or More		6.9	100.0	*	*	*	*	*		12.3	100.0					
EDUCATION																
None or Elementary		10.8	100.0	*	*	*	*	*		8.0	100.0	*	*	*	*	*
High School		26.2	100.0	57.4	5.9	5.9	27.3	3.1		23.0	100.0	51.1	18.5	16.8	11.9	1.7
College		62.8	100.0	30.3	8.6	6.5	54.5	1.1		68.1	100.0	44.8	5.2	8.8	38.9	4.1
No Answer		.2	100.0	*	*	*	*	*			100.0	*	*	*	*	*

	1970								1971							
ANNUAL TOTAL	8	100.0	100.0	53.3	6.3	10.6	28.7	1	9	100.0	100.0	47.7	10.1	13.5	28.4	.7
1st Quarter		20.6	100.0	42.3	6.2	22.3	28.6	1		22.3	100.0	41.6	10.0	13.5	32.5	2.4
2nd Quarter		20.6	100.0	50.9	8.5	8.9	32.2	.4		25.1	100.0	43.8	17.5	15.2	23.6	
3rd Quarter		27.0	100.0	68.7	4.7	7.3	23.8	.2		28.5	100.0	56.0	10.5	12.5	19.7	.4
4th Quarter		23.0	100.0	43.9	5.1	9.0	40.8	1.3		23.4	100.0	43.4	7.3	13.9	40.3	
REASON																
Business		32.1	100.0	28.8	2.4	12.5	54.3	1.6		35.7	100.0	17.6	2.1	20.1	58.6	.6
Visit		35.3	100.0	68.8	4.7	8.0	20.6			23.8	100.0	68.7	16.6	7.2	9.6	.5
Pleasure		16.1	100.0	48.8	10.3	9.7	31.3			26.0	100.0	67.2	13.1	15.3	3.9	.4
Personal/Family Affairs		7.8	100.0	56.7	5.7	14.4	21.0	2.3		6.6	100.0	56.8	15.3	3.6	23.8	1.9
Studies		1.0	100.0							1.0	100.0					
Other and No Answer			100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $5,000		4.5	100.0							4.1	100.0					
$5,000 to $6,999		4.6	100.0	46.3	21.9	16.5	14.7	1.1		3.1	100.0	42.5	25.8	11.0	18.4	.3
$7,000 to $9,999		5.8	100.0							3.9	100.0					
$10,000 to $14,999		13.9	100.0	53.5	5.7	13.4	23.4			14.5	100.0					
$15,000 to $24,999		14.7	100.0	70.2	3.1	5.2	13.5			20.5	100.0	53.5	6.3	16.5	22.6	1.2
$25,000 and over		20.7	100.0	60.0	6.2	7.0	26.8			22.7	100.0	51.2	4.3	20.9	23.0	.5
No Answer		17.4	100.0	33.0	1.0	11.5	50.7	3.0		24.1	100.0	35.5	7.0	6.8	52.3	.5
		17.9	100.0	86.2	1.3	10.5	10.7	1.3		2.4	100.0	*	*	*	*	*
OCCUPATION																
Professional/Managerial		63.7	100.0	49.5	1.9	12.1	35.2	1.3		62.4	100.0	42.6	4.3	17.0	35.6	.7
Clerical and Sales		14.6	100.0	75.7	5.3	5.2	13.8			13.2	100.0	57.6	8.9	10.2	11.3	1.9
Craftsmen and Laborers		8.8	100.0							11.6	100.0	68.0	22.9	2.3	13.9	1.8
Service and Private		2.6	100.0	42.6	27.4	11.9	18.0			2.7	100.0	*	*	*	*	*
Other		7.3	100.0							10.0	100.0	36.4	33.3	8.9	20.7	
NO. ON TRIP																
1 Person		48.3	100.0	28.6	10.3	16.8	44.4	1.8		47.3	100.0	18.3	12.3	16.7	51.3	1.5
2 Persons		25.8	100.0	77.6	5.3	6.5	10.6			22.6	100.0	56.7	12.7	10.3	18.8	
3-4 Persons		16.7	100.0	*	*	*	*	*		20.3	100.0	68.5	6.6	6.7	4.3	
5 or More		7.2	100.0							6.8	100.0	*	*	*	*	*
EDUCATION																
None or Elementary		4.3	100.0	*	*	*	*	*		5.0	100.0	*	*	*	*	*
High School		20.7	100.0	48.7	11.1	7.9	12.7			21.3	100.0	58.1	16.4	10.4	15.5	.7
College		71.0	100.0	56.6	2.7	11.2	28.5	1.2		62.1	100.0	42.3	8.6	10.4	38.0	.1
No Answer			100.0	*	*	*	*	*		1.7	100.0	*	*	*	*	*

*Insufficient number of observations to publish

Table 38. SUMMARY - Quarterly - Washington/Baltimore - OUTBOUND - Person-Trips to NECRA Destinations by Transport Mode: 1968-1971

38.0 Total NECRA Person-Trip

1968-1971 BY QUARTERS	PERSON-TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Millions	Percent	Total %	Wash-Balt	Phila-Wash-Trn	NYC-NNJ	Rest-Nation	Southern-Pen
1968 TOTAL	3.0	100.0	100.0	[illegible]	41.4	38.6	9	8.0
1st Quarter		26.1	100.0	[illegible]	42.7	38.2	9	6.1
2nd Quarter		26.5	100.0	[illegible]	43.0	37.3	11	8.3
3rd Quarter		25.7	100.0	[illegible]	40.6	38.2	10	10.9
4th Quarter		21.6	100.0	[illegible]	39.4	42.0	1	6.7
1969 TOTAL	2.7	100.0	100.0	[illegible]	40.3	47.2	2	6.6
1st Quarter		22.7	100.0	[illegible]	41.4	48.2		4.2
2nd Quarter		26.0	100.0	[illegible]	37.1	48.2	6	8.2
3rd Quarter		31.0	100.0	[illegible]	41.5	48.1		6.5
4th Quarter		20.3	100.0	[illegible]	39.0	48.5		8.5
1970 TOTAL	2.7	100.0	100.0	[illegible]	42.3	48.1	1	9.3
1st Quarter		18.3	100.0	[illegible]	39.0	53.0	4	7.0
2nd Quarter		23.7	100.0	[illegible]	43.6	46.0	11	6.1
3rd Quarter		28.5	100.0	[illegible]	38.2	45.9	1	9.1
4th Quarter		29.1	100.0	[illegible]	41.0	47.0	4	7.0
1971 TOTAL	3.0	100.0	100.0	[illegible]	38.4	41.1	10	6.1
1st Quarter		20.0	100.0	[illegible]	40.5	48.0	10	3.0
2nd Quarter		22.0	100.0	[illegible]	40.3	47.1	13	6.0
3rd Quarter		28.1	100.0	[illegible]	38.5	45.0	11	7.5
4th Quarter		29.0	100.0	[illegible]	33.0	47.0	10	9.0

38.1 Auto Trips (Person)

1968-1971 BY QUARTERS	PERSON-TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Millions	Percent	Total %	Wash-Balt	Phila-Wash-Trn	NYC-NNJ	Rest-Nation	Southern-Pen
1968 TOTAL	2.2	100.0	100.0	[illegible]	40.5	38.1	1	6.0
1st Quarter		26.6	100.0	[illegible]	51.4	45.5		3.1
2nd Quarter		26.1	100.0	[illegible]	43.0	35.5	4	3.0
3rd Quarter		26.0	100.0	[illegible]	40.0	33.1	2.2	6.0
4th Quarter		20.6	100.0	[illegible]	42.0	33.3		7.5
1969 TOTAL	2.1	100.0	100.0	[illegible]	40.5	39.5		4.1
1st Quarter		23.4	100.0	[illegible]	54.0	41.4		2
2nd Quarter		26.0	100.0	[illegible]	46.2	38.4		5.6
3rd Quarter		23.9	100.0	[illegible]	40.0	38.1		5.8
4th Quarter		23.0	100.0	[illegible]	46.5	41.0		7.0
1970 TOTAL	2.1	100.0	100.0	[illegible]	46.0	39.3	6	4.6
1st Quarter		16.8	100.0	[illegible]	51.1	38.4		3
2nd Quarter		22.0	100.0	[illegible]	52.6	38.8	10	6.3
3rd Quarter		30.6	100.0	[illegible]	38.4	41.2		10.1
4th Quarter		31.6	100.0	[illegible]	56.2	38.8	1	3.2
1971 TOTAL	2.2	100.0	100.0	[illegible]	47.0	37.8	14	5.8
1st Quarter		23.8	100.0	[illegible]	52.2	33.1	8	3.3
2nd Quarter		22.4	100.0	[illegible]	49.5	38.0	3.3	3.7
3rd Quarter		30.6	100.0	[illegible]	46.2	38.0	11	6.7
4th Quarter		25.2	100.0	[illegible]	38.0	46.1	16	7.3

38.2 Bus Trips (Person)

1968-1971 BY QUARTERS	PERSON-TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Millions	Percent	Total %	Wash-Balt	Phila-Wash-Trn	NYC-NNJ	Rest-Nation	Southern-Pen
1968 TOTAL	1	100.0	100.0	[illegible]	31.5	50.6		4.0
1st Quarter		21.2	100.0	[illegible]	41.9	51.6		
2nd Quarter		24.0	100.0	[illegible]	31.4	48.0		11.4
3rd Quarter		23.6	100.0	[illegible]	22.8	47.3		6.1
4th Quarter		21.2	100.0	[illegible]	0	0	0	0
1969 TOTAL	2	100.0	100.0	[illegible]	40.0	47.3	11	1.6
1st Quarter		19.0	100.0	[illegible]	38.9	52.8		
2nd Quarter		21.0	100.0	[illegible]	41.0	41.0	6.1	
3rd Quarter		21.0	100.0	[illegible]	50.0	40.0		1.7
4th Quarter		38.9	100.0	[illegible]	0	0	0	0
1970 TOTAL	2	100.0	100.0	[illegible]	49.6	40.9	0	0
1st Quarter		20.0	100.0	[illegible]	0	0	0	0
2nd Quarter		20.0	100.0	[illegible]	46.1	38.4	15	1.5
3rd Quarter		27.1	100.0	[illegible]	63.2	37.0		
4th Quarter		18.3	100.0	[illegible]	38.7	61.2		
1971 TOTAL	2	100.0	100.0	[illegible]	38.0	42.3		1.0
1st Quarter		46.1	100.0	[illegible]	27.3	46.1		3.0
2nd Quarter		9.0	100.0	[illegible]	5.2	48.5		
3rd Quarter		38.6	100.0	[illegible]	38.1	43.6		2.2
4th Quarter		16.1	100.0	[illegible]	48.0	51.6		

38.3 Rail Trips (Person)

1968-1971 BY QUARTERS	PERSON-TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Millions	Percent	Total %	Wash-Balt	Phila-Wash-Trn	NYC-NNJ	Rest-Nation	Southern-Pen
1968 TOTAL	7	100.0	100.0	[illegible]	49.5	48.1	0	0
1st Quarter		27.2	100.0	[illegible]	38.1	51.6	11	
2nd Quarter		28.4	100.0	[illegible]	0	0	0	0
3rd Quarter		27.1	100.0	[illegible]	0	0	0	0
4th Quarter		21.1	100.0	[illegible]	0	0	0	0
1969 TOTAL	3	100.0	100.0	[illegible]	32.9	48.6		1.9
1st Quarter		18.3	100.0	[illegible]	37.2	62.7		
2nd Quarter		23.0	100.0	[illegible]	0	0	0	0
3rd Quarter		21.1	100.0	[illegible]	0	0	0	0
4th Quarter		37.0	100.0	[illegible]	37.0	58.2		4.9
1970 TOTAL	3	100.0	100.0	[illegible]	41.1	58.7	1.2	
1st Quarter		20.1	100.0	[illegible]	0	0	0	0
2nd Quarter		23.0	100.0	[illegible]	46.1	58.7		
3rd Quarter		23.2	100.0	[illegible]	0	0	0	0
4th Quarter		33.7	100.0	[illegible]	46.0	58.5	1.0	
1971 TOTAL	4	100.0	100.0	[illegible]	37.3	60.0	3.1	
1st Quarter		20.1	100.0	[illegible]	33.0	58.7		
2nd Quarter		27.5	100.0	[illegible]	35.7	55.1	5.1	
3rd Quarter		28.0	100.0	[illegible]	37.6	58.5	3.6	
4th Quarter		27.3	100.0	[illegible]	38.8	54.0	3.1	

38.4 Air Trips (Person)

1968-1971 BY QUARTERS	PERSON-TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Millions	Percent	Total %	Wash-Balt	Phila-Wash-Trn	NYC-NNJ	Rest-Nation	Southern-Pen
1968 TOTAL	4	100.0	100.0	[illegible]	5.1	62.3	1.9	30.6
1st Quarter		23.9	100.0	[illegible]	2.2	72.7	2.2	21.9
2nd Quarter		25.7	100.0	[illegible]	6.1	60.0	2.0	30.6
3rd Quarter		18.6	100.0	[illegible]		48.1	2.8	48.1
4th Quarter		29.6	100.0	[illegible]	9.3	78.7		9.3
1969 TOTAL	4	100.0	100.0	[illegible]	5.1	48.3	0	27.0
1st Quarter		25.0	100.0	[illegible]	6.3	48.1		20.0
2nd Quarter		21.0	100.0	[illegible]	2.6	45.0	3.8	25.3
3rd Quarter		27.0	100.0	[illegible]	3.0	76.5		20.5
4th Quarter		25.3	100.0	[illegible]	10.5	25.3		25.3
1970 TOTAL	4	100.0	100.0	[illegible]	4.9	77.0	0	18.5
1st Quarter		19.0	100.0	[illegible]	5.2	77.5	2.6	14.3
2nd Quarter		25.5	100.0	[illegible]		78.1	1.6	21.0
3rd Quarter		25.9	100.0	[illegible]	6.3	75.0		18.8
4th Quarter		29.5	100.0	[illegible]	0.0	85.0		14.3
1971 TOTAL	5	100.0	100.0	[illegible]	2.0	76.1	3.0	18.8
1st Quarter		25.5	100.0	[illegible]	4.0	81.1	3.3	8.2
2nd Quarter		27.5	100.0	[illegible]	3.3	71.1	6.2	17.8
3rd Quarter		16.8	100.0	[illegible]	3.0	62.5	3.0	30.0
4th Quarter		30.2	100.0	[illegible]	3.1	68.3	3.1	25.4

38.5 Other Trips (Person)

1968-1971 BY QUARTERS	PERSON-TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Millions	Percent	Total %	Wash-Balt	Phila-Wash-Trn	NYC-NNJ	Rest-Nation	Southern-Pen
1968 TOTAL		100.0	100.0	[illegible]	11.1	48.3	2.0	27.0
1st Quarter		13.9	100.0	[illegible]	0	0	0	0
2nd Quarter		21.7	100.0	[illegible]	0	0	0	0
3rd Quarter		27.0	100.0	[illegible]	0	0	0	0
4th Quarter		16.7	100.0	[illegible]	0	0	0	0
1969 TOTAL		100.0	100.0	[illegible]	23.3	60.0		6.7
1st Quarter		20.7	100.0	[illegible]	0	0	0	0
2nd Quarter		20.7	100.0	[illegible]	0	0	0	0
3rd Quarter		6.7	100.0	[illegible]	0	0	0	0
4th Quarter		20.0	100.0	[illegible]	0	0	0	0
1970 TOTAL		100.0	100.0	[illegible]	19.0	47.1		13.3
1st Quarter		5.9	100.0	[illegible]	0	0	0	0
2nd Quarter		23.5	100.0	[illegible]	0	0	0	0
3rd Quarter		16.0	100.0	[illegible]	0	0	0	0
4th Quarter		0		[illegible]	0	0	0	0
1971 TOTAL		100.0	100.0	[illegible]	16.7	16.7		33
1st Quarter		33.3	100.0	[illegible]	0	0	0	0
2nd Quarter		16.6	100.0	[illegible]	0	0	0	0
3rd Quarter		16.6	100.0	[illegible]	0	0	0	0
4th Quarter		33.7	100.0	[illegible]	0	0	0	0

* [illegible]

** [illegible]

Table 39. SUMMARY - Reasons for Travel - Washington/Baltimore - OUTBOUND - Person-Trips to MECRA Destinations by Transport Mode : 1960-1971

39.0 Total MECRA Person-Trips

MECRA Destination	Person-Trips		Percent Distribution by Reason for Travel					
	Weekly	Percent	Total %	Business	Visit	Pleasure	Students	Personal & Other
1960 TOTAL	26	100.0	100.0	27.3	37.9	19.9	1.2	14.1
Short Haul		9.7	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		41.7	100.0	36.9	40.4	20.3	[illegible]	11.1
NYC/NEW		44.1	100.0	20.4	30.0	18.7	[illegible]	14.8
Open Ports		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		8.8	100.0	28.7	24.8	27.1	9.3	9.3
1970 TOTAL	27	100.0	100.0	20.3	40.9	19.9	[illegible]	7.8
Short Haul		4.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		40.8	100.0	32.5	47.5	20.0	[illegible]	9.3
NYC/NEW		47.5	100.0	20.9	45.3	19.4		4.9
Open Ports		2	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		4.9	100.0	23.8	37.5	23.9	2.0	11.9
1980 TOTAL	27	100.0	100.0	24.0	44.7	20.6	1.1	8.8
Short Haul		3.5	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		40.5	100.0	17.0	51.0	22.0	1.0	7.2
NYC/NEW		47.7	100.0	18.2	39.9	20.2	[illegible]	10.5
Open Ports		2	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		5.4	100.0	27.8	48.6	9.5	8.2	9.9
1971 TOTAL	30	100.0	100.0	23.1	47.8	18.7	1.1	8.1
Short Haul		5.1	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		38.7	100.0	19.7	48.8	19.4	1.3	10.8
NYC/NEW		48.8	100.0	23.1	47.8	18.7	1.1	8.1
Open Ports		2.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		6.5	100.0	26.8	38.9	8.8	1.2	5.8

39.1 Auto Trips (Person)

MECRA Destination	Person-Trips		Percent Distribution by Reason for Travel					
	Weekly	Percent	Total %	Business	Visit	Pleasure	Students	Personal & Other
1960 TOTAL	23	100.0	100.0	27.2	41.8	28.5	1	19.5
Short Haul		12.7	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		48.1	100.0	35.5	42.1	20.8	1.0	16.9
NYC/NEW		28.8	100.0	17.3	39.7	21.1		21.9
Open Ports		7	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		4.6	100.0	8.4	34.0	28.8	1.2	6.9
1970 TOTAL	18	100.0	100.0	19.0	48.8	24.7	1	6.1
Short Haul		7.2	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		48.7	100.0	21.5	51.1	17.6	1	8.7
NYC/NEW		35.4	100.0	14.3	43.8	19.5		6.1
Open Ports		4	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		6.7	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1980 TOTAL	17	100.0	100.0	12.8	48.8	18.8	1.1	11.8
Short Haul		5.4	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		50.0	100.0	14.4	50.1	16.5	1.3	8.7
NYC/NEW		38.3	100.0	8.8	53.7	20.9		16.6
Open Ports		8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		6.7	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1971 TOTAL	22	100.0	100.0	14.4	48.8	18.1	1.4	16.7
Short Haul		5.7	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		48.1	100.0	17.8	51.8	18.2	1.7	11.0
NYC/NEW		37.8	100.0	11.1	46.8	20.4	1.8	11.1
Open Ports		1.5	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		5.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

39.2 Bus Trips (Person)

MECRA Destination	Person-Trips		Percent Distribution by Reason for Travel					
	Weekly	Percent	Total %	Business	Visit	Pleasure	Students	Personal & Other
1960 TOTAL	1	100.0	100.0	27.3	39.1	27.6	[illegible]	15.4
Short Haul		-	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		23.1	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/NEW		41.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Open Ports		-	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		5.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1970 TOTAL	3	100.0	100.0	27	31.7	41.5		4.1
Short Haul		1.3	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		40.2	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/NEW		50.3	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Open Ports		1.2	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		2.6	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1980 TOTAL	3	100.0	100.0	15	38.6	42.2	1.0	4.8
Short Haul		-	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		38.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/NEW		49.3	100.0	2.8	41.2	52.6		4.1
Open Ports		4	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		4	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1971 TOTAL	3	100.0	100.0	19.5	45.8	34.2	1.5	1.2
Short Haul		1.9	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		38.4	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/NEW		48.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Open Ports		-	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		1.9	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

39.3 Rail Trips (Person)

MECRA Destination	Person-Trips		Percent Distribution by Reason for Travel					
	Weekly	Percent	Total %	Business	Visit	Pleasure	Students	Personal & Other
1960 TOTAL	2	100.0	100.0	39.1	42.7	19.8	0.8	9.6
Short Haul			100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		47.2	100.0	38.2	47.8	19.2	[illegible]	12.8
NYC/NEW		48.9	100.0	39.7	39.1	20.8	1.9	9.8
Open Ports		0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		2	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1970 TOTAL	3	100.0	100.0	30.8	43.6	14.8	1.2	8.8
Short Haul			100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		33.9	100.0	27.3	52.2	5.7	2.2	12.6
NYC/NEW		65.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Open Ports			100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		2.1	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1980 TOTAL	3	100.0	100.0	40.8	32.5	16.5	1.3	3.6
Short Haul			100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		41.8	100.0	43.1	42.8	11.8	3.8	[illegible]
NYC/NEW		56.4	100.0	52.7	23.6	18.6	[illegible]	5.2
Open Ports		1.3	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov			100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1971 TOTAL	4	100.0	100.0	39.8	35.8	20.8	1.8	5.1
Short Haul		1.7	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		27.8	100.0	38.3	39.8	25.7	4.3	11.1
NYC/NEW		68.8	100.0	48.8	31.3	20.8	[illegible]	2.4
Open Ports		2.7	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov			100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

39.4 Air Trips (Person)

MECRA Destination	Person-Trips		Percent Distribution by Reason for Travel					
	Weekly	Percent	Total %	Business	Visit	Pleasure	Students	Personal & Other
1960 TOTAL	0	100.0	100.0	50.8	16.7	13.1	2.8	6.3
Short Haul		-	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		5.9	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/NEW		65.2	100.0	67.3	16.6	11.6	[illegible]	7.2
Open Ports		3.3	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		25.6	100.0	42.3	15.8	17.9	4.8	17.8
1970 TOTAL	4	100.0	100.0	45.9	12.6	16.9	1.3	4.6
Short Haul		-	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		6.2	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/NEW		58.4	100.0	71.1	11.2	14.5		3.1
Open Ports		[illegible]	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		23.2	100.0	42.3	16.2	25.5	4.2	8.7
1980 TOTAL	6	100.0	100.0	74.5	15.6	3.8	1.4	4.8
Short Haul		-	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		4.9	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/NEW		71.1	100.0	77.7	14.1	4.8		3.2
Open Ports		1.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		18.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1971 TOTAL	5	100.0	100.0	48.7	25.5	19		4.9
Short Haul		-	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		4.5	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/NEW		71.8	100.0	63.8	27.3	3.8		4.8
Open Ports		4.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		18.7	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

39.5 Other Trips (Person)

MECRA Destination	Person-Trips		Percent Distribution by Reason for Travel					
	Weekly	Percent	Total %	Business	Visit	Pleasure	Students	Personal & Other
1960 TOTAL		100.0	100.0	31.4	21.7	19.8	9.3	21.8
Short Haul		-	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		11.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/NEW		57.1	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Open Ports		2.9	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		28.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1970 TOTAL		100.0	100.0	51.8		48.1	-	7.8
Short Haul			100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		38.3	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/NEW		48.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Open Ports		-	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		8.7	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1980 TOTAL		100.0	100.0	38.2	28.3	28.5		-
Short Haul			100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		17.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/NEW		67.1	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Open Ports			100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		15.3	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1971 TOTAL		100.0	100.0	48.2	28.8	28.7		3.3
Short Haul			100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prop/Short/Trip		18.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NYC/NEW		78.1	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Open Ports			100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Boston/Prov		3.1	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

* Insufficient number of observations to publish

** Insufficiency data supplied

CHAPTER 7. PHILADELPHIA/WILMINGTON/TRENTON REPORTING AREA TRAVEL MARKET

Transport Mode Data Tables: 1968-1971

Related Transport Mode Tables
Person Trips To or From Phil/Wilm/Trenton

GENERAL

The tables in this chapter include analysis and summary data for person-trips to and from the metropolitan areas in the Philadelphia/Wilmington/Trenton (Phil/Wilm/Trtn) Reporting Area, which comprises the following standard Metropolitan Statistical Areas, illustrated in Map 3:

Philadelphia, Pennsylvania (and parts of New Jersey)
Wilmington, Delaware (and parts of New Jersey)
Trenton, New Jersey

The 1970 Census estimated that the population of this Reporting Area was approximately 5.6 million persons residing in 1.7 million households.(See Table 1, page 1-10.) The NECTS for the year 1970 estimated that there were 17.7 million person-trips to ALL destinations from the Philadelphia/Wilmington/Trenton Reporting Area. Person-trips to NECRA destinations, which originated in this Reporting Area, were estimated to total 4.8 million person trips, or 27.2 percent of the total person-trips to ALL destinations. This compares with the average of 24.5 percent of the total NECRA to NECRA person-trips as related to total NECRA person-trips to ALL destinations. (See Table 2, page 1-12.)

The data and analytical tables contain the following types of information:

Selected Data Tables (Table 40)

This table contains selected data from Tables 43 and 45 to show in capsuled form both the absolute and relative changes which have occurred during the three year period. The table lists person-trips both Outbound to NECRA Destinations and Inbound from NECRA Origins by Mode of Transport and NECRA Destination or Origin for the year 1968 and the year 1971. Estimated millions of total person-trips for this Reporting Area by mode of transport are shown. The person-trips to or from the other NEC Reporting Areas are shown as a percentage of the group total to indicate the relative importance of the travel between the several reporting areas. Index numbers are listed in each instance.

Profile and Index Tables (Tables 41 through 47, inclusive)

These tables summarize for the years 1968 to 1971, inclusive, the annual total of person-trips in millions and the percentage that each segment is of the respective profile total. Index numbers are included to indicate the relative change each year compared to the first survey year, 1968. Some data are incomplete because the sample size did not provide sufficient data for publication. Certain minor discrepancies may appear in data due to rounding.

Summary Data Tables (Tables 48 through 56, inclusive)

These tables contain summarized data from the tabulated reports prepared by the U. S. Bureau of Census for this Survey. In general, all data believed to be of sufficient accuracy for publication have been included. If an insufficient number of observations was obtained the data has been suppressed and not published.

Map 3. Philadelphia/Wilmington/Trenton Reporting Area

Table 40. SELECTED DATA - Phil/Wilm/Trtn NECRA Person-Trips - OUTBOUND/INBOUND - Years of 1968 and 1971 1/

TRANSPORT MODE AND NECRA DESTINATION OR ORIGIN		OUTBOUND TO NECRA DESTINATIONS Selected Data from Table 43		INBOUND TO NECRA ORIGINS Selected Data from Table 45	
		1968	1971	1968	1971
TOTAL ALL MODES AND TOTAL NECRA	Millions	4.4	4.4	5.0	5.0
	Index	100	100	100	98
TOTAL (NECRA)	Millions	4.4	4.4	5.0	5.0
	Index	100	100	100	98
Wash/Balt	Percent	23.1%	25.1%	25.1%	24.4%
	Index	100	100	100	96
NYC/NERJ	Percent	71.2%	62.8%	69.2%	68.2%
	Index	100	88	100	97
Bgpt/Hlav	Percent	*	1.3%	1.3%	*
	Index	*	*	100	*
Bost/Prov	Percent	4.5%	7.0%	3.4%	3.5%
	Index	100	156	100	101
AUTO	Millions	3.1	3.4	4.2	4.1
	Index	100	109	100	98
Wash/Balt	Percent	24.9%	25.2%	25.7%	25.4%
	Index	100	110	100	97
NYC/NERJ	Percent	70.3%	62.7%	70.0%	68.5%
	Index	100	97	100	96
Bgpt/Hlav	Percent	*	*	1.3%	*
	Index	*	*	100	*
Bost/Prov	Percent	3.2%	6.0%	1.8%	1.7%
	Index	100	204	100	91
BUS	Millions	.3	.2	.2	.2
	Index	100	90	100	112
Wash/Balt	Percent	20.4%	33.5%	*	*
	Index	100	148	*	*
NYC/NERJ	Percent	76.9%	64.1%	68.5%	72.0%
	Index	100	75	100	118
RAIL	Millions	.8	.6	.4	.5
	Index	100	72	100	107
Wash/Balt	Percent	13.8%	22.7%	25.1%	20.6%
	Index	100	119	100	88
NYC/NERJ	Percent	82.7%	76.0%	70.2%	72.8%
	Index	100	66	100	110

1/ Intra-regional data suppressed. See Table 4.

* Insufficient data to publish for these and other reporting areas not included above.

Table 40 (Continued)

SELECTED DATA - Phil/Wilm/Trtn NECRA Person-Trips - OUTBOUND/INBOUND - Years of 1968 and 1971 [1]

TRANSPORT MODE AND NECRA DESTINATION OR ORIGIN		OUTBOUND TO NECRA DESTINATIONS Selected Data from Table 43		INBOUND TO NECRA ORIGINS Selected Data from Table 45	
		1968	1971	1968	1971
AIR	Millions	.1	.1	.2	.1
	Index	100	111	100	67
Wash/Balt	Percent	43.2%	*	*	*
	Index	100	*	*	*
Bost/Prov	Percent	44.1%	66.7%	45.5%	59.8%
	Index	100	168	100	88

[1] Intra-regional data suppressed. See Table 4.

* Insufficient data to publish for these and other reporting areas not included above.

Table 41. TRANSPORT MODE - Philadelphia/Wilmington/Trenton - OUTBOUND - Person-Trips to ALL Destinations. Profile and Index: 1968-1971

TRANSPORT MODE	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLIONS	%	MILLIONS	%	MILLIONS	%	MILLIONS	%	1968	1969	1970	1971
TOTAL OUTBOUND	16.2	100.0	17.8	100.0	17.7	100.0	17.2	100.0	100	110	109	106
Auto	13.3	82.1	14.9	83.6	14.8	83.9	14.5	84.5	100	112	112	109
Bus	.7	4.2	.7	3.8	.7	3.8	.5	3.2	100	100	99	81
Rail	.9	5.7	.9	5.3	.8	4.6	.7	3.9	100	102	88	73
Air	1.1	6.9	1.2	6.6	1.3	7.1	1.3	7.6	100	105	113	117
Other	.2	1.1	.1	.6	.1	.6	.1	.8	100	60	60	77

Table 42. TRANSPORT MODE- Philadelphia/Wilmington/Trenton - OUTBOUND -
Person-Trips to NECRA Destinations by Transport Mode - Profile and Index: 1968 - 1971

TRANSPORT MODE and NECRA DESTINATIONS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLS	%	MILLS	%	MILLS	%	MILLS	%	1968	1969	1970	1971
NECRA DESTINATIONS	4.4	100.0	4.8	100.0	4.8	100.0	4.4	100.0	100	109	109	100
Auto	3.1	71.5	3.5	73.6	3.7	76.4	3.4	77.6	100	112	117	109
Bus	.3	6.3	.3	6.0	.3	5.5	.2	5.6	100	105	96	90
Rail	.8	18.1	.8	17.5	.7	15.4	.6	13.0	100	105	93	72
Air	.1	2.9	.1	2.3	.1	2.2	.1	3.2	100	87	83	111
WASH/BALT DESTINATIONS	1.0	100.0	1.2	100.0	1.1	100.0	1.1	100.0	100	118	107	109
Auto	.8	77.1	.9	79.5	.9	78.5	.9	78.1	100	122	109	110
Bus	.1	5.5	.1	5.4	.1	6.7	.1	7.5	100	116	130	148
Rail	.1	10.8	.1	11.9	.1	11.4	.1	11.8	100	130	113	119
Air	.1	5.4	*	*	*	*	*	*	100	*	*	*
NYC/NENJ DESTINATIONS	3.1	100.0	3.3	100.0	3.3	100.0	2.8	100.0	100	104	107	88
Auto	2.2	70.6	2.3	71.6	2.5	75.6	2.1	77.4	100	106	115	97
Bus	.2	6.8	.2	6.7	.2	5.5	.2	5.8	100	103	87	75
Rail	.7	21.0	.7	20.9	.6	18.1	.4	15.7	100	104	92	66
Air	*	*	*	*	*	*	*	*	*	*	*	*
BOST/PROV DESTINATIONS	.2	100.0	.2	100.0	.2	100.0	.3	100.0	100	98	118	157
Auto	.1	51.5	.1	59.0	.2	65.2	.2	66.9	100	112	149	204
Bus	*	*	*	*	*	*	*	*	*	*	*	*
Rail	*	*	*	*	*	*	*	*	*	*	*	*
Air	.1	28 6	.1	37.8	.1	27.8	.1	30.5	100	130	114	168

* Insufficient data to publish for these reporting areas.

Table 43. DESTINATION - Philadelphia/Wilmington/Trenton - OUTBOUND - Person-Trips to NECRA Destinations by Transport Mode - Profile and Index: 1968 - 1971

TRANSPORT MODE and NECRA DESTINATIONS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLIONS	%	MILLIONS	%	MILLIONS	%	MILLIONS	%	1968	1969	1970	1971
OUTBOUND to NECRA	4.4	100.0	4.8	100.0	4.8	100.0	4.4	100.0	100	109	109	100
Wash/Balt Destinations	1.0	23.1	1.2	25.0	1.1	22.5	1.1	25.1	100	118	107	109
NYC/NERJ "	3.1	71.2	3.3	68.2	3.3	69.5	2.8	62.8	100	104	107	88
Bgpt/Wlmv "	*	*	*	*	*	*	.1	1.3	*	*	*	*
Bost/Prov "	.2	4.5	.2	4.0	.2	4.8	.3	7.0	100	97	117	156
AUTO Outbound	3.1	100.0	3.5	100.0	3.7	100.0	3.4	100.0	100	112	117	109
Wash/Balt Destinations	.8	24.9	.9	27.0	.9	23.2	.9	25.2	100	121	109	110
NYC/NERJ "	2.2	70.3	2.3	66.4	2.5	68.9	2.1	62.7	100	106	115	97
Bost/Prov "	.1	3.2	.1	3.2	.2	4.1	.2	6.0	100	112	150	204
BUS Outbound	.3	100.0	.3	100.0	.3	100.0	.2	100.0	100	105	96	90
Wash/Balt Destinations	.1	20.4	.1	22.3	.1	27.5	.1	33.5	100	115	130	148
NYC/NERJ "	.2	76.9	.2	75.8	.2	69.1	.2	64.1	100	103	87	75
RAIL Outbound	.8	100.0	.8	100.0	.7	100.0	.6	100.0	100	105	93	72
Wash/Balt Destinations	.1	13.8	.1	17.0	.1	16.8	.1	22.7	100	129	113	119
NYC/NERJ "	.7	82.7	.7	81.6	.6	81.7	.4	76.0	100	104	92	66
AIR Outbound	.1	100.0	.1	100.0	.1	100.0	.1	100.0	100	87	83	111
Wash/Balt Destinations	.1	43.2	*	*	*	*	*	*	100	*	*	*
Bost/Prov Destinations	.1	44.1	.1	65.3	.1	61.0	.1	66.7	100	129	114	168

* Insufficient data to publish for these and other reporting areas not included above

Table 44. TRANSPORT MODE - Philadelphia/Wilmington/Trenton - INBOUND - Person-Trips from NECRA Origins by Transport Mode - Profile and Index: 1968-1971

TRANSPORT MODE	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLIONS	%	MILLIONS	%	MILLIONS	%	MILLIONS	%	1968	1969	1970	1971
INBOUND FROM NECRA	5.0	100.0	4.8	100.0	4.6	100.0	5.0	100.0	100	96	92	98
Auto	4.2	83.0	3.9	80.7	3.9	83.7	4.1	82.7	100	93	93	98
Bus	.2	4.2	.3	5.3	.3	6.4	.2	4.8	100	121	140	112
Rail	.4	8.8	.5	10.8	.4	7.8	.5	9.5	100	118	82	106
Air	.2	3.1	.1	2.5	.1	1.6	.1	2.1	100	77	48	67

Table 45. ORIGINS - Philadelphia/Wilmington/Trenton - INBOUND -
Person-Trips from NECRA Origins by Transport Mode - Profile and Index: 1968-1971

TRANSPORT MODE and NECRA ORIGINS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILNS	%	MILNS	%	MILNS	%	MILNS	%	1968	1969	1970	1971
INBOUND from NECRA	5.0	100.0	4.8	100.0	4.6	100.0	5.0	100.0	100	96	92	98
Washington/Baltimore	1.3	25.1	1.1	22.6	1.2	25.0	1.2	24.4	100	86	92	96
N.Y.City/NE New Jersey	3.5	69.2	3.5	71.5	3.2	68.7	3.4	68.2	100	99	91	97
Bridgeport/New Haven	.1	1.3	*	*	*	*	*	*	100	*	*	*
Boston/Providence	.2	3.4	.1	3.1	.1	3.0	.2	3.5	100	87	83	101
AUTO Inbound	4.2	100.0	3.9	100.0	3.9	100.0	4.1	100.0	100	93	93	98
Washington/Baltimore	1.1	25.7	.9	22.3	.9	22.5	1.0	25.4	100	81	81	97
N.Y.City/NE New Jersey	2.9	70.0	2.8	72.3	2.8	71.7	2.8	68.5	100	96	95	96
Bridgeport/New Haven	.1	1.3	*	*	*	*	*	*	100	*	*	*
Boston/Providence	.1	1.8	.1	2.2	.1	2.4	.1	1.7	100	113	122	91
BUS Inbound	.2	100.0	.3	100.0	.3	100.0	.2	100.0	100	120	139	112
Washington/Baltimore	*	*	.1	30.9	.1	45.3	*	*	*	*	*	*
N. Y.City/NE New Jersey	.1	68.5	.2	66.1	.2	52.4	.2	72.0	100	115	106	118
RAIL Inbound	.4	100.0	.5	100.0	.5	100.0	.5	100.0	100	109	82	107
Washington/Baltimore	.1	25.1	.1	20.4	.1	36.6	.1	20.6	100	89	119	88
N.Y.City/NENJ	.3	70.2	.4	78.1	.2	60.1	.3	72.8	100	121	70	110
AIR Inbound	.2	100.0	.1	100.0	.1	100.0	.1	100.0	100	76	48	67
N.Y.City/NENJ	.1	40.6	*	*	*	*	*	*	100	*	*	*
Boston/Providence	.1	45.5	.1	44.0	.0	43.8	.1	59.8	100	73	46	88

* Insufficient data to publish for these and other reporting areas not included above.

Table 46. QUARTERS - Philadelphia/Wilmington/Trenton - INBOUND -
Person-Trips from NECRA Origins by Transport Mode - Profile and Index: 1968-1971

QUARTERS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILNS	%	MILNS	%	MILNS	%	MILNS	%	1968	1969	1970	1971
NECRA ORIGINS	5.0	100.0	4.8	100.0	4.6	100.0	5.0	100.0	100	96	92	98
1st Quarter	1.3	25.7	1.2	25.8	.9	18.8	1.2	25.0	100	96	67	96
2nd Quarter	1.3	26.1	1.2	24.7	1.2	26.5	1.2	23.2	100	91	94	88
3rd Quarter	1.3	26.1	1.3	27.7	1.3	27.0	1.4	27.8	100	100	94	103
4th Quarter	1.1	21.7	1.1	21.8	1.3	27.7	1.2	23.9	100	96	118	108
AUTO	4.2	100.0	3.9	100.0	3.9	100.0	4.1	100.0	100	93	93	98
1st Quarter	1.0	24.8	1.0	25.0	.7	18.7	1.0	24.0	100	94	70	95
2nd Quarter	1.1	26.1	1.0	25.7	1.0	26.3	1.0	24.2	100	92	94	90
3rd Quarter	1.1	27.3	1.1	27.5	1.1	26.8	1.2	28.5	100	94	91	102
4th Quarter	.9	21.8	.8	21.8	1.1	28.3	1.0	23.3	100	93	120	105
BUS	.2	100.0	.3	100.0	.3	100.0	.2	100.0	100	120	138	111
1st Quarter	.1	27.7	.1	22.7	*	*	.1	29.1	100	98	*	117
2nd Quarter	.1	24.9	.1	29.0	.1	28.3	*	*	100	140	157	*
3rd Quarter	.1	25.8	.1	29.8	.1	39.9	.1	29.5	100	138	213	127
4th Quarter	*	*	*	*	*	*	.1	30.0	*	*	*	*
RAIL	.4	100.0	.5	100.0	.4	100.0	.5	100.0	100	109	82	106
1st Quarter	.1	30.4	.2	34.9	.1	20.8	.1	27.1	100	125	56	95
2nd Quarter	.1	26.5	.1	11.2	.1	28.0	.1	24.6	100	46	86	98
3rd Quarter	.1	21.8	.1	28.7	.1	19.4	.1	21.4	100	144	73	104
4th Quarter	.1	21.3	.1	25.2	.1	31.9	.1	26.9	100	129	122	134
AIR	.2	100.0	.1	100.0	.1	100.0	.1	100.0	100	76	47	67

* Insufficient data to publish for these and other reporting areas not included above.

Table 47. REASONS FOR TRAVEL - Philadelphia/Wilmington/Trenton - INBOUND - Person-Trips from NECRA Origins by Transport Mode - Profile and Index: 1968-1971

REASONS FOR TRAVEL	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILNS	%	MILNS	%	MILNS	%	MILNS	%	1968	1969	1970	1971
ANNUAL TOTAL	5.0	100.0	4.8	100.0	4.6	100.0	5.0	100.0	100	96	92	98
Business	1.3	26.7	1.2	25.7	1.2	26.4	1.2	24.4	100	92	91	90
Visit	2.0	39.8	2.0	41.1	1.8	38.8	2.1	41.8	100	99	90	103
Pleasure	1.0	20.2	.9	17.7	.8	17.6	1.0	20.2	100	84	81	98
Student	.2	4.7	.2	4.1	.2	5.2	.1	3.0	100	83	100	62
Personal/Other	.4	8.6	.6	11.4	.6	12.0	.5	10.7	100	128	129	123
AUTO	4.2	100.0	3.9	100.0	3.9	100.0	4.1	100.0	100	93	93	98
Business	1.0	23.8	.9	23.2	1.0	24.9	.8	20.7	100	91	97	85
Visit	1.8	42.1	1.7	42.6	1.5	39.6	1.8	43.8	100	94	87	102
Pleasure	.9	21.1	.7	17.6	.6	16.4	.9	20.9	100	78	72	97
Student	.2	4.3	.2	4.3	.2	5.6	.1	2.7	100	93	120	62
Personal/Other	.4	8.7	.5	12.4	.5	13.5	.5	11.8	100	132	143	133
BUS	.2	100.0	.3	100.0	.3	100.0	.2	100.0	100	120	138	111
Business	*	*	*	*	*	*	*	*	*	*	*	*
Visit	.1	32.8	.1	44.2	.1	29.4	.1	42.0	100	161	123	143
Pleasure	.1	29.4	.1	42.1	.1	51.0	.1	33.6	100	171	238	127
Student	*	*	*	*	*	*	*	*	*	*	*	*
Personal/Other	*	*	*	*	*	*	*	*	*	*	*	*
RAIL	.4	100.0	.5	100.0	.4	100.0	.5	100.0	100	109	82	106
Business	.1	32.8	.2	41.6	.2	45.2	.2	48.9	100	138	113	158
Visit	.2	36.9	.2	37.3	.1	37.0	.1	30.9	100	110	82	89
Pleasure	.1	15.3	*	*	*	*	.1	10.9	100	*	*	76
Student	*	*	*	*	*	*	*	*	*	*	*	*
Personal/Other	*	*	*	*	*	*	*	*	*	*	*	*
AIR	.1	100.0	.1	100.0	.1	100.0	.1	100.0	100	76	47	67
Business	.1	84.7	.1	76.5	*	*	.1	82.3	100	68	*	65

*Insufficient data to publish for these and other reporting areas not included above.

Table 48. SUMMARY - Philadelphia - INBOUND
Person-Trips from NECRA Origins by Transport Mode: 1960-1971

TRAVEL PROFILES	1960 TOTAL PERSON-TRIPS		1960 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1980 TOTAL PERSON-TRIPS		1980 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	3.9	100.0	100.0	80.5	5.0	10.0	3.5	1.0	6.0	100.0	100.0	79.8	5.9	11.0	2.5	1
1st Quarter		26.1	100.0	77.1	5.4	11.8	4.2	1.1		26.1	100.0	77.6	5.2	13.2	3.2	0
2nd Quarter		25.0	100.0	79.2	4.5	11.8	3.1	1.3		26.7	100.0	83.6	6.7	7.5	1.6	.4
3rd Quarter		26.9	100.0	84.3	5.1	7.0	3.1	.5		27.5	100.0	78.3	6.5	11.6	2.4	1.1
4th Quarter		22.9	100.0	80.2	5.2	10.0	3.4	1.1		21.7	100.0	80.6	5.0	10.8	2.1	.5
REASON																
Business		24.8	100.0	87.7	4.4	13.6	12.1	2.2		24.5	100.0	89.9	1.4	21.2	1.1	0
Visit		42.1	100.0	87.1	6.2	6.1	2	.4		42.8	100.0	84.3	6.1	8.3	.7	.6
Pleasure		20.8	100.0	84.9	7.0	7.8	.4	.7		17.2	100.0	79.9	14.7	3.3	.5	1.2
Personal/Family Affairs		1.7	100.0	88.5	4.4	10.5	.8	1.6		11.8	100.0	84.3	7.4	10.1	.8	.3
Student		4.6	100.0	70.1	5.5	17.0	4.7	2.7		3.6	100.0	61.2	7.6	14.4	.9	.8
Other and No Answer		.2	100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $3,000		.9	100.0	73.0	10.1	16.5	.3			5.4	100.0	66.6	17.6	22.2		.6
$3,000 to $5,000		3.5	100.0	81.9	12.1	5.3		.7		6.0	100.0	63.7	24.3	10.5	1.5	
$5,000 to $7,000		5.6	100.0	83.7	1.4	9.9				5.2	100.0	60.0	11.1	17.6	4.1	2.1
$7,000 to $10,000		17.0	100.0	83.3	4.6	8.6	.9	.1		15.6	100.0	83.5	10.4	5.9	.2	.2
$10,000 to $15,000		24.0	100.0	83.3	1.9	8.4	5.2	1.3		32.7	100.0	80.4	1.6	6.4	2.7	.9
$15,000 to $20,000		20.0	100.0	85.9	2.6	5.9	3.8	.8		15.0	100.0	87.4	.6	6.7	2.8	.6
$20,000 and over		9.0	100.0	88.0	.5	3.8	1.5	5.1		11.1	100.0	63.2	.8	25.1	9.8	1.1
No Answer		5.8	100.0	77.9	5.3	13.1	2.8	.4		8.8	100.0	74.8	6.8	15.9	2.1	.5
OCCUPATION																
Professional/Management		18.9	100.0	80.4	2.3	10.5	4.5	1.8		18.1	100.0	79.3	1.5	14.7	3.7	.8
Clerical and Sales		15.8	100.0	79.5	5.5	8.8	5.5	.7		16.6	100.0	80.4	2.5	4.8	1.1	.3
Craftsmen and Laborers		24.2	100.0	81.7	3.0	4.9	.7	.1		19.5	100.0	85.1	6.3	5.8	1.7	1.1
Service and People		3.4	100.0	84.7	7.3	6.7		1.8		5.1	100.0	88.4	2.6	14.0		
Other		8.1	100.0	57.3	17.8	24.5	.4			10.6	100.0	72.1	13.2	13.0	1.4	.3
NO. ON TRIP																
1 Person		38.4	100.0	81.8	7.8	10.1	3.1	2.1		38.0	100.0	88.3	1.4	20.0	5.8	1.3
2 Persons		27.8	100.0	84.7	4.8	9.9	.5	.8		25.3	100.0	87.7	4.8	5.5	1.7	.5
3-4 Persons		25.6	100.0	88.6	2.7	.7				25.4	100.0	80.6	1.8	7.0	.4	.4
5 or More		12.2	100.0	88.1	3.9					16.1	100.0	88.4	13.6			
EDUCATION																
Grade or Elementary		12.3	100.0	78.7	8.6	11.2	.3	.5		6.8	100.0	76.8	12.2	12.1		
High School		34.8	100.0	83.3	7.6	6.4	1.7	1.0		35.4	100.0	84.0	8.7	4.9	.6	.8
College		51.4	100.0	78.7	2.7	12.0	5.5	1.2		56.4	100.0	78.1	2.2	14.8	4.1	.8
No Answer		1.4	100.0	*	*	*	*	*		2.2	100.0	*	*	*	*	*

	1970								1971							
ANNUAL TOTAL	3.7	100.0	100.0	82.1	7.2	8.5	1.7	.5	4.1	100.0	100.0	82.0	5.5	8.7	2.0	.8
1st Quarter		19.2	100.0	80.4	6.1	10.4	2.4	.7		25.5	100.0	79.0	6.1	10.5	3.0	1.1
2nd Quarter		25.8	100.0	82.1	7.3	8.2	1.1	.3		22.1	100.0	84.0	2.5	10.3	1.4	.7
3rd Quarter		28.7	100.0	81.1	10.9	6.6	1.7	.4		28.6	100.0	84.1	5.8	7.5	1.8	.8
4th Quarter		26.3	100.0	83.7	4.4	8.8	2.0	.3		23.8	100.0	78.4	7.3	10.5	1.5	1.1
REASON																
Business		22.6	100.0	73.7	3.8	16.9	5.4	.1		23.3	100.0	88.5	1.2	10.6	6.6	1.2
Visit		39.6	100.0	85.1	6.8	8.8	.7	.6		43.2	100.0	88.1	5.8	6.8	.5	1.0
Pleasure		16.5	100.0	78.1	20.8	3.8	.8	.7		20.4	100.0	85.0	8.7	5.4	.4	.5
Personal/Family Affairs		13.3	100.0	84.7	2.0	2.5	.6	.3		16.5	100.0	89.3	2.5	5.9	.8	.8
Student		5.8	100.0	88.1	2.8	7.8	1.3			3.5	100.0	88.5	13.3	17.9	2.4	
Other and No Answer		.1	100.0	*	*	*	*	*		.1	100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $3,000		3.7	100.0	48.8	36.7	25.0		1.0		6.3	100.0	16.5	13.7	5.0		6.7
$3,000 to $5,000		2.8	100.0	76.2	17.2	2.5	4.0			4.0	100.0	88.4	8.1	3.2	2.1	.8
$5,000 to $7,000		5.0	100.0	72.2	15.0	10.1	1.5	.7		4.0	100.0	83.0	8.4	6.8	.5	
$7,000 to $10,000		17.6	100.0	80.0	16.0	3.6	.4			10.2	100.0	84.3	7.1	8.8	3.8	
$10,000 to $15,000		32.5	100.0	87.0	3.4	3.8	1.4	.2		35.7	100.0	86.7	5.9	7.4	1.1	.9
$15,000 to $20,000		14.6	100.0	77.1	1.8	10.8	.4	1.0		27.5	100.0	81.8	4.1	10.4	2.2	.9
$20,000 and over		13.1	100.0	78.9	2.8	16.1	1.1	.6		16.8	100.0	78.6	1.4	16.3	3.2	.4
No Answer		8.9	100.0	88.8	5.7	10.5	3.3	.7		1.3	100.0	*	*	*	*	*
OCCUPATION																
Professional/Management		32.2	100.0	81.8	3.8	11.3	2.6	.6		31.8	100.0	81.4	3.3	11.5	2.7	1.1
Clerical and Sales		16.3	100.0	81.1	3.6	3.9	1.3	.2		17.1	100.0	77.9	8.8	10.8	.9	.5
Craftsmen and Laborers		18.6	100.0	88.3	5.4	3.3	.9	.6		16.3	100.0	88.9	5.8	6.1	.8	.3
Service and People		6.3	100.0	91.6	6.1	5.3	-			6.4	100.0	88.2	6.8	1.6	1.6	.8
Other		7.5	100.0	72.8	12.2	13.7	2.8			6.8	100.0	77.1	14.7	8.8	2.1	2.1
NO. ON TRIP																
1 Person		38.2	100.0	85.4	8.8	10.6	4.4	.8		38.5	100.0	81.6	16.7	21.5	5.3	1.5
2 Persons		27.7	100.0	84.4	3.5	6.3	.8			28.5	100.0	87.9	4.1	7.8	.2	.8
3-4 Persons		26.2	100.0	88.5	7.3	3.4		.8		23.9	100.0	88.1	2.2	.8	.3	.8
5 or More		13.8	100.0	91.8	8.1					12.8	100.0	88.8	1.8			
EDUCATION																
Grade or Elementary		.5	100.0	88.4	17.4	14.1				.3	100.0	73.8	22.8	2.5		.8
High School		28.3	100.0	81.4	8.6	1.8	.8	.3		28.3	100.0	87.9	8.5	3.7	1.3	1.8
College		53.7	100.0	88.5	4.1	12.0	2.7	.7		62.8	100.0	78.8	4.8	13.4	2.4	.8
No Answer		1.2	100.0	*	*	*	*	*		.1	100.0	*	*	*	*	*

* Insufficient number of observations to publish

Table 49. SUMMARY - Wilmington - INBOUND - Person-Trips from MECRA Origins by Transport Mode: 1968-1971

TRAVEL PURPOSE	TOTAL PERSON-TRIPS		PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						TOTAL PERSON-TRIPS		PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	[illegible]	[illegible]	Total %	Auto	Bus	Rail	Air	Other	[illegible]	[illegible]	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	6	100.0	100.0	91.3	1.8	5.5	.8	.6	4	100.0	100.0	79.4	2.1	13.8	5.0	.6
1st Quarter		23.9	100.0	88.3	2.4	.8	.4	2.8		18.2	100.0	70.5	3.1	20.2	5.8	
2nd Quarter		27.5	100.0	88.8	2.4	2.5	.3			26.8	100.0					
3rd Quarter		32.8	100.0	87.5		11.8	.6			31.4	100.0	82.3	.6	11.0	4.5	1.7
4th Quarter		16.2	100.0	93.1		5.8	1.3			21.6	100.0					
REASON																
Business		20.6	100.0	94.6	.6	1.1	1.1	2.7		20.0	100.0	83.1		2.1	14.8	
Visit		48.4	100.0	87.4		11.7	.9			32.9	100.0	71.0	.3.8	24.4		
Pleasure		16.2	100.0							30.4	100.0					
Personal/Family Affairs		7.3	100.0	90.0	5.2	.8				8.8	100.0	88.8	.9	5.2	3.3	.6
Students		1.5	100.0								100.0					
Other and No Answer			100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $5,000		10.2	100.0							10.1	100.0					
$5,000 to $9,999		1.7	100.0	86.0	5.0	8.8	.5			3.8	100.0	78.8	5.5	23.9	.8	
$10,000 to $14,999		2.3	100.0							7.9	100.0					
$15,000 to $19,999		10.3	100.0							11.7	100.0					
$20,000 to $24,999		20.7	100.0	88.8	.7	1.3				24.9	100.0					
$25,000 to $29,999		32.1	100.0	85.3			.8	1.2		16.8	100.0	88.3	.2	12.8	3.4	.5
$30,000 and over		2.1	100.0							7.8	100.0					
No Answer		12.1	100.0	*	*	*	*	*		16.8	100.0	*	*	*	*	*
OCCUPATION																
Professional/Managerial		14.6	100.0	95.9		2.4		1.7		47.8	100.0	77.1	.3	16.4	5.5	
Clerical and Sales		8.9	100.0							19.4	100.0					
Craftsmen and Laborers		17.6	100.0	88.8	.3	30.8	6.2			16.4	100.0	81.3	1.1	13.6	3.8	.8
Service and Private		1.0	100.0							3.5	100.0					
Other		16.9	100.0							16.8	100.0					
NO. ON TRIP																
1 Person		37.3	100.0	88.3	2.6	6.6	2.0	1.5		35.6	100.0	82.8	1.5	6.4	11.2	
2 Persons		11.0	100.0							20.6	100.0					
3-4 Persons		27.0	100.0	93.3	.7	4.9		1.1		17.0	100.0	78.8	2.4	17.6	.6	.7
5 or More		20.8	100.0							13.7	100.0					
EDUCATION																
Grade or Elementary		1.3	100.0	*	*	*	*	*		9.0	100.0	87.1	2.6	10.3	.7	-
High School		35.7	100.0	87.0	1.3	11.1	.6			22.8	100.0					
College		60.0	100.0	93.6	1.7	3.1	.8	1.4		67.5	100.0	77.4	1.3	13.6	6.8	.9
No Answer		-	100.0	*	*	*	*	*		.3	100.0	*	*	*	*	*

ANNUAL TOTAL	4	100.0	100.0	88.8	.3	5.8	1.5	.6	4	100.0	100.0	81.5	1.4	5.7	1.1	.3
1st Quarter		16.3	100.0	85.8	.3	6.8	4.8	1.1		17.4	100.0	81.3	2.8	15.8	-	
2nd Quarter		30.4	100.0							31.8	100.0	86.7	1.8	2.8	1.1	
3rd Quarter		28.9	100.0	88.5	.2	4.5	.8	-		28.1	100.0	88.5		.3.7	2.2	1.6
4th Quarter		28.5	100.0							24.7	100.0	83.6	-	6.4	-	-
REASON																
Business		27.6	100.0	77.7	3.3	15.7	1.1	2.1		23.3	100.0	88.5		8.6	4.8	
Visit		47.2	100.0	91.6	2.8	3.7	2.5	-		33.1	100.0	93.6		6.5		-
Pleasure		20.0	100.0							27.3	100.0					
Personal/Family Affairs		5.2	100.0	*	*	*	*	*		14.4	100.0	85.5	2.3	1.8	-	*
Students		-	100.0							2.6	100.0					
Other and No Answer		-	100.0							-	100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $5,000		1.2	100.0							3.7	100.0					
$5,000 to $9,999		4.3	100.0	*	*	*	*	*		1.8	100.0	*	*	*	*	*
$10,000 to $14,999		9.8	100.0							3.7	100.0					
$15,000 to $19,999		6.3	100.0							7.9	100.0					
$20,000 to $24,999		40.5	100.0	84.5	1.4	2.7	-	1.3		38.6	100.0	84.5	2.1	2.6	-	.7
$25,000 to $29,999		14.4	100.0	*	*	*	*	*		20.7	100.0	88.1	-	7.2	3.7	-
$30,000 and over		7.9	100.0							9.3	100.0					
No Answer		11.9	100.0	88.8	-	-	10.2	-		8.8	100.0	*	*	*	*	*
OCCUPATION																
Professional/Managerial		43.8	100.0	85.4	1.4	10.1	3.5	-		41.8	100.0	92.1	-	4.5	2.7	.7
Clerical and Sales		8.8	100.0							10.2	100.0					
Craftsmen and Laborers		23.1	100.0	86.7	13.8	1.2	-	.7		25.7	100.0	88.5	1.6	8.1	-	-
Service and Private		1.9	100.0							3.9	100.0					
Other		5.3	100.0							16.2	100.0					
NO. ON TRIP																
1 Person		38.8	100.0	71.8	9.1	17.1	2.3	-		38.1	100.0	85.3	.8	9.4	3.5	.9
2 Persons		33.7	100.0	88.7	1.8	3.8	-	1.8		41.4	100.0	84.5	2.7	2.8	-	-
3-4 Persons		22.8	100.0	*	*	*	*	*		16.2	100.0	*	*	*	*	*
5 or More		16.7	100.0							7.3	100.0					
EDUCATION																
Grade or Elementary		6.2	100.0	91.8	7.3	-	-	.9		4.3	100.0	*	*	*	*	*
High School		38.2	100.0							35.5	100.0	84.8	1.5	3.7	-	-
College		51.7	100.0	88.6	1.5	9.5	2.4			48.1	100.0	85.3	-	8.1	2.8	.7
No Answer		-	100.0	*	*	*	*	*		.3	100.0	*	*	*	*	*

*Insufficient number of observations to tabulate

Table 50. SUMMARY - Trenton - INBOUND - Person-Trips from Washington/Baltimore by Transport Mode: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS		1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1969 TOTAL PERSON-TRIPS		1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Sample	Person	Total %	Auto	Bus	Rail	Air	Other	Sample	Person	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	5	100.0	100.0	97.5	1.2	3.5	2.0		4	100.0	100.0	98.0	2.4	5.0	-	1.0
1st Quarter		25.3	100.0	96.4	1.1	9.5	5.4			28.6	100.0	99.5	3.7	5.0	-	.5
2nd Quarter		32.2	100.0	98.1	1.3	1.7	2.0			28.5	100.0					
3rd Quarter		23.4	100.0	98.1	1.3	1.3	2.5			25.0	100.0	97.3	2.1	8.8	-	2.7
4th Quarter		19.1	100.0	100.0	1.3	-	-			23.0	100.0					
REASON																
Business		31.0	100.0	98.0		6.3	5.3			30.4	100.0	97.0	3.5	3.0		.5
Visit		20.9	100.0	97.3	1.1	1.1				27.3	100.0	85.3	1.8	12.9		-
Pleasure		20.0	100.0							8.5	100.0	88.8	1.0	3.5		3.9
Personal/Family Affairs		16.6	100.0	94.5	1.6	3.2	.5			16.3	100.0	95.7		-		4.4
Student		11.1	100.0							14.0	100.0					
Other and No Answer			100.0	-	-	-	-	-			100.0	-	-	-	-	-
HOUSEHOLD INCOME																
Under $5,000		.7	100.0							2.4	100.0					
$5,000 to $6,999		20.4	100.0	96.0	2.9	.5	1.6			6.9	100.0	70.1	9.3	11.6		
$7,000 to $9,999		2.6	100.0							9.4	100.0					
$10,000 to $14,999		1.3	100.0							11.6	100.0					
$15,000 to $24,999		26.5	100.0	98.2	1.9	1.9	-			28.1	100.0	88.2	4.3	6.5		
$25,000 and over		24.3	100.0	98.2		1.8	3.8			9.4	100.0	-	-	-	-	-
No Answer		8.9	100.0	-	-	-	-	-		6.8	100.0					
		11.0	100.0							23.6	100.0	93.5	1.1			5.2
OCCUPATION																
Professional/Engineer		8.6	100.0	91.5	7	3.9	3.9			9.1	100.0	95.2		3.6		1.2
Clerical and Sales		12.9	100.0							10.1	100.0					
Craftsmen and Laborers		16.4	100.0	92.7	3.4	3.6	4			17.1	100.0	91.4	2.8	6.2		1.7
Service and Private		2.3	100.0							9.8	100.0					
Other		2.6	100.0							4.2	100.0					
NO. ON TRIP																
1 Person		54.7	100.0	87.1	2.1	5.6	5.2			47.1	100.0	78.1	5.1	12.1		3.9
2 Persons		18.2	100.0							35.6	100.0	100.0	-	-		
3-4 Persons		18.7	100.0	99.2		.8				12.2	100.0	-	-	-	-	-
5 or More		6.4	100.0							4.5	100.0					
EDUCATION																
Some or Elementary		.9	100.0	-	-	-	-	-		3.6	100.0	-	-	-	-	-
High School		37.8	100.0	98.3	1.2	1.9	.6			36.1	100.0	84.1	7.1	5.3	-	3.6
College		57.3	100.0	98.8	1.2	4.5	4.5			62.3	100.0	82.7		6.3	-	1.0
No Answer			100.0	-	-	-	-	-			100.0	-	-	-	-	-

TRAVEL PROFILES	1970 TOTAL PERSON-TRIPS		1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1971 TOTAL PERSON-TRIPS		1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Sample	Person	Total %	Auto	Bus	Rail	Air	Other	Sample	Person	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	5	100.0	100.0	91.4	3.1	4.6	3	1.2	4	100.0	100.0	91.4	1.2	11.0	3.8	1.7
1st Quarter		16.1	100.0	95.6		4.3	-	-		27.2	100.0	90.0	3.6	4.7	11.0	1.7
2nd Quarter		28.7	100.0	88.8	7.3	2.4	.8	.8		28.0	100.0	83.9	-	14.7	3.4	-
3rd Quarter		27.0	100.0	91.7	4.5	2.0	-	2.3		21.5	100.0	87.1	1.9	9.9	-	1.0
4th Quarter		28.0	100.0	92.1	-	6.9		1.0		23.3	100.0	70.8	-	18.7	-	3.3
REASON																
Business		46.2	100.0	95.3	.5	2.6	.5	1.1		35.2	100.0	85.3	.7	22.6	16.5	.8
Visit		24.4	100.0							25.8	100.0	87.0	.7	10.3		2.1
Pleasure		7.8	100.0	94.7	5.5	3.3		.5		14.6	100.0					
Personal/Family Affairs		7.7	100.0							8.6	100.0	88.6	2.5			1.9
Student		4.8	100.0							8.1	100.0					
Other and No Answer			100.0	-	-	-	-	-			100.0	-	-	-	-	-
HOUSEHOLD INCOME																
Under $5,000		3.2	100.0							4.5	100.0					
$5,000 to $6,999		6.5	100.0	-	-	-	-	-		2.4	100.0					
$7,000 to $9,999		4.3	100.0							7.7	100.0	83.4	2.3	10.2		4.1
$10,000 to $14,999		11.0	100.0							6.3	100.0					
$15,000 to $24,999		27.1	100.0	77.8	3.9	14.4		4.0		17.9	100.0					
$25,000 and over		18.1	100.0							51.3	100.0	76.4		14.6	7.4	2.3
No Answer		5.5	100.0	-	-	-	-	-		6.2	100.0	-	-	-	-	-
		27.8	100.0	97.7	1.6	-	.7	-		2.6	100.0					
OCCUPATION																
Professional/Engineer		8.9	100.0	90.7	1.3	5.8	.4	1.8		8.3	100.0	90.0	1.3	13.9	8.1	1.9
Clerical and Sales		17.6	100.0							16.6	100.0					
Craftsmen and Laborers		6.5	100.0	88.4	10.0	.8	-	-		8.8	100.0	88.8	1.5	8.7	-	1.3
Service and Private		7.3	100.0							10.6	100.0					
Other		5.7	100.0							9.9	100.0					
NO. ON TRIP																
1 Person		56.8	100.0	97.8	.5	4.1	.5	2.1		45.7	100.0	88.9	1.6	10.1	8.1	3.3
2 Persons		31.8	100.0	98.5	8.1	9.5		-		35.3	100.0					
3-4 Persons		11.2	100.0	-	-	-	-	-		17.4	100.0	90.0	.7	3.7	-	.7
5 or More		1.5	100.0							9.5	100.0					
EDUCATION																
Some or Elementary		4.8	100.0	85.5	34.9	4.3		1.4		3.2	100.0	-	-	-	-	-
High School		38.4	100.0							34.9	100.0	85.7	2.8	7.3	-	2.8
College		75.8	100.0	98.6	1.1	3.1	.4	.8		72.2	100.0	90.6	1.1	10.6	5.2	1.8
No Answer		-	100.0	-	-	-	-	-		.6	100.0	-	-	-	-	-

[a] Insufficient number of observations to publish

Table 51. SUMMARY - Philadelphia/Wilmington/Trenton - OUTBOUND - Person-Trips to Washington/Baltimore by Transport Mode: 1960-1971

TRAVEL PROFILES	1960 TOTAL PERSON-TRIPS Millions	1960 TOTAL PERSON-TRIPS Percent	1960 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT Total %	Auto	Bus	Rail	Air	Other	1970 TOTAL PERSON-TRIPS Millions	1970 TOTAL PERSON-TRIPS Percent	1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	1.0	100.0	100.0	77.0	5.6	11.0	5.5	0	1.2	100.0	100.0	76.3	5.5	12.0	2.2	1.0
1st Quarter		30.6	100.0	70.6	3.8	16.7	8.6	0		29.1	100.0	76.1	6.1	13.3	3.3	1.5
2nd Quarter		19.7	100.0	79.9	9.7	5.2	3.8	1.4		34.2	100.0	71.4	13.2	13.2	1.8	4
3rd Quarter		34.6	100.0	84.0	5.5	5.6	3.4	1.5		30.3	100.0	80.3	1.2	9.8	1.5	7
4th Quarter		17.0	100.0	71.4	7.7	11.8	3.1			22.5	100.0	78.0	1.9	16.2	2.5	1.0
REASON																
Business		30.6	100.0	88.9	4	14.8	16.2			29.7	100.0	78.0	7	13.1	0.9	1.4
Visit		31.3	100.0	90.3	7.2	9.6	1.5	4		29.6	100.0	83.0	7	16.5		1.0
Pleasure		23.7	100.0	80.4	16.8	12.3	1.0	1.5		31.6	100.0	78.7	16.7	8.1	*	1.0
Personal/family affairs		12.3	100.0	14.1	10.1	13.9		1.5		8.5	100.0	*	*	*	*	*
Student		3.0	100.0							5	100.0					
Other and No Answer			100.0	*	*	*	*	*			100.0					
HOUSEHOLD INCOME																
Under $6,000		4.8	100.0	*	*	*	*	*		0.8	100.0	14.0	12.6	6.4	1.8	2.3
$6,000 to $9,999		10.4	100.0	75.7	11.6	6.7	1.0	2.2		7.4	100.0					
$10,000 to $14,999		11.6	100.0	80.0	10.0	1.0				3.8	100.0					
$15,000 to $24,999		18.2	100.0	79.4	4.5	5.5	7.7	2.6		19.1	100.0	84.3	7.6	1.6		5
$25,000 and over		30.4	100.0	82.3	3.3	12.9	1.4			30.2	100.0	77.1	1.3	17.8	2.9	8
No Answer		11.2	100.0	88.5		2.1	12.5	*		16.4	100.0	88.1	8	6.3	5.0	1.2
		3.8	100.0	*	*	*	*			6.2	100.0	*	*	*	*	*
		15.5	100.0	88.5	9.9	10.6	11.6			10.0	100.0	73.0	9.4	15.8	1.5	
OCCUPATION																
Professional/Managerial		46.2	100.0	77.3	3.6	12.1	1.8	3		48.6	100.0	81.3	1.1	14.3	2.3	1.0
Clerical and Sales		14.3	100.0	88.1	6.1	5.1	1.9	2.5		14.6	100.0	88.3	4.9	6.3	3.5	
Craftsmen and Laborers		31.0	100.0	81.9	7.2	4.9	5.2	7		24.0	100.0	76.4	13.8	9.4		*
Service and Private		2.7	100.0							3.7	100.0	*	*	*	*	*
Other		6.8	100.0	16.6	10.0	25.9	9	1.8		6.1	100.0	73.1	5.7	11.1	5.0	4.9
NO. ON TRIP																
1 Person		42.1	100.0	83.9	7.2	10.6	11.9	3		38.1	100.0	83.8	6.7	11.7	5.9	2.1
2 Persons		30.4	100.0	79.3	5.8	13.8		2.3		36.6	100.0	87.6	7.0	4.6		8
3-4 Persons		20.4	100.0	88.3	5.0	2.8	1.6	1.3		20.7	100.0	88.1		13.3		
5 or More		9.1	100.0	*	*	*	*	*		8.0	100.0	*	*	*	*	*
EDUCATION																
Some or Elementary		8.8	100.0	92.6	13.2	10.4	19.7			5.1	100.0	*	*	*	*	*
High School		41.1	100.0	81.1	5.8	7.8	3.4	2.0		47.1	100.0	81.9	7.0	8.5	2.4	7
College		48.0	100.0	78.6	3.8	12.1	5.5	2		46.0	100.0	77.6	2.0	16.5	2.4	1.1
No Answer		5	100.0	*	*	*	*	*		1.8	100.0	*	*	*	*	*

TRAVEL PROFILES	1970 TOTAL PERSON-TRIPS Millions	1970 TOTAL PERSON-TRIPS Percent	1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT Total %	Auto	Bus	Rail	Air	Other	1971 TOTAL PERSON-TRIPS Millions	1971 TOTAL PERSON-TRIPS Percent	1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	1.1	100.0	100.0	78.6	6.7	11.6	2.2	1.0	1.1	100.0	100.0	78.2	7.6	11.8	1.3	1.2
1st Quarter		30.6	100.0	78.3	1.6	15.5	2.6	1.1		30.5	100.0	80.7	12.5	15.8	2.8	6
2nd Quarter		31.3	100.0	74.1	8.6	14.7	1.8			23.1	100.0	78.8	7.0	12.8	1.0	
3rd Quarter		20.2	100.0	78.7	1.8	9.3	2.0	2.5		30.1	100.0	83.3	6.8	8.7	3	1.1
4th Quarter		21.8	100.0	83.3	5.1	8.2	2.8	6		22.4	100.0	85.5	5.6	13.2	1.1	3.9
REASON																
Business		35.6	100.0	71.0		19.6	4.9	2.5		35.7	100.0	85.8	3.8	22.6	5.9	1.1
Visit		40.1	100.0	88.8	1.1	8.9	4			43.3	100.0	78.4	8.3	12.3		7.1
Pleasure		17.8	100.0	85.9	20.3	6.8		2.2		27.6	100.0	84.9	12.7	2.8	4	
Personal/family affairs		6.7	100.0	71.5	16.1	17.8	7			8.6	100.0	67.9	3.4	28.7		8
Student		2.3	100.0							1.0	100.0					
Other and No Answer		2.3	100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $6,000		3.2	100.0							5.6	100.0					
$6,000 to $9,999		6.9	100.0	82.1	12.4	5.6				2.8	100.0	82.6	28.7	7.1		4.1
$10,000 to $14,999		5.1	100.0							3.6	100.0					
$15,000 to $24,999		11.7	100.0	91.3	1.1	6.5	1.1			15.8	100.0	72.4	15.5	11.6	7	
$25,000 and over		23.3	100.0	80.4	1.6	16.7	1.5	1.6		24.1	100.0	84.3	2.8	11.8	9	4
No Answer		16.3	100.0	74.1	3.3	15.7	6.1	2.3		21.6	100.0	88.3	2.0	7.2	1.5	
		6.2	100.0	*	*	*	*	*		7.0	100.0	*	*	*	*	*
		14.3	100.0	98.1	23.6	14.6	3.7			13.5	100.0	73.9	7.0	15.8	2.8	
OCCUPATION																
Professional/Managerial		43.8	100.0	77.0	1.1	18.1	3.3	1.5		48.6	100.0	72.1	3.7	20.6	2.8	8
Clerical and Sales		11.8	100.0	87.8	4.4	3.6	1.1	3.4		23.6	100.0	88.2	5.8	3.1		2.9
Craftsmen and Laborers		28.8	100.0	78.4	13.8	5.4	1.8	-		28.3	100.0	82.1	12.2	6.4	*	*
Service and Private		3.6	100.0	*	*	*	*	*		1.2	100.0	78.2	12.7	9.2		
Other		12.6	100.0	70.5	10.2	11.3	6.1			6.1	100.0					
NO. ON TRIP																
1 Person		35.4	100.0	70.4	5.1	10.1	6.5	1.7		28.2	100.0	85.4	13.3	20.1	4.2	1.1
2 Persons		30.0	100.0	85.0	8.2	13.2	2.5	-		28.2	100.0	81.0	5.7	11.5		3
3-4 Persons		20.1	100.0	91.6	1.5	5.4	-	1.5		22.4	100.0	88.1	6.4	2.8		30
5 or More		10.9	100.0	*	*	*	*	*		21.1	100.0	*	*	*	*	*
EDUCATION																
Some or Elementary		5.5	100.0	*	*	*	*	*		6.7	100.0	*	*	*	*	*
High School		51.6	100.0	77.8	10.1	10.1	2.0			40.9	100.0	88.8	10.2	3.8	-	1.0
College		42.5	100.0	78.9	1.5	14.5	2.6	2.6		45.1	100.0	72.4	3.7	18.7	2.5	1.7
No Answer		3	100.0	*	*	*	*	*		1.8	100.0	*	*	*	*	*

*Insufficient number of observations to tabulate

Table 52. SUMMARY - Philadelphia/Wilmington/Trenton - OUTBOUND - Person-Trips to N.Y. City/NE NJ by Transport Mode: 1960-1971

TRAVEL PROFILES	1960 TOTAL PERSON-TRIPS (Millions)	1960 TOTAL PERSON-TRIPS (Percent)	1960 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1980 TOTAL PERSON-TRIPS (Millions)	1980 TOTAL PERSON-TRIPS (Percent)	1980 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	31	100.0	100.0	70.4	6.0	21.3	1	1.0	33	100.0	100.0	71.0	6.7	21.0	0	0
1st Quarter		30.0	100.0	63.5	6.5	30.7	4	0		30.0	100.0	68.8	7.3	20.3	0	7
2nd Quarter		23.0	100.0	74.5	6.4	17.0	5	7		22.4	100.0	75.6	7.0	20.7	3	7
3rd Quarter		22.3	100.0	75.1	6.5	16.0	0	0		21.7	100.0	74.1	6.0	19.2		7
4th Quarter		20.3	100.0	72.0	5.7	18.0	2	2.3		22.0	100.0	75.2	6.5	18.1	3	-
REASON																
Business		20.0	100.0	57.4	2.0	35.1	1.7	3		20.2	100.0	54.6	3.3	40.5	1.3	3
Visit		33.2	100.0	60.6	4.1	11.3	-	3		35.5	100.0	60.9	2.1	9.6	-	-
Pleasure		26.6	100.0	66.6	14.5	16.5	-	4		23.7	100.0	65.3	6.7	14.3	-	1.1
Personal/Family Affairs		6.0	100.0	77.4	1.0	15.5	-	6.7		9.1	100.0	72.6	2.0	24.0	-	0
Student		3.4	100.0	*	*	*	*	*		2.4	100.0	*	*	*	*	*
Other and No Answer			100.0							-	100.0					
HOUSEHOLD INCOME																
Under $5,000		4.2	100.0	50.9	9.9	31.3	-			5.4	100.0	74.0	15.3	9.0	-	-
$5,000 to $6,999		7.0	100.0	60.7	20.0	19.0	-	1.0		6.2	100.0	65.5	7.4	20.1	-	-
$7,000 to $9,999		9.0	100.0	65.7	10.0	22.4	-	1.9		7.1	100.0	61.1	7.4	11.5	-	-
$10,000 to $14,999		14.0	100.0	65.6	6.2	21.2	-	2.1		17.0	100.0	61.3	7.6	9.0	-	1.5
$15,000 to $24,999		20.3	100.0	73.0	5.0	18.4	1.0	3		22.2	100.0	74.3	7.3	18.4		-
$25,000 and over		13.7	100.0	76.7	3	27.7	-	1.4		16.1	100.0	75.0	3.7	16.0	2.1	0
No Answer		4.0	100.0	60.1	3.0	35.2	0	-		11.0	100.0	61.1	2.2	35.7	-	1.0
		16.5	100.0	65.7	6.0	13.1	2	-		11.0	100.0	71.0	0.7	16.7	-	-
OCCUPATION																
Professional/Management		40.1	100.0	60.0	4.2	26.0	1.0	0		63.3	100.0	67.2	3.2	28.5	1	0
Clerical and Sales		16.0	100.0	73.0	4.5	22.3	-	2		13.2	100.0	76.5	7.4	16.6	-	1.0
Craftsmen and Laborers		23.9	100.0	72.7	13.5	13.5	-	3		22.1	100.0	70.7	12.2	6.6	-	7
Service and Private		1.0	100.0	*	*	*	*	*		3.2	100.0	*	*	*	*	*
Other		6.1	100.0	63.3	6.9	23.3	-	4.7		6.2	100.0	73.0	7.3	10.3	-	-
NO. ON TRIP																
1 Person		43.2	100.0	65.7	10.0	20.6	1.1	1.0		30.0	100.0	67.7	11.0	40.0	1.0	3
2 Persons		31.1	100.0	72.0	6.0	17.2	-	2.4		27.0	100.0	70.0	6.1	16.5	-	0
3-4 Persons		20.6	100.0	60.6	2.4	3.1	-	-		20.2	100.0	60.0	2.1	7.1		
5 or More		11.1	100.0	55.5		3.7	-	-		9.2	100.0	0	0	0	0	0
EDUCATION																
None or Elementary		7.0	100.0	40.0	14.3	14.0	-			7.5	100.0	61.1	10.5	0.4	-	-
High School		30.5	100.0	77.1	9.0	12.5	0	7		30.4	100.0	71.3	12.2	10.0	-	1.0
College		57.4	100.0	66.4	4.5	27.2	4	1.0		56.5	100.0	76.5	2.0	20.7	7	3
No Answer		0	100.0	*	*	*	*	*		7	100.0	*	*	*	*	*

	1970 TOTAL PERSON-TRIPS (Millions)	1970 TOTAL PERSON-TRIPS (Percent)	1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1971 TOTAL PERSON-TRIPS (Millions)	1971 TOTAL PERSON-TRIPS (Percent)	1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	33	100.0	100.0	75.6	5.4	18.1	1	0	33	100.0	100.0	77.4	5.7	15.7	0	1
1st Quarter		21.0	100.0	73.0	3.2	21.6	-	7		20.6	100.0	70.0	5.4	17.0	1.6	4
2nd Quarter		22.0	100.0	73.2	7.5	18.4	7	3		20.0	100.0	76.2	5.6	17.4	-	1
3rd Quarter		20.6	100.0	77.2	5.1	17.2	0	2		23.0	100.0	76.7	5.4	16.6	1.1	2
4th Quarter		20.4	100.0	78.0	6.7	17.5	0	2		23.0	100.0	78.6	5.0	16.0	4	-
REASON																
Business		20.0	100.0	55.4	1.0	30.1	1.4	7		20.4	100.0	71.1	1.3	23.7	3.5	3
Visit		30.7	100.0	61.0	6.9	5.7	-	5		30.3	100.0	67.5	3.5	6.0		1
Pleasure		23.2	100.0	77.0	13.7	9.3	-	-		20.0	100.0	65.7	17.7	16.0	-	0
Personal/Family Affairs		9.0	100.0	76.7	0	22.4	4	-		10.0	100.0	67.3	2.5	10.2	-	
Student		2.0	100.0	*	*	*	*	*		2.3	100.0	*	*	*	*	*
Other and No Answer		2	100.0							-	100.0					
HOUSEHOLD INCOME																
Under $5,000		3.7	100.0	60.0	16.3	16.1	-	-		6.2	100.0	50.0	20.3	20.0		0
$5,000 to $6,999		6.2	100.0	73.0	6.5	16.4	-	-		2.0	100.0	0	0	0	0	0
$7,000 to $9,999		6.1	100.0	60.2	10.0	6.9	-	-		3.0	100.0	60.0	6.0	4.5	-	-
$10,000 to $14,999		16.5	100.0	60.0	3.2	6.5	3	-		16.3	100.0	62.5	2.3	5.2		-
$15,000 to $24,999		21.7	100.0	66.3	3.4	10.0	2	7		21.7	100.0	76.4	6.0	10.7	0	0
$25,000 and over		20.0	100.0	76.6	3.9	17.7	0	1.0		23.2	100.0	82.5	2.9	13.1	0	0
No Answer		12.5	100.0	35.3	1.0	61.3	1.0	-		10.0	100.0	55.6	-	30.0	5.7	-
		10.0	100.0	70.3	11.0	7.0	1.2	-		10.0	100.0	70.0	11.1	0.0	-	-
OCCUPATION																
Professional/Management		46.3	100.0	73.7	2.3	23.2	0	3		40.0	100.0	70.0	3.1	16.0	2.0	2
Clerical and Sales		13.1	100.0	76.1	0.2	14.2	3	1.2		15.0	100.0	60.2	6.2	9.1	-	0
Craftsmen and Laborers		14.1	100.0	60.0	13.0	5.0	-	-		23.0	100.0	70.0	6.1	14.1		2
Service and Private		2.0	100.0	*	*	*	0	0		1.1	100.0	*	*	*	*	0
Other		6.7	100.0	70.3	6.0	13.4	1.3	-		15.0	100.0	60.1	11.5	26.2	-	3
NO. ON TRIP																
1 Person		35.0	100.0	51.5	6.7	40.0	1.3	5		35.0	100.0	60.2	6.2	30.4	2.5	0
2 Persons		30.5	100.0	60.0	6.0	0.4	-	-		30.0	100.0	60.5	5.6	10.0		-
3-4 Persons		20.7	100.0	60.3	3.6	3.0	-	0		10.7	100.0	67.2	3.1	0.6	-	-
5 or More		10.7	100.0	55.2	3.0	-	-	-		0.7	100.0	0	0	0	0	0
EDUCATION																
None or Elementary		0.3	100.0	60.2	7.0	0.0	-	-		0.5	100.0	63.3	30.2	10.5		-
High School		30.0	100.0	77.0	0.6	12.2	4	-		42.2	100.0	77.7	7.0	13.7	.4	3
College		60.0	100.0	75.6	2.0	20.3	0	0		52.5	100.0	77.0	2.0	17.0	1.3	3
No Answer		7	100.0	*	*	*	*	*		7	100.0	*	*	*	*	*

*Insufficient number of observations to publish

Table 53. SUMMARY - Philadelphia - INBOUND -
Person-Trips from Washington by Transport Mode: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS (Sample)	1968 TOTAL PERSON-TRIPS (Expand.)	1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1969 TOTAL PERSON-TRIPS (Sample)	1969 TOTAL PERSON-TRIPS (Expand.)	1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	5	100.0	100.0	73.3	38	19.5	31	1.0	5	100.0	100.0	68.1	28	11.1	4.6	1.0
1st Quarter		25.0	100.0	68.0	39	9.0	2.3			25.0	100.0	70.5	24	12.0	4.2	.5
2nd Quarter		27.4	100.0	63.4	.8	25.1	6.0	4.1		18.9	100.0	68.0	28	31	3.7	1.8
3rd Quarter		20.0	100.0	80.4	6.4	9.0				20.4	100.0	68.7	31	3.4	2.8	.6
4th Quarter		17.0	100.0	88.1	6.5	22.9	7.4	-		35.0	100.0	82.2	3.3	20.9	6.6	3.9
REASON																
Business		19.5	100.0	63.4	2.6	16.9	13.0	3.9		19.9	100.0	48.0	1.2	24.6	22.0	5.3
Visit		49.5	100.0	82.0	2.1	14.9	-			18.1	100.0	61.1	1.8	2.1		
Pleasure		14.0	100.0	70.7	5.1	16.5	1.1	.8		14.0	100.0					
Personal/Family Affairs		15.0	100.0							9.0	100.0	*	*	*	*	*
Student		-	100.0	*	*	*	*	*		1.0	100.0					
Other and No Answer			100.0							-	100.0					
HOUSEHOLD INCOME																
Under $3,000		3.9	100.0							8.9	100.0					
$3,000 to $5,999		3.9	100.0	76.7	11.0	13.3				5.6	100.0	80.0	4.4	9.1		5
$6,000 to $7,999		7.0	100.0							4.8	100.0					
$7,000 to $9,999		1.3	100.0							14.7	100.0					
$10,000 to $14,999		23.1	100.0							27.0	100.0					
$15,000 to $24,999		24.1	100.0	60.7	1.1	6.0	6.1	3.7		19.4	100.0	73.6	1.2	14.3	8.1	2.0
$25,000 and over		3.3	100.0							16.2	100.0					
No Answer		2.0	100.0	*	*	*	*	*		2.0	100.0	*	*	*	*	*
OCCUPATION																
Professional/Managerial		64.1	100.0	74.1	1.6	10.6	3.6	1.2		61.3	100.0	78.6		13.0	5.9	1.7
Clerical and Sales		9.6	100.0							7.0	100.0					
Craftsmen and Laborers		14.7	100.0	16.7	10.8	12.9	1.8	1		12.3	100.0	82.3	1.4	6.1	3.2	1.1
Service and Private		1.0	100.0							6.1	100.0					
Other		10.4	100.0							12.1	100.0					
NO. ON TRIP																
1 Person		29.7	100.0	58.5	6.5	33.0	6.5	3.7		27.6	100.0	58.1	9.4	20.5	11.2	3.8
2 Persons		27.2	100.0	67.1	1.8	9.2	1.8	-		28.3	100.0					
3-4 Persons		37.7	100.0	*	*	*	*	*		33.0	100.0	60.8	-	9.6	2.8	.7
5 or More		5.9	100.0							12.1	100.0					
EDUCATION																
Some or Elementary		2.7	100.0	*	*	*	*	*		1.5	100.0	*	*	*	*	*
High School		16.7	100.0							21.2	100.0					
College		71.6	100.0	76.0	1.8	17.0	3.9	.7		77.2	100.0	76.7	1.1	14.3	5.1	1.7
No Answer		9.7	100.0	*	*	*	*	*		-	100.0	*	*	*	*	*
ANNUAL TOTAL	5	100.0	100.0	70.0	3.5	16.0	3.6	.3	6	100.0	100.0	80.0	3.5	8.7	2.0	.8
1st Quarter		15.0	100.0	85.3	1.4	7.6	4.5	-		18.7	100.0	82.0	4.0	7.0	4.0	1.3
2nd Quarter		23.7	100.0	70.2	4.0	10.0	-	-		23.0	100.0	80.0	1.1	11.0	1.2	-
3rd Quarter		27.6	100.0	80.0	6.4	23.0	6.0	1.1		25.3	100.0	80.0	7.5	5.0	.9	.8
4th Quarter		33.1	100.0	73.7	2.0	18.2	5.1	-		30.7	100.0	87.7	.8	8.8	1.7	.8
REASON																
Business		10.0	100.0	25.5	-	43.1	15.4	1.3		10.7	100.0	80.0	6.2	15.0	6.8	6.4
Visit		54.7	100.0	85.5	1.8	11.0	-	-		52.2	100.0	87.2	1.7	5.0	.4	
Pleasure		13.0	100.0							13.5	100.0					
Personal/Family Affairs		9.3	100.0	80.0	4.5	14.0	2.0			13.0	100.0	76.0	4.1	20.2		
Student		2.9	100.0							1.5	100.0					
Other and No Answer		-	100.0	*	*	*	*	*		-	100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $3,000		-	100.0							.7	100.0					
$3,000 to $5,999		2.6	100.0	*	*	*	*	*		6.6	100.0	87.8	9.7	2.5	-	-
$6,000 to $7,999		6.3	100.0							5.7	100.0					
$7,000 to $9,999		16.0	100.0							16.0	100.0					
$10,000 to $14,999		20.7	100.0							27.6	100.0	84.0	6.3	4.0	3.5	-
$15,000 to $24,999		23.2	100.0	80.7	1.8	20.4	5.0	3		21.0	100.0	80.0	2.8	9.6	-	2.2
$25,000 and over		16.0	100.0							17.6	100.0					
No Answer		11.4	100.0	*	*	*	*	*		1.4	100.0	*	*	*	*	*
OCCUPATION																
Professional/Managerial		76.1	100.0	73.0	2.3	18.0	6.1	-		66.7	100.0	81.0	3.7	10.3	2.3	1.0
Clerical and Sales		7.0	100.0							13.3	100.0	78.7	9.5	10.2	5.7	-
Craftsmen and Laborers		8.0	100.0	80.0	10.0	5.3	1.0	1		7.1	100.0					
Service and Private		1	100.0							5.5	100.0	88.5	1.0	4.0	2	-
Other		5.3	100.0							9.30	100.0					
NO. ON TRIP																
1 Person		32.7	100.0	35.1	6.3	48.0	11.1	3		28.0	100.0	68.0	5.1	20.3	7.2	3.0
2 Persons		22.3	100.0							24.1	100.0	80.0	1.0	9.0	-	-
3-4 Persons		18.3	100.0	65.1	6	31	-	-		14.1	100.0	*	*	*	*	*
5 or More		27.0	100.0							35.0	100.0					
EDUCATION																
Some or Elementary		3.5	100.0	*	*	*	*	*		3	100.0	20.3	64.4	5.0	5	-
High School		17.3	100.0							10.0	100.0					
College		77.0	100.0	73.1	1.0	20.3	4.3	3		85.1	100.0	87.0	3.1	7.0	2.3	1.0
No Answer		1.2	100.0	*	*	*	*	*		5	100.0	*	*	*	*	*

*Insufficient number of observations to publish.

Table 34. SUMMARY - Philadelphia - INBOUND - Person-Trips from New York City by Transport Mode: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS		1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1969 TOTAL PERSON-TRIPS		1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Unlimited	Persons	Total %	Auto	Bus	Rail	Air	Other	Unlimited	Persons	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	1.6	100.0	100.0	73.6	7.8	13.9	3.5	1.0	1.3	100.0	100.0	71.1	9.0	16.0	2	1.6
1st Quarter		22.5	100.0	69.7	10.1	22.1	4.0	3.3		26.1	100.0	67.2	10.3	19.6	1.1	2.0
2nd Quarter		25.7	100.0	77.1	6.1	12.4	2.7	1.7		23.6	100.0	70.2	10.5	14.7	3	3
3rd Quarter		28.6	100.0	70.5	6.3	9.0	3.5	7		26.1	100.0	69.7	8.2	19.0	1.1	2.0
4th Quarter		23.1	100.0	74.0	7.0	12.7	2.9	2.3		23.7	100.0	75.3	6.0	14.2	.9	.4
REASON																
Business		24.3	100.0	57.6	5.1	28.6	12.1	4.5		24.3	100.0	65.0	3.4	27.1	2.7	.8
Visit		42.6	100.0	81.3	6.7	10.9		1.1		28.6	100.0	82.2	10.5	16.2	7	1.0
Pleasure		21.0	100.0	70.0	11.3	12.0	.4	3		17.5	100.0	75.3	12.3	6.8		2.6
Personal/Family Affairs		4.7	100.0	.0	.0	.0	.4	.0		13.5	100.0	79.3	3.0	17.3	.	-
Student		6.6	100.0	16.7	4.7	12.8	2.3	3.5		6.2	100.0	.0	.0	.0	.0	.0
Other and No Answer		-	100.0	.0	.0	.0	.0	.0		-	100.0					
HOUSEHOLD INCOME																
Under $4,000		5.6	100.0	69.4	20.7	13.9		-		6.1	100.0	66.2	16.3	26.3	-	1.2
$4,000 to $5,999		16.1	100.0	88.9	14.3	3.9		.9		11.5	100.0	68.8	25.6	13.6	-	-
$6,000 to $7,999		11.9	100.0	76.8	12.4	11.0	-	-		8.7	100.0	20.3	22.5	16.3	-	4.2
$7,000 to $9,999		17.6	100.0	70.9	4.8	22.5	.6	1.2		12.8	100.0	27.4	11.6	16.0	-	-
$10,000 to $14,999		17.3	100.0	69.9	2.2	9.5	6.2	2.1		20.6	100.0	66.7	1.1	11.8	.6	2.2
$15,000 to $24,999		21.3	100.0	62.3	5.8	7.2	3.3	1.4		14.0	100.0	70.6	2.8	13.9	2.7	2.0
$25,000 and over		4.4	100.0	22.6	.8	42.8	11.1	6.6		12.1	100.0	75.0	-	21.3	2.3	1.5
No Answer		5.5	100.0	68.2	9.9	22.8	-	1.4		14.0	100.0	69.5	7.8	11.1	-	.8
OCCUPATION																
Professional/Managerial		41.7	100.0	72.0	4.4	12.1	6.1	3.9		40.2	100.0	76.3	3.0	17.5	1.5	1.3
Clerical and Sales		16.6	100.0	79.3	11.1	9.5	4.2	-		16.9	100.0	70.3	21.0	6.4	-	1.7
Craftsmen and Laborers		24.0	100.0	85.3	4.0	6.7	.8	.3		16.7	100.0	65.0	13.0	16.1	-	3.9
Service and Private		5.1	100.0	.0	.0	.0	.0	.0		7.8	100.0	49.9	4.0	28.2	-	-
Other		9.8	100.0	44.9	13.6	41.5	-			11.5	100.0	55.6	28.1	23.4	-	.8
NO. ON TRIP																
1 Person		28.8	100.0	53.0	6.7	25.3	8.3	2.9		40.0	100.0	57.0	11.9	26.1	1.5	2.8
2 Persons		34.7	100.0	77.5	6.2	14.4	.6	1.2		17.7	100.0	70.8	12.7	16.5	-	1.0
3-4 Persons		20.4	100.0	84.6	5.3	.8	-	-		23.0	100.0	85.5	2.4	7.4	-	1.2
5 or More		1.1	100.0	.0	.0	.0	.0	.0		8.6	100.0	.0	.0	.0	.0	.0
EDUCATION																
None or Elementary		16.7	100.0	72.2	9.2	17.7	-	.9		9.6	100.0	54.5	22.8	22.6	-	-
High School		35.7	100.0	70.4	10.0	8.5	2.8	1.5		33.5	100.0	65.8	16.2	16.7	-	2.3
College		46.0	100.0	80.0	5.1	10.4	4.3	2.5		57.3	100.0	76.4	4.9	16.5	1.3	1.3
No Answer		1	100.0	.0	.0	.0	.0	.0		2	100.0	.0	.0	.0	.0	.0

TRAVEL PROFILES	1970 TOTAL PERSON-TRIPS		1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1971 TOTAL PERSON-TRIPS		1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Unlimited	Persons	Total %	Auto	Bus	Rail	Air	Other	Unlimited	Persons	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	1.2	100.0	100.0	76.5	8.7	14.5	1	.8	1.7	100.0	100.0	74.0	7.1	16.9	1.1	1.4
1st Quarter		19.6	100.0	68.0	8.8	22.4	2.4	.4		28.5	100.0	68.4	8.0	18.5	1.9	1.3
2nd Quarter		25.7	100.0	78.5	8.7	11.4		1.1		23.6	100.0	80.3	4.0	13.2	.8	1.5
3rd Quarter		28.2	100.0	81.8	8.8	8.7	.4	.4		28.4	100.0	76.9	7.2	13.5	1.3	.9
4th Quarter		26.4	100.0	87.3	5.9	6.5	.8	-		27.9	100.0	70.3	8.9	18.4	.3	1.9
REASON																
Business		21.2	100.0	73.5	8.2	14.8	3.1	.5		25.9	100.0	68.8	4.5	25.3	2.7	1.5
Visit		42.5	100.0	76.3	8.2	14.2	.5	.8		42.8	100.0	77.8	8.3	11.8	.4	2.1
Pleasure		17.2	100.0	84.4	10.8	4.8	-	-		16.1	100.0	82.8	11.5	4.8	1.0	-
Personal/Family Affairs		12.1	100.0	91.4	3.9	3.8	-	.9		10.5	100.0	90.6	2.6	6.1	-	.7
Student		6.7	100.0	.0	.0	.0	.0	.0		3.8	100.0	.0	.0	.0	.0	.0
Other and No Answer		.3	100.0							-	100.0					
HOUSEHOLD INCOME																
Under $4,000		7.3	100.0	84.9	15.6	20.4	-	1.9		5.6	100.0					
$4,000 to $5,999		6.1	100.0	67.3	30.8	13.2	-	-		3.1	100.0	72.1	16.6	8.6	2.4	3.4
$6,000 to $7,999		5.9	100.0							4.7	100.0					
$7,000 to $9,999		15.9	100.0	88.5	7.1	6.4	-	-		10.3	100.0	70.9	13.8	14.8	1.2	-
$10,000 to $14,999		21.6	100.0	77.6	8.4	11.5	2.7	-		23.3	100.0	78.8	7.2	12.1	.3	1.5
$15,000 to $24,999		15.7	100.0	80.8	1.4	8.8	.8	2.2		27.3	100.0	78.7	6.8	20.1	.8	1.4
$25,000 and over		10.5	100.0	91.3	2.9	6.3	-	-		2.7	100.0	77.7	1.5	18.4	1.8	.7
No Answer		11.7	100.0	91.9	8.1	0.0	-	-		1.3	100.0	.0	.0	.0	.0	.0
OCCUPATION																
Professional/Managerial		51.0	100.0	78.5	7.1	12.4	1.3	.9		46.2	100.0	73.2	3.5	20.3	1.3	1.7
Clerical and Sales		13.5	100.0	82.4	3.4	3.3	-	.9		14.5	100.0	72.1	11.4	13.5	.9	1.6
Craftsmen and Laborers		14.0	100.0	88.1	13.2	7.7	-	-		16.3	100.0	78.6	8.8	11.2	-	-
Service and Private		9.4	100.0	.0	.0	.0	.0	.0		7.4	100.0	87.3	9.4	.8	3.5	-
Other		9.9	100.0	69.8	16.8	17.2	-	-		6.7	100.0	.0	.0	.0	.0	.0
NO. ON TRIP																
1 Person		37.7	100.0	68.7	10.0	20.3	1.0	.5		35.6	100.0	58.7	12.8	33.8	2.2	2.0
2 Persons		35.9	100.0	81.8	3.3	4.9	-	-		27.7	100.0	81.8	8.1	8.1	-	1.2
3-4 Persons		18.3	100.0	85.1	2.6	6.1	-	1.0		20.2	100.0	85.2	1.6	1.7	.6	1.0
5 or More		10.0	100.0							8.6	100.0	.0	.0	.0	.0	.0
EDUCATION																
None or Elementary		7.6	100.0	65.1	20.4	20.5	-	-		3.8	100.0	.0	.0	.0	.0	.0
High School		28.0	100.0	80.0	6.3	4.6	-	.6		28.8	100.0	85.8	8.1	4.8	.8	1.4
College		61.6	100.0	78.6	9.3	11.3	1.1	.8		63.7	100.0	68.8	4.8	22.8	1.2	1.3
No Answer		.3	100.0	.0	.0	.0	.0	.0		.8	100.0	.0	.0	.0	.0	.0

*Insufficient number of observations to publish

Table 55. SUMMARY - Quarterly - Philadelphia/Wilmington/Trenton - OUTBOUND - Person-Trips to NECRA Destinations by Transport Mode: 1968-1971

55.0 Total NECRA Person-Trips

1968-1971 BY QUARTERS	PERSON TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Millions	Percent	Total %	[illegible]	[illegible]	NYC Metro	[illegible]	[illegible]
1968 TOTAL	44	100.0	100.0	27.1	[illegible]	[illegible]	2	[illegible]
1st Quarter		20.0	100.0	25.3	[illegible]	[illegible]	[illegible]	[illegible]
2nd Quarter		22.6	100.0	19.0	[illegible]	73.0	1	[illegible]
3rd Quarter		23.0	100.0	24.3	[illegible]	[illegible]	3	[illegible]
4th Quarter		18.4	100.0	19.5	[illegible]	[illegible]	[illegible]	[illegible]
1969 TOTAL	49	100.0	100.0	25.0	[illegible]	[illegible]	5	[illegible]
1st Quarter		20.0	100.0	23.9	[illegible]	[illegible]	1	[illegible]
2nd Quarter		22.5	100.0	20.6	[illegible]	[illegible]	[illegible]	[illegible]
3rd Quarter		20.1	100.0	26.7	[illegible]	[illegible]	1	[illegible]
4th Quarter		23.1	100.0	26.6	[illegible]	[illegible]	[illegible]	[illegible]
1970 TOTAL	48	100.0	100.0	21.3	[illegible]	[illegible]	[illegible]	[illegible]
1st Quarter		20.5	100.0	18.5	[illegible]	[illegible]	2	[illegible]
2nd Quarter		20.5	100.0	21.5	[illegible]	[illegible]	[illegible]	[illegible]
3rd Quarter		20.0	100.0	20.6	[illegible]	[illegible]	2	[illegible]
4th Quarter		20.3	100.0	19.5	[illegible]	[illegible]	1	[illegible]
1971 TOTAL	44	100.0	100.0	20.0	[illegible]	[illegible]	[illegible]	[illegible]
1st Quarter		20.3	100.0	18.0	[illegible]	[illegible]	2	[illegible]
2nd Quarter		21.6	100.0	20.0	[illegible]	[illegible]	2	[illegible]
3rd Quarter		27.0	100.0	21.0	[illegible]	[illegible]	[illegible]	[illegible]
4th Quarter		23.0	100.0	20.3	[illegible]	[illegible]	[illegible]	[illegible]

55.1 Auto Trips (Person)

1968-1971 BY QUARTERS	PERSON TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Millions	Percent	Total %	[illegible]	[illegible]	NYC Metro	[illegible]	[illegible]
1968 TOTAL	31	100.0	100.0	20.2	[illegible]	[illegible]	2	[illegible]
1st Quarter		21.4	100.0	21.1	[illegible]	[illegible]		2.0
2nd Quarter		23.6	100.0	21.6	[illegible]	73.1		[illegible]
3rd Quarter		24.0	100.0	20.3	[illegible]	[illegible]	3	[illegible]
4th Quarter		20.1	100.0	20.0	[illegible]	72.0	5	[illegible]
1969 TOTAL	35	100.0	100.0	21.0	[illegible]	[illegible]	1	[illegible]
1st Quarter		23.0	100.0	27.0	[illegible]	[illegible]	0	[illegible]
2nd Quarter		22.3	100.0	20.1	[illegible]	[illegible]	1	[illegible]
3rd Quarter		20.9	100.0	20.3	[illegible]	[illegible]	1	[illegible]
4th Quarter		24.0	100.0	24.0	[illegible]	[illegible]	2.0	[illegible]
1970 TOTAL	31	100.0	100.0	23.2	[illegible]	[illegible]	1	[illegible]
1st Quarter		20.4	100.0	24.2	[illegible]	[illegible]	3	[illegible]
2nd Quarter		20.1	100.0	27.0	[illegible]	[illegible]	1.7	[illegible]
3rd Quarter		20.2	100.0	20.5	[illegible]	[illegible]	3	[illegible]
4th Quarter		20.6	100.0	20.0	[illegible]	[illegible]	1.0	[illegible]
1971 TOTAL	34	100.0	100.0	25.1	[illegible]	[illegible]	1.7	[illegible]
1st Quarter		27.0	100.0	16.3	[illegible]	[illegible]	0	[illegible]
2nd Quarter		24.0	100.0	27.3	[illegible]	[illegible]	1	[illegible]
3rd Quarter		27.0	100.0	22.7	[illegible]	[illegible]	1.0	[illegible]
4th Quarter		23.0	100.0	23.6	[illegible]	[illegible]	1.9	[illegible]

55.2 Bus Trips (Person)

1968-1971 BY QUARTERS	PERSON TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Millions	Percent	Total %	[illegible]	[illegible]	NYC Metro	[illegible]	[illegible]
1968 TOTAL	3	100.0	100.0	19.0	[illegible]	77.0	0	4
1st Quarter		27.0	100.0	11.0	[illegible]	87.3		1.0
2nd Quarter		20.0	100.0	23.9	[illegible]	71.0	1.6	
3rd Quarter		17.0	100.0	20.1	[illegible]	63.4		
4th Quarter		20.4	100.0	23.0	[illegible]	72.7		
1969 TOTAL	3	100.0	100.0	21.1	[illegible]	76.2	3	1.0
1st Quarter		20.3	100.0	19.9	[illegible]	79.0		
2nd Quarter		21.0	100.0	21.0	[illegible]	67.1	1.1	
3rd Quarter		20.6	100.0	5.1	[illegible]	80.1		1.1
4th Quarter		19.2	100.0	5.1	[illegible]	80.5		3.0
1970 TOTAL	3	100.0	100.0	20.6	[illegible]	80.9		
1st Quarter		17.3	100.0	9	[illegible]	9	0	0
2nd Quarter		20.1	100.0	20.2	[illegible]	62.0		
3rd Quarter		20.6	100.0	27.0	[illegible]	80.0		
4th Quarter		21.1	100.0	19.0	[illegible]	87.1		
1971 TOTAL	2	100.0	100.0	20.5	[illegible]	82.1	0	0
1st Quarter		20.0	100.0	20.4	[illegible]	82.0		1.3
2nd Quarter		21.0	100.0	20.5	[illegible]	80.6		1.0
3rd Quarter		23.0	100.0	20.1	[illegible]	81.0		
4th Quarter		23.4	100.0	22.6	[illegible]	80.0	3.0	

55.3 Rail Trips (Person)

1968-1971 BY QUARTERS	PERSON TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Millions	Percent	Total %	[illegible]	[illegible]	NYC Metro	[illegible]	[illegible]
1968 TOTAL	0	100.0	100.0	15.1	[illegible]	83.3		1.0
1st Quarter		01.1	100.0	11.0	[illegible]	70.7		0.0
2nd Quarter		11.3	100.0	0.0	[illegible]	80.1		
3rd Quarter		10.6	100.0	0.3	[illegible]	80.0		1.0
4th Quarter		11.3	100.0	14.1	[illegible]	85.0		
1969 TOTAL	0	100.0	100.0	10.9	[illegible]	81.0	0	2
1st Quarter		12.1	100.0	14.7	[illegible]	83.5	1.1	
2nd Quarter		12.1	100.0	20.1	[illegible]	77.2	1	1
3rd Quarter		23.0	100.0	0.2	[illegible]	80.2		1
4th Quarter		21.0	100.0	22.7	[illegible]	72.0	1.1	
1970 TOTAL	1	100.0	100.0	10.5	[illegible]	81.3	1	1.1
1st Quarter		23.7	100.0	10.3	[illegible]	81.1		0
2nd Quarter		21.1	100.0	23.0	[illegible]	72.0	1	3.9
3rd Quarter		20.0	100.0	14.1	[illegible]	80.0		
4th Quarter		23.3	100.0	0.5	[illegible]	80.4		
1971 TOTAL	0	100.0	100.0	22.0	[illegible]	70.0	0	1
1st Quarter		20.0	100.0	22.7	[illegible]	10.0		
2nd Quarter		22.1	100.0	20.0	[illegible]	81.3		
3rd Quarter		20.3	100.0	20.0	[illegible]	70.0	2.0	1.0
4th Quarter		20.3	100.0	23.4	[illegible]	70.0		1

55.4 Air Trips (Person)

1968-1971 BY QUARTERS	PERSON TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Millions	Percent	Total %	[illegible]	[illegible]	NYC Metro	[illegible]	[illegible]
1968 TOTAL	1	100.0	100.0	42.3	[illegible]	11.0		43.1
1st Quarter		45.3	100.0	57.0	[illegible]	1.0		33.3
2nd Quarter		27.0	100.0	21.0	[illegible]	10.7		40.7
3rd Quarter		27.0	100.0	20.6	[illegible]	22.3		40.7
4th Quarter		0.0	100.0	45.5	[illegible]	0.1		34.5
1969 TOTAL	1	100.0	100.0	21.1	[illegible]	0.4		43.7
1st Quarter		20.0	100.0	23.1	[illegible]	11.0		53.0
2nd Quarter		21.1	100.0	20.0	[illegible]	0.3		52.5
3rd Quarter		20.7	100.0	17.9	[illegible]			50.0
4th Quarter		10.0	100.0	20.0	[illegible]	10.0		50.0
1970 TOTAL	1	100.0	100.0	21.2	[illegible]	10.0		41.5
1st Quarter		10.3	100.0	20.3	[illegible]			72.7
2nd Quarter		10.2	100.0	20.0	[illegible]	20.0		40.0
3rd Quarter		20.0	100.0	10.0	[illegible]	10.0		70.1
4th Quarter		20.5	100.0	10.0	[illegible]	10.0		57.0
1971 TOTAL	1	100.0	100.0	0.0	[illegible]	14.0	4.3	50.3
1st Quarter		43.3	100.0	10.0	[illegible]	23.3		50.0
2nd Quarter		17.2	100.0	17.0	[illegible]			70.5
3rd Quarter		20.0	100.0	2.0	[illegible]	10.7	2.0	40.0
4th Quarter		10.1	100.0	1.1	[illegible]	1.1	10.2	57.7

55.5 Other Trips (Person)

1968-1971 BY QUARTERS	PERSON TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Millions	Percent	Total %	[illegible]	[illegible]	NYC Metro	[illegible]	[illegible]
1968 TOTAL	1	100.0	100.0	10.7	[illegible]	50.3	2.1	10.0
1st Quarter		20.2	100.0	0	[illegible]	0	0	0
2nd Quarter		21.0	100.0	0	[illegible]	0	0	0
3rd Quarter		10.0	100.0	0	[illegible]	0	0	0
4th Quarter		27.1	100.0	0	[illegible]	0	0	0
1969 TOTAL	1	100.0	100.0	21.0	[illegible]	50.3		
1st Quarter		20.0	100.0	0	[illegible]	0	0	0
2nd Quarter		10.0	100.0	0	[illegible]	0	0	0
3rd Quarter		27.0	100.0	0	[illegible]	0	0	0
4th Quarter		11.1	100.0	0	[illegible]	0	0	0
1970 TOTAL	1	100.0	100.0	20.1	[illegible]	67.0		
1st Quarter		20.1	100.0	0	[illegible]	0	0	0
2nd Quarter		21.1	100.0	0	[illegible]	0	0	0
3rd Quarter		20.4	100.0	0	[illegible]	0	0	0
4th Quarter		0.7	100.0	0	[illegible]	0	0	0
1971 TOTAL	1	100.0	100.0	54.5	[illegible]	21.0	0.5	0.1
1st Quarter		27.3	100.0	0	[illegible]	0	0	0
2nd Quarter		13.0	100.0	0	[illegible]	0	0	0
3rd Quarter		21.7	100.0	0	[illegible]	0	0	0
4th Quarter		20.4	100.0	0	[illegible]	0	0	0

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Table 56. SUMMARY - Reasons for Travel - Philadelphia/Wilmington/Trenton - OUTBOUND
Person-Trips to NECRA Destinations by Transport Mode : 1968-1971

56.0 Total NECRA Person-Trips

NECRA Destination	Person-Trips		Percent Distribution by Reason for Travel					
	Sample	Percent	Total %	Business	Work	Pleasure	Students	Personal & Other
1968 TOTAL	68	100.0	100.0	30.6	30.7	30.9	5.3	6.6
Work/Bus		30.9	100.0	30.6	99.3	33.1	3.0	12.3
Shop/Bus/Trip		1.3	100.0	-	-	-	-	-
NYC/NEMJ		31.3	100.0	30.7	30.1	30.0	3.3	6.0
Sgt/Ship		2	100.0	-	-	-	-	-
Business/Pers		4.6	100.0	42.1	37.9	5.4	3.4	7.4
1969 TOTAL	68	100.0	100.0	30.0	30.3	30.3	1.9	6.7
Work/Bus		35.6	100.0	30.7	30.9	30.0	5	6.9
Shop/Bus/Trip		1.5	100.0	-	-	-	-	-
NYC/NEMJ		45.3	100.0	30.3	35.5	33.7	3.3	6.7
Sgt/Ship		2	100.0	-	-	-	-	-
Business/Pers		4.0	100.0	30.4	40.1	10.9	3.7	6.7
1970 TOTAL	68	100.0	100.0	30.0	30.9	30.9	3.3	6.7
Work/Bus		30.5	100.0	35.5	46.5	17.6	3.2	9.0
Shop/Bus/Trip		2.0	100.0	-	-	-	-	-
NYC/NEMJ		45.0	100.0	30.0	35.1	33.2	1.9	10.0
Sgt/Ship		5	100.0	-	-	-	-	-
Business/Pers		4.0	100.0	30.2	40.0	5.4	0.0	10.1
1971 TOTAL	64	100.0	100.0	30.7	32.0	30.0	3.1	6.2
Work/Bus		35.0	100.0	10.5	46.2	27.9	9	6.5
Shop/Bus/Trip		3.0	100.0	-	-	-	-	-
NYC/NEMJ		40.0	100.0	35.3	40.3	30.6	3.3	10.0
Sgt/Ship		1.3	100.0	-	-	-	-	-
Business/Pers		7.0	100.0	40.1	30.1	3.1	1.0	5.6

56.1 Auto Trips (Person)

NECRA Destination	Person-Trips		Percent Distribution by Reason for Travel					
	Sample	Percent	Total %	Business	Work	Pleasure	Students	Personal & Other
1968 TOTAL	31	100.0	100.0	30.5	30.4	23.5	7.0	6.1
Work/Bus		30.0	100.0	30.5	30.0	37.4	3.7	12.7
Shop/Bus/Trip		1.5	100.0	-	-	-	-	-
NYC/NEMJ		16.3	100.0	23.5	30.5	30.1	2.7	5.0
Sgt/Ship		3	100.0	-	-	-	-	-
Business/Pers		3.2	100.0	-	-	-	-	-
1969 TOTAL	35	100.0	100.0	30.7	40.1	30.0	1.7	6.6
Work/Bus		27.1	100.0	30.2	31.3	32.2	5	6.0
Shop/Bus/Trip		2.6	100.0	-	-	-	-	-
NYC/NEMJ		40.4	100.0	30.4	44.3	21.0	2.3	9.2
Sgt/Ship		7	100.0	-	-	-	-	-
Business/Pers		3.3	100.0	-	-	-	-	-
1970 TOTAL	37	100.0	100.0	30.7	40.6	30.0	1.0	9.0
Work/Bus		23.2	100.0	22.1	51.7	19.0	2.3	6.0
Shop/Bus/Trip		3.3	100.0	-	-	-	-	-
NYC/NEMJ		40.0	100.0	23.0	41.0	23.7	1.3	10.2
Sgt/Ship		7	100.0	-	-	-	-	-
Business/Pers		4.0	100.0	-	-	-	-	-
1971 TOTAL	34	100.0	100.0	31.0	41.1	20.0	1.0	10.0
Work/Bus		35.2	100.0	40.7	42.0	20.9	7	6.7
Shop/Bus/Trip		4.0	100.0	-	-	-	-	-
NYC/NEMJ		40.0	100.0	23.3	47.0	17.0	5	11.3
Sgt/Ship		1.3	100.0	-	-	-	-	-
Business/Pers		5.0	100.0	20.1	30.0	13.4	-	6.6

56.2 Bus Trips (Person)

NECRA Destination	Person-Trips		Percent Distribution by Reason for Travel					
	Sample	Percent	Total %	Business	Work	Pleasure	Students	Personal & Other
1968 TOTAL	3	100.0	100.0	6.0	10.0	10.0	17.0	3.4
Work/Bus		35.0	100.0	2.1	12.1	40.7	8.4	10.3
Shop/Bus/Trip		1.3	100.0	-	-	-	-	-
NYC/NEMJ		77.3	100.0	6.6	30.0	40.7	13.2	1.7
Sgt/Ship		4	100.0	-	-	-	-	-
Business/Pers		4	100.0	-	-	-	-	-
1969 TOTAL	3	100.0	100.0	12.2	6.3	40.7	3.0	5.5
Work/Bus		30.3	100.0	-	-	-	-	-
Shop/Bus/Trip		-	100.0	-	-	-	-	-
NYC/NEMJ		70.0	100.0	14.4	11.1	40.0	4.5	3.3
Sgt/Ship		4	100.0	-	-	-	-	-
Business/Pers		1.1	100.0	-	-	-	-	-
1970 TOTAL	3	100.0	100.0	6.4	30.0	47.1	5	4.5
Work/Bus		27.0	100.0	-	-	-	-	-
Shop/Bus/Trip		1.1	100.0	-	-	-	-	-
NYC/NEMJ		40.7	100.0	3.7	31.3	40.3		5
Sgt/Ship		-	100.0	-	-	-	-	-
Business/Pers		3.0	100.0	-	-	-	-	-
1971 TOTAL	2	100.0	100.0	7.1	30.0	10.0	1.0	6.6
Work/Bus		35.5	100.0	-	-	-	-	-
Shop/Bus/Trip		3	100.0	-	-	-	-	-
NYC/NEMJ		40.7	100.0	6.0	30.0	40.0	1.5	4.5
Sgt/Ship		5	100.0	-	-	-	-	-
Business/Pers		3	100.0	-	-	-	-	-

56.3 Rail Trips (Person)

NECRA Destination	Person-Trips		Percent Distribution by Reason for Travel					
	Sample	Percent	Total %	Business	Work	Pleasure	Students	Personal & Other
1968 TOTAL	8	100.0	100.0	51.2	40.0	30.0	7.2	6.0
Work/Bus		1.0	100.0	30.3	10.0	30.0	4.3	13.0
Shop/Bus/Trip		-	100.0	-	-	-	-	-
NYC/NEMJ		40.7	100.0	51.5	17.0	23.1	7.0	6.0
Sgt/Ship		-	100.0	-	-	-	-	-
Business/Pers		3.3	100.0	-	-	-	-	-
1969 TOTAL	8	100.0	100.0	51.0	10.3	40.0	1.7	10.0
Work/Bus		17.0	100.0	30.5	30.0	31.4	3	9.5
Shop/Bus/Trip		1	100.0	-	-	-	-	-
NYC/NEMJ		31.0	100.0	50.3	15.7	14.1	2.0	10.0
Sgt/Ship		1.0	100.0	-	-	-	-	-
Business/Pers		3	100.0	-	-	-	-	-
1970 TOTAL	7	100.0	100.0	40.0	10.5	11.0	5.2	12.0
Work/Bus		16.0	100.0	40.6	30.7	14.1	3.3	10.0
Shop/Bus/Trip		-	100.0	-	-	-	-	-
NYC/NEMJ		41.0	100.0	17.1	1.0	13.0	5.0	17.1
Sgt/Ship		1	100.0	-	-	-	-	-
Business/Pers		1.1	100.0	-	-	-	-	-
1971 TOTAL	6	100.0	100.0	30.0	30.0	14.1	5.2	7.0
Work/Bus		30.7	100.0	30.7	40.0	6.0	3.0	5.2
Shop/Bus/Trip		-	100.0	-	-	-	-	-
NYC/NEMJ		40.0	100.0	30.3	23.0	30.3	11.1	6.6
Sgt/Ship		9	100.0	-	-	-	-	-
Business/Pers		3	100.0	-	-	-	-	-

56.4 Air Trips (Person)

NECRA Destination	Person-Trips		Percent Distribution by Reason for Travel					
	Sample	Percent	Total %	Business	Work	Pleasure	Students	Personal & Other
1968 TOTAL	1	100.0	100.0	77.0	10.3	3.7	3.7	4.0
Work/Bus		40.3	100.0	-	-	-	-	-
Shop/Bus/Trip		-	100.0	-	-	-	-	-
NYC/NEMJ		11.0	100.0	-	-	-	-	-
Sgt/Ship		-	100.0	-	-	-	-	-
Business/Pers		4.3	100.0	-	-	-	-	-
1969 TOTAL	1	100.0	100.0	14.0	14.4	4.4	5.5	1.1
Work/Bus		30.0	100.0	-	-	-	-	-
Shop/Bus/Trip		-	100.0	-	-	-	-	-
NYC/NEMJ		14.0	100.0	-	-	-	-	-
Sgt/Ship		-	100.0	-	-	-	-	-
Business/Pers		4.3	100.0	-	-	-	-	-
1970 TOTAL	1	100.0	100.0	30.4	10.0	1.3	12.2	5.2
Work/Bus		31.0	100.0	-	-	-	-	-
Shop/Bus/Trip		-	100.0	-	-	-	-	-
NYC/NEMJ		14.3	100.0	-	-	-	-	-
Sgt/Ship		-	100.0	-	-	-	-	-
Business/Pers		4.3	100.0	-	-	-	-	-
1971 TOTAL	1	100.0	100.0	14.3	10.3	3	3.1	4.0
Work/Bus		3.0	100.0	-	-	-	-	-
Shop/Bus/Trip		-	100.0	-	-	-	-	-
NYC/NEMJ		17.0	100.0	-	-	-	-	-
Sgt/Ship		5.3	100.0	-	-	-	-	-
Business/Pers		30.0	100.0	-	30.0	-	3.3	1.3

56.5 Other Trips (Person)

NECRA Destination	Person-Trips		Percent Distribution by Reason for Travel					
	Sample	Percent	Total %	Business	Work	Pleasure	Students	Personal & Other
1968 TOTAL	1	100.0	100.0	-	-	-	-	-
Work/Bus		10.0	100.0	-	-	-	-	-
Shop/Bus/Trip		-	100.0	-	-	-	-	-
NYC/NEMJ		-	100.0	-	-	-	-	-
Sgt/Ship		2.3	100.0	-	-	-	-	-
Business/Pers		10.0	100.0	-	-	-	-	-
1969 TOTAL	1	100.0	100.0	-	-	-	-	-
Work/Bus		40.7	100.0	-	-	-	-	-
Shop/Bus/Trip		-	100.0	-	-	-	-	-
NYC/NEMJ		40.3	100.0	-	-	-	-	-
Sgt/Ship		-	100.0	-	-	-	-	-
Business/Pers		-	100.0	-	-	-	-	-
1970 TOTAL	1	100.0	100.0	-	-	-	-	-
Work/Bus		40.3	100.0	-	-	-	-	-
Shop/Bus/Trip		11.5	100.0	-	-	-	-	-
NYC/NEMJ		40.3	100.0	-	-	-	-	-
Sgt/Ship		-	100.0	-	-	-	-	-
Business/Pers		-	100.0	-	-	-	-	-
1971 TOTAL	1	100.0	100.0	-	-	-	-	-
Work/Bus		50.0	100.0	-	-	-	-	-
Shop/Bus/Trip		-	100.0	-	-	-	-	-
NYC/NEMJ		30.7	100.0	-	-	-	-	-
Sgt/Ship		4.3	100.0	-	-	-	-	-
Business/Pers		9.1	100.0	-	-	-	-	-

* [illegible]

** [illegible]

CHAPTER 8

NEW YORK CITY/NORTHEAST NEW JERSEY REPORTING AREA TRAVEL MARKET

Transport Mode Data Tables: 1968-1971

Related Transport Mode Tables
Trips To or From New York City/NE New Jersey

GENERAL

The tables in this chapter include analysis and summary data for person-trips to and from the metropolitan areas in the New York City/Northeast New Jersey (NYC/NENJ) Reporting Area, which comprises the following standard Metropolitan Statistical Areas, illustrated in Map 4:

New York, New York

Northeast, New Jersey
- Paterson/Clifton/Passaic
- Newark
- Jersey City
- Middlesex County
- Somerset County

The 1970 Census estimated that the population of this Reporting Area was approximately 16.1 million persons residing in 5.3 million households. (See Table 1, page 1-10.) The NECTS for the year 1970 estimated that there were 37.2 million trips to ALL destinations from the New York City/Northeast New Jersey Reporting Area. Person-Trips to NECRA to NECRA destinations, which originated in this Reporting Area, were estimated to total 10.2 million person trips, or 27.4 percent of the total person-trips to ALL Destinations. This compares with the average of 24.5 percent of the total NECRA to NECRA person-trips as related to total NECRA person-trips to ALL destinations. (See Table 2, page 1-12)

The data and analytical tables contain the following types of information:

Selected Data Tables (Table 57)

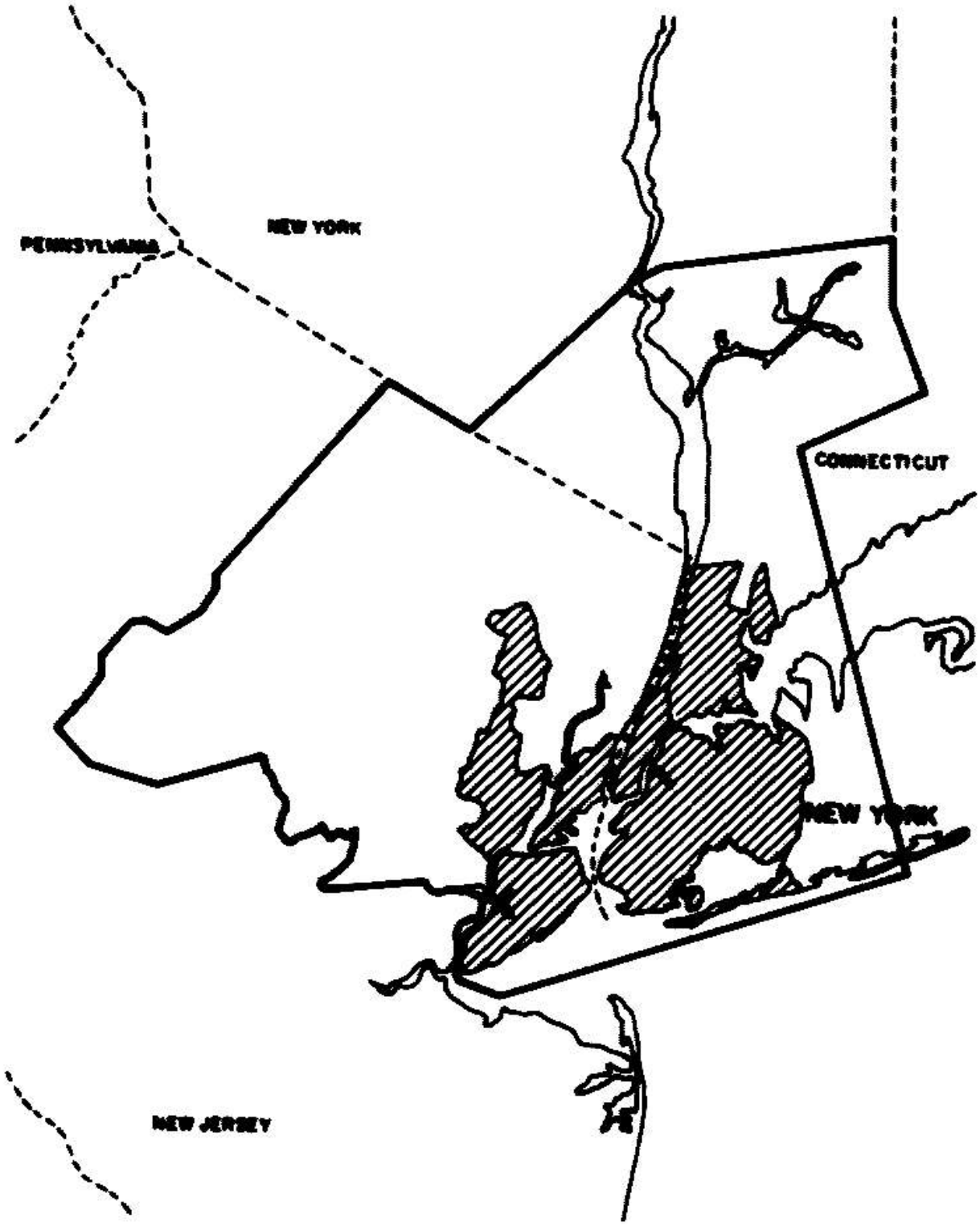
This table contains selected data from Tables 60 and 62 to show in capsuled form both the absolute and relative changes which have occurred during the three year period. The table lists person-trips both Outbound to NECRA Destinations and Inbound from NECRA Origins by Mode of Transport and NECRA Destination or Origin for the year 1968 and the year 1971. Estimated millions of total person-trips for this Reporting Area by mode of transport are shown. The person-trips to or from the other NEC Reporting Areas are shown as a percentage of the group total to indicate the relative importance of the travel between the several reporting areas. Index numbers are listed in each instance.

Profile and Index Tables (Tables 58 through 64, inclusive)

These tables summarize for the years 1968 to 1971, inclusive, the annual total of person-trips in millions and the percentage that each segment is of the respective profile total. Index numbers are included to indicate the relative change each year compared to the first survey year, 1968. Some data are incomplete because the sample size did not provide sufficient data for publication. Certain minor discrepancies may appear in data due to rounding.

Summary Data Tables (Tables 65 through 75, inclusive)

These tables contain summarized data from the tabulated reports prepared by the U.S. Bureau of Census for this Survey. In general, all data believed to be of sufficient accuracy for publication have been included. If an insufficient number of observations was obtained the data has been suppressed and not published.



Map 4. New York City/Northeast New Jersey Reporting Area

Table 57. SELECTED DATA - N.Y. City/N.E. NJ Person-Trips - OUTBOUND/INBOUND - Years of 1968 and 1971 1/

TRANSPORT MODE AND NECRA DESTINATION OR ORIGIN		OUTBOUND TO NECRA DESTINATIONS Selected Data from Table 60		INBOUND TO NECRA ORIGINS Selected Data from Table 62	
		1968	1971	1968	1971
TOTAL ALL MODES AND TOTAL NECRA	Millions	10.5	11.3	9.5	10.0
	Index	100	108	100	105
Wash/Balt	Percent	18.2%	14.6%	12.8%	14.3%
	Index	100	86	100	105
Phil/Wilm/Trtn	Percent	33.3%	29.9%	32.9%	27.7%
	Index	100	97	100	89
Bgpt/Hbav	Percent	4.9%	5.6%	9.7%	8.2%
	Index	100	123	100	89
Bost/Prov	Percent	13.2%	14.4%	10.8%	9.7%
	Index	100	117	100	94
AUTO	Millions	8.2	9.1	7.1	8.0
	Index	100	112	100	113
Wash/Balt	Percent	11.9%	9.9%	10.2%	10.2%
	Index	100	93	100	113
Phil/Wilm/Trtn	Percent	35.9%	30.7%	31.3%	26.7%
	Index	100	95	100	97
Bgpt/Hbav	Percent	5.0%	6.2%	8.8%	8.3%
	Index	100	138	100	107
Bost/Prov	Percent	10.0%	11.1%	6.6%	6.8%
	Index	100	124	100	118
BUS	Millions	.4	.5	.5	.4
	Index	100	114	100	104
Wash/Balt	Percent	38.9%	28.5%	20.9%	28.0%
	Index	100	84	100	120
Phil/Wilm/Trtn	Percent	36.2%	37.5%	49.2%	35.9%
	Index	100	118	100	75
Bost/Prov	Percent	15.3%	23.3%	18.8%	20.4%
	Index	100	174	100	113
RAIL	Millions	.7	.8	1.2	.9
	Index	100	114	100	73
Wash/Balt	Percent	19.8%	28.5%	9.7%	26.4%
	Index	100	165	100	197
Phil/Wilm/Trtn	Percent	44.3%	43.1%	53.9c	49.3%
	Index	100	111	100	66
Bgpt/Hbav	Percent	11.8%	*	22.9%	9.3%
	Index	100	*	100	29
Bost/Prov	Percent	8.5%	12.2%	*	*
	Index	100	164	*	*

1/ Intra-regional data suppressed. See Table 4.

* Insufficient data to publish for these and other reporting areas not included above.

Table 57. (Continued)

SELECTED DATA - N.Y. City/N.E. NJ Person-Trips - OUTBOUND/INBOUND - Years of 1968 and 1971 1/

TRANSPORT MODE NECRA DESTINATION OR ORIGIN		OUTBOUND TO NECRA DESTINATIONS Selected Data from Table 60		INBOUND FROM NECRA ORIGINS Selected Data from Table 62	
		1968	1971	1968	1971
AIR	Millions	1.1	.8	.7	.5
	Index	100	71	100	79
Wash/Balt	Percent	54.7%	48.3%	38.4%	44.5%
	Index	100	63	100	.79
Bost/Prov	Percent	39.1%	48.0%	59.0%	50.8%
	Index	100	87	100	68

1/ Intra-regional data suppressed. See Appendix C.

* Insufficient data to publish for these and other reporting areas not included above.

Table 58. TRANSPORT MODE - New York City/Northeast New Jersey - OUTBOUND - Person-Trips to ALL Destinations. Profile and Index: 1968-1971

	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLIONS	%	MILLIONS	%	MILLIONS	%	MILLIONS	%	1968	1969	1970	1971
TOTAL OUTBOUND	37.5	100.0	39.4	100.0	37.2	100.0	38.6	100.0	100	105	99	103
Auto	28.1	75.0	29.8	75.5	28.6	77.0	29.4	76.0	100	106	102	104
Bus	1.5	3.9	1.5	3.7	1.3	3.5	1.5	3.9	100	100	89	103
Rail	1.2	3.1	1.3	3.2	.9	2.4	1.1	2.8	100	109	77	93
Air	6.2	16.5	6.4	16.1	5.8	15.6	6.1	15.9	100	103	94	99
Other	.6	1.6	.6	1.5	.6	1.5	.5	1.4	100	99	93	90

Table 59. TRANSPORT MODE - New York City/Northeast New Jersey - OUTBOUND - Person-Trips to NECRA Destinations by Transport Mode - Profile and Index: 1968-1971

NECRA DESTINATIONS and TRANSPORT MODE	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLIONS	%	MILLIONS	%	MILLIONS	%	MILLIONS	%	1968	1969	1970	1971
NECRA DESTINATIONS	10.5	100.0	11.2	100.0	10.2	100.0	11.3	100.0	100	107	97	108
Auto	8.2	78.0	8.8	78.5	8.4	82.5	9.1	81.0	100	108	103	112
Bus	.4	3.8	.4	3.8	.4	3.8	.5	4.1	100	107	97	117
Rail	.7	6.6	.9	8.2	.6	6.3	.8	7.0	100	133	93	114
Air	1.1	10.4	.9	8.1	.6	6.3	.8	6.9	100	83	59	71
WASH/BALT DESTINATIONS	1.9	100.0	2.0	100.0	1.7	100.0	1.7	100.0	100	103	87	87
Auto	1.0	50.9	1.1	57.9	1.1	64.6	.9	54.7	100	117	110	93
Bus	.2	8.2	.1	7.6	.1	4.5	.1	7.9	100	96	48	84
Rail	.1	7.3	.2	9.6	.2	9.6	.2	13.7	100	136	114	163
Air	.6	31.5	.4	22.6	.3	20.5	.4	22.7	100	74	57	63
PHIL/WILM/TRTN	3.5	100.0	3.5	100.0	3.2	100.0	3.4	100.0	100	99	91	97
Auto	2.9	84.1	2.8	81.6	2.8	87.4	2.8	83.0	100	96	95	96
Bus	.1	4.2	.2	4.9	.2	4.9	.2	5.1	100	116	107	118
Rail	.3	8.9	.4	11.8	.2	6.8	.3	10.1	100	131	70	110
Air	.1	1.8	*	*	*	*	*	*	100	*	*	*
BGPT/NHAV DESTINATIONS	.5	100.0	.6	100.0	.6	100.0	.6	100.0	100	121	111	122
Auto	.4	79.3	.5	77.4	.4	76.3	.6	90.6	100	119	107	139
Bus	*	*	*	*	*	*	*	*	*	*	*	*
Rail	.1	16.1	.1	17.4	.1	16.7	*	*	100	131	115	*
AIR	*	*	*	*	*	*	*	*	*	*	*	*
BOST/PROV DESTINATIONS	1.4	100.0	1.4	100.0	1.3	100.0	1.6	100.0	100	105	93	118
Auto	.8	59.4	.8	58.2	.8	63.2	1.0	62.7	100	103	99	124
Bus	.1	4.5	.1	5.1	.1	8.8	.1	6.6	100	119	181	173
Rail	.1	4.3	.1	5.5	*	*	.1	6.0	100	134	*	164
Air	.4	31.1	.4	29.5	.3	22.6	.4	23.0	100	99	67	87

*Insufficient data to publish for these and other reporting areas not included above.

Table 60. DESTINATION - New York City/Northeast New Jersey - OUTBOUND - Person-Trips to Necra Destinations by Transport Mode - Profile and Index: 1968 - 1971

TRANSPORT MODE and NECRA DESTINATIONS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLNS	%	MILLNS	%	MILLNS	%	MILLNS	%	1968	1969	1970	1971
OUTBOUND TO NECRA	10.5	100.0	11.2	100.0	10.2	100.0	11.3	100.0	100	107	97	108
Wash/Balt Destinations	1.9	18.2	2.0	17.4	1.7	16.2	1.6	14.6	100	102	87	86
Phil/Wilm/Trtn "	3.5	33.3	3.5	30.8	3.2	31.3	3.4	29.9	100	99	91	97
Bgpt/Wilmv "	.5	4.9	.6	5.6	.6	5.6	.6	5.6	100	122	111	123
Bost/Prov "	1.4	13.2	1.4	12.8	1.3	12.5	1.6	14.4	100	104	92	117
AUTO Outbound	8.2	100.0	8.8	100.0	8.4	100.0	9.1	100.0	100	108	103	112
Wash/Balt Destinations	1.0	11.9	1.1	13.0	1.1	12.7	.9	9.9	100	118	110	93
Phil/Wilm/Trtn "	2.9	35.9	2.8	32.1	2.8	33.1	2.8	30.7	100	96	95	95
Bgpt/Wilmv "	.4	5.0	.5	4.5	.4	5.2	.6	6.2	100	118	107	138
Bost/Prov "	.8	10.0	.8	9.6	.8	9.6	1.0	11.1	100	103	99	124
BUS Outbound	.4	100.0	.4	100.0	.4	100.0	.5	100.0	100	106	97	114
Wash/Balt Destinations	.2	38.9	.1	34.8	.1	19.1	.1	28.5	100	95	48	84
Phil/Wilm/Trtn "	.1	36.2	.2	39.4	.2	39.5	.2	37.5	100	116	106	118
Bost/Prov "	.1	15.3	.1	17.1	.1	28.6	.1	23.3	100	119	182	174
RAIL Outbound	.7	100.0	.9	100.0	.6	100.0	.8	100.0	100	132	92	114
Wash/Balt Destinations	.1	19.8	.2	20.5	.2	24.8	.2	28.5	100	137	116	165
Phil/Wilm/Trtn "	.3	44.3	.4	44.1	.2	33.9	.3	43.1	100	132	71	111
Bgpt/Wilmv "	.1	11.8	.1	14.7	.1	15.0	*	*	100	165	117	*
Bost/Prov "	.1	8.5	.1	8.7	*	*	.1	12.2	100	135	*	164
AIR Outbound	1.1	100.0	.9	100.0	.6	100.0	.8	100.0	100	83	59	71
Wash/Balt Destinations	.6	54.7	.4	48.9	.3	52.6	.4	48.3	100	74	57	63
Phil/Wilm/Trtn "	.1	5.7	*	*	*	*	*	*	100	*	*	*
Bost/Prov. "	.4	39.1	.4	47.0	.3	44.9	.4	48.0	100	100	68	87

* Insufficient data to publish for these and other reporting areas not included above.

Table 61. TRANSPORT MODE - New York City/Northeast New Jersey - INBOUND - Person-Trips from NECRA Origins by Transport Mode - Profile and Index: 1968-1971

TRANSPORT MODE	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLIONS	%	MILLIONS	%	MILLIONS	%	MILLIONS	%	1968	1969	1970	1971
INBOUND FROM NECRA	9.5	100.0	10.1	100.0	9.8	100.0	10.0	100.0	100	107	103	105
Auto	7.0	74.1	7.7	75.6	7.6	77.1	8.0	80.5	100	109	108	114
Bus	.4	4.5	.4	4.3	.5	4.9	.4	4.5	100	102	113	105
Rail	1.2	13.0	1.3	12.8	1.1	11.7	.9	8.9	100	105	93	72
Air	.7	7.2	.6	6.0	.5	5.5	.5	5.4	100	89	79	79
Other	.1	1.1	.1	1.3	.1	.8	.1	.8	100	126	75	76

Table 62. ORIGIN - New York City/Northeast New Jersey - INBOUND - Person-Trips from NECRA Origins by Transport Mode - Profile and Index: 1968 - 1971

TRANSPORT MODE and NECRA ORIGINS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		69		1970		1971					
	MILNS	%	MILNS	%	MILNS	%	MILNS	%	1968	1969	1970	1971
INBOUND FROM NECRA	9.5	100.0	10.2	100.0	9.8	100.0	10.0	100.0	100	107	104	105
Washington/Baltimore	1.2	12.8	1.3	12.6	1.3	13.3	1.4	14.3	100	106	108	117
Phil/Wilmington/Trenton	3.1	32.9	3.3	32.1	3.3	34.1	2.8	27.7	100	105	107	80
Bridgeport/New Haven	.9	9.7	.8	8.0	.8	8.2	.8	8.2	100	88	87	89
Boston/Providence	1.0	10.8	1.1	10.6	.9	8.8	1.0	9.7	100	105	84	94
AUTO Inbound	7.1	100.0	7.7	100.0	7.6	100.0	8.0	100.0	100	109	107	113
Washington/Baltimore	.7	10.2	.7	9.2	.7	9.1	.8	10.2	100	98	95	113
Phil/Wilm/Trtn	2.2	31.3	2.3	30.3	2.5	33.4	2.1	26.7	100	106	114	97
Bridgeport/New Haven	.6	8.8	.5	6.9	.6	7.6	.7	8.3	100	86	93	107
Boston/Providence	.5	6.6	.6	8.0	.5	6.0	.6	6.9	100	132	97	118
BUS Inbound	.4	100.0	.4	100.0	.5	100.0	.4	100.0	100	100	112	104
Washington/Baltimore	.1	20.9	.1	20.7	.1	27.6	.1	24.0	100	100	148	120
Phil/Wilm/Trtn	.2	49.2	*	*	.2	38.2	.2	35.7	100	*	87	75
Bridgeport/New Haven	*	*	*	*	*	*	.1	14.3	*	*	*	*
Boston/Providence	.1	18.8	.1	15.2	.1	23.2	.1	20.4	100	81	137	113
RAIL Inbound	1.2	100.0	1.3	100.0	1.1	100.0	.9	100.0	100	106	94	73
Washington/Baltimore	.1	9.7	.2	15.7	.2	15.6	.2	26.4	100	170	151	197
Phil/Wilm/Trtn	.7	53.9	.7	52.6	.6	52.9	.4	49.3	100	103	92	66
Bridgeport/New Haven	.3	22.9	.2	17.4	.2	15.6	.1	9.3	100	80	64	29
Boston/Providence	.1	4.7	*	*	.1	5.5	*	*	100	*	109	*
AIR Inbound	.7	100.0	.6	100.0	.5	100.0	.5	100.0	100	89	80	79
Washington/Baltimore	.3	38.4	.3	42.6	.3	55.5	.2	44.5	100	99	115	92
Boston/Providence	.4	59.0	.3	54.5	.2	41.6	.3	50.8	100	83	56	68

* Insufficient data to publish for these and other reporting areas not included above.

Table 63. QUARTERS - New York City/Northeast New Jersey - INBOUND - Person Trips from NECRA Origins by Transport Mode - Profile and Index: 1968 - 1971

QUARTERS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLNS	%	MILLNS	%	MILLNS	%	MILLNS	%	1968	1969	1970	1971
NECRA ORIGINS	9.5	100.0	10.2	100.0	9.8	100.0	10.0	100.0	100	107	104	105
1st Quarter	2.4	25.5	2.3	22.8	1.9	19.8	2.5	24.0	100	96	81	103
2nd Quarter	2.3	24.0	2.4	23.9	2.3	23.3	2.4	24.3	100	106	101	106
3rd Quarter	2.8	29.4	3.3	32.2	3 2	32.2	3.0	30.3	100	117	113	109
4th Quarter	2.0	21.1	2.2	21.2	2.4	24.7	2.0	20.4	100	108	121	102
AUTO	7.1	100.0	7.7	100.0	7.6	100.0	8.0	100.0	100	109	107	113
1st Quarter	1.6	21.9	1.6	20.8	1.4	18.8	1.9	23.6	100	103	92	122
2nd Quarter	1.7	24.7	1.8	24.0	1.7	23.1	2.0	24.3	100	106	100	112
3rd Quarter	2.3	32.1	2.6	33.8	2.5	33.4	2.5	31.7	100	115	112	112
4th Quarter	1.5	21.3	1.6	21.4	1.9	24.6	1.6	20.3	100	109	124	108
BUS	.4	100.0	.4	100.0	.5	100.0	.5	100.0	100	100	111	106
1st Quarter	.1	32.6	.1	28.5	.1	24.7	.1	29.5	100	88	84	96
2nd Quarter	.1	22.4	.1	21.8	.1	27.3	.1	27.3	100	98	135	129
3rd Quarter	.1	23.3	.1	26.5	.1	25.8	.1	25.3	100	114	123	115
4th Quarter	.1	21.7	.1	23.2	.1	22.2	.1	17.8	100	108	114	87
RAIL	1.2	100.0	1.3	100.0	1.1	100.0	.9	100.0	100	106	94	72
1st Quarter	.5	40.0	.4	32.1	.3	24.9	.2	25.1	100	85	59	45
2nd Quarter	.3	21.2	.3	23.7	.3	22.8	.2	25.2	100	118	101	86
3rd Quarter	.2	18.9	.3	24.6	.3	25.7	.2	27.6	100	137	128	106
4th Quarter	.2	19.9	.3	19.7	.3	26.5	.2	22.1	100	105	125	91
AIR	.7	100.0	.6	100.0	.5	100.0	.5	100.0	100	89	79	79
1st Quarter	.2	31.2	.2	25.0	.1	19.8	.2	39.8	100	72	50	101
2nd Quarter	.1	21.6	.1	23.1	.1	25.0	.1	19.3	100	95	92	71
3rd Quarter	.2	22.9	.2	28.0	.2	30.6	.1	20.3	100	109	106	70
4th Quarter	.2	24.3	.1	23.9	.1	24.6	.1	20.6	100	88	81	67

Table 64. REASONS FOR TRAVEL - New York City/Northeast New Jersey - INBOUND - Person-Trips from NECRA Origins by Transport Mode - Profile and Index: 1968-1971

REASONS FOR TRAVEL	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLIONS	%	MILLIONS	%	MILLIONS	%	MILLIONS	%	1968	1969	1970	1971
ANNUAL TOTAL	9.5	100.0	10.2	100.0	9.8	100.0	10.0	100.0	100	107	104	10
Business	2.2	23.6	2.3	22.3	2.3	23.5	2.1	21.2	100	101	103	94
Visit	3.5	36.7	3.5	34.4	3.3	34.0	3.9	39.1	100	101	96	112
Pleasure	2.7	28.5	3.2	31.4	3.1	31.5	2.9	29.5	100	118	115	109
Student	.1	1.5	.2	2.2	.1	1.2	.1	1.0	100	158	81	73
Personal/Other	.9	9.8	1.0	9.7	1.0	9.8	.9	9.2	100	107	104	99
AUTO	7.1	100.0	7.7	100.0	7.6	100.0	8.0	100.0	100	109	107	113
Business	1.2	16.4	1.2	15.4	1.2	15.9	1.3	16.3	100	102	104	113
Visit	3.0	42.4	3.1	40.5	2.9	38.4	3.4	42.5	100	104	97	114
Pleasure	2.1	29.5	2.5	32.4	2.6	33.7	2.5	30.8	100	120	122	118
Student	.1	1.0	.1	1.8	.1	1.0	.1	.6	100	183	102	68
Personal/Other	.8	10.7	.8	10.0	.8	11.0	.8	9.8	100	102	109	103
BUS	.4	100.0	.4	100.0	.5	100.0	.5	100.0	100	100	111	106
Business	*	*	*	*	.1	12.3	*	*	*	*	*	*
Visit	.1	25.2	.1	19.4	.2	31.9	.2	35.7	100	78	141	150
Pleasure	.2	49.1	.3	36.4	.3	53.0	.2	45.5	100	130	120	98
Personal/Other	*	*	*	*	*	*	.1	11.3	*	*	*	*
RAIL	1.2	100.0	1.3	100.0	1.1	100.0	.9	100.0	100	106	94	72
Business	.5	39.3	.6	42.8	.6	52.8	.3	39.7	100	115	126	73
Visit	.3	24.7	.2	18.1	.2	16.8	.2	23.9	100	77	64	70
Pleasure	.3	26.2	.3	20.9	.2	18.6	.2	26.1	100	84	67	72
Student	*	*	.1	4.5	*	*	.1	5.7	*	*	*	*
Personal/Other	.1	8.0	.2	13.7	.1	8.7	*	*	100	181	102	*
AIR	.7	100.0	.6	100.0	.5	100.0	.5	100.0	100	89	79	79
Business	.5	76.5	.5	75.4	.4	78.8	.4	73.2	100	88	82	76
Visit	.1	10.5	.1	9.7	.1	11.6	.1	18.8	100	82	88	142
Pleasure	.1	7.9	.1	11.9	*	*	*	*	100	134	*	*

* Insufficient data to publish for these and other reporting areas not included above.

Table 65. SUMMARY - New York City - INBOUND - Person-Trips from NBCRA Origins by Transport Mode: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS		1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1969 TOTAL PERSON-TRIPS		1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	79	100.0	100.0	70.9	5.1	14.9	9.0	1.0	86	100.0	100.0	73.0	6.2	14.8	6.6	1.5
1st Quarter		22.8	100.0	67.6	5.3	16.5	11.0	.8		23.1	100.0	68.2	6.5	20.6	7.5	1.0
2nd Quarter		26.1	100.0	72.5	4.6	13.3	7.1	1.0		24.1	100.0	73.2	4.1	16.6	6.4	1.7
3rd Quarter		28.3	100.0	79.8	4.0	9.4	6.7	1.1		32.6	100.0	78.0	3.2	11.0	5.5	2.3
4th Quarter		21.7	100.0	71.1	5.3	13.7	8.9	1.0		20.4	100.0	72.3	5.6	13.7	7.6	.5
REASON																
Business		24.0	100.0	49.4	2.2	25.3	25.8	1.4		22.9	100.0	48.8	1.7	28.2	22.1	1.1
Visit		23.7	100.0	83.1	3.8	10.4	2.5	.2		28.6	100.0	81.5	2.9	8.0	1.5	.1
Pleasure		32.9	100.0	75.9	6.0	12.5	2.8	1.8		35.4	100.0	76.3	7.6	8.9	2.4	2.8
Personal/Family Affairs		8.7	100.0	79.9	2.8	13.3	3.8	.9		8.2	100.0	73.5	1.8	22.6	1.9	.5
Student		1.1	100.0	*	*	*	*	*		2.1	100.0	63.1	4.9	37.5	1.4	8.1
Other and No Answer			100.0								100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $4,000		5.0	100.0	64.4	8.1	20.9	1.2	.3		5.1	100.0	72.4	13.5	11.0	2.8	.3
$4,000 to $5,999		6.7	100.0	76.1	14.4	12.1	2.9	.4		4.8	100.0	61.4	14.6	22.2	1.8	
$6,000 to $7,499		9.0	100.0	69.6	10.1	16.3	2.5	1.2		7.8	100.0	68.7	3.8	8.6	2.6	.2
$7,500 to $9,999		17.7	100.0	78.2	6.4	14.2	1.8	.4		12.2	100.0	76.8	6.1	14.1	1.6	1.3
$10,000 to $14,999		27.8	100.0	71.3	3.5	16.7	1.1	2.4		23.5	100.0	76.9	3.2	12.9	3.9	3.1
$15,000 to $24,999		13.7	100.0	80.1	2.1	15.4	12.6	1.8		17.5	100.0	68.7	2.9	17.8	8.0	1.8
$25,000 and over		8.0	100.0	48.3	1.3	14.1	30.0	.4		14.8	100.0	90.9	.4	20.9	11.4	1.4
No Answer		10.0	100.0	76.2	4.6	12.0	4.9	.1		12.3	100.0	81.2	3.5	9.3	3.5	.2
OCCUPATION																
Professional/Managerial		32.1	100.0	66.8	2.1	19.8	13.2	1.5		32.1	100.0	65.3	2.5	19.5	10.5	2.2
Clerical and Sales		12.0	100.0	69.3	4.6	17.8	6.5	.5		14.5	100.0	70.8	3.9	10.3	5.1	1.7
Craftsmen and Laborers		16.5	100.0	68.6	6.5	9.4	.8	.2		19.6	100.0	82.4	7.8	6.4	1.0	.5
Service and Private		5.3	100.0	84.5	4.6	8.9	1.4	.6		6.1	100.0	89.4	4.8	3.9	.2	
Other		11.0	100.0	68.3	8.5	20.4	2.1	.3		7.2	100.0	14.4	6.3	17.0	2.4	
NO. ON TRIP																
1 Person		35.1	100.0	61.7	9.8	20.1	10.4	1.8		37.1	100.0	70.8	6.6	20.2	10.7	1.7
2 Persons		26.2	100.0	77.1	4.7	13.3	3.8	1.0		26.3	100.0	80.8	3.1	12.8	2.5	.8
3-4 Persons		22.0	100.0	81.7	2.4	3.8	1.7	.2		26.0	100.0	88.4	2.1	4.9	1.2	2.2
5 or More		15.0	100.0	87.9		1.1	.5	.5		8.0	100.0	95.5	2.7	.8		.9
EDUCATION																
None or Elementary		12.4	100.0	81.6	7.2	8.7	1.0	.4		6.8	100.0	76.2	9.1	11.7	.6	.2
High School		32.7	100.0	76.6	7.1	11.1	3.0	.5		27.3	100.0	70.6	6.9	11.4	1.2	.6
College		54.9	100.0	60.0	3.3	16.7	12.6	1.5		56.1	100.0	68.1	7.1	17.2	10.3	2.7
No Answer		1.0	100.0	*	*	*	*	*		1.8	100.0	65.3	.8	7.8	3.1	

TRAVEL PROFILES	1970 TOTAL PERSON-TRIPS		1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1971 TOTAL PERSON-TRIPS		1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	82	100.0	100.0	73.7	6.4	13.7	6.3	.9	82	100.0	100.0	75.5	5.1	10.4	5.1	.9
1st Quarter		20.5	100.0	76.4	6.3	17.0	6.5	.3		24.6	100.0	73.5	6.0	10.4	9.7	.9
2nd Quarter		24.2	100.0	71.8	6.3	13.4	6.5	.7		25.2	100.0	71.5	6.1	16.7	6.5	.9
3rd Quarter		31.8	100.0	77.2	4.2	11.1	5.9	1.6		31.3	100.0	83.0	3.9	9.0	3.1	.9
4th Quarter		24.0	100.0	72.4	5.2	15.0	6.7	.7		20.0	100.0	77.7	4.5	12.1	4.8	.8
REASON																
Business		24.4	100.0	45.0	2.8	28.0	23.3	.9		21.0	100.0	48.7	1.7	28.1	18.3	1.2
Visit		28.3	100.0	84.3	5.4	7.2	2.9	.8		25.3	100.0	85.9	5.1	6.5	2.1	.4
Pleasure		35.4	100.0	81.8	8.3	7.4	.9	1.6		38.2	100.0	83.5	6.7	6.2	.8	1.0
Personal/Family Affairs		9.8	100.0	83.4	1.2	12.7	2.4	2		6.2	100.0	81.7	6.7	6.0	6.1	1.4
Student		1.2	100.0	98.5	4.2	85.3	-	-		1.3	100.0	48.3	2.4	48.2	-	1.0
Other and No Answer		1	100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $4,000		2.9	100.0	69.4	16.5	11.0	1.8	2.3		4.8	100.0	76.2	12.4	11.9	.8	.9
$4,000 to $5,999		4.2	100.0	67.5	11.9	18.8	1.9	-		7.9	100.0	75.2	10.4	14.0	4.4	.4
$6,000 to $7,499		5.2	100.0	75.4	5.9	16.3	2.1	1.3		4.9	100.0	88.8	4.4	5.8	.8	.2
$7,500 to $9,999		14.1	100.0	87.1	7.4	7.7	.8	2.0		12.8	100.0	88.1	6.2	7.8	3.7	.3
$10,000 to $14,999		23.2	100.0	88.1	6.3	6.8	3.5	.4		20.5	100.0	85.8	3.4	7.5	4.8	.8
$15,000 to $24,999		20.0	100.0	74.4	3.8	13.8	7.1	1.0		25.4	100.0	79.5	2.9	11.5	4.8	.8
$25,000 and over		14.5	100.0	48.7	.6	30.5	19.1	.5		11.0	100.0	86.1	1.8	21.5	17.4	3.0
No Answer		12.9	100.0	78.8	7.9	7.5	5.7	.5		8.5	100.0	72.3	11.1	7.7	8.4	.7
OCCUPATION																
Professional/Managerial		18.5	100.0	68.8	3.8	18.8	5.7	.7		45.3	100.0	77.8	2.8	11.2	6.9	1.6
Clerical and Sales		16.2	100.0	78.1	5.2	11.7	5.6	.8		17.8	100.0	78.5	4.3	8.4	7.8	.8
Craftsmen and Laborers		18.8	100.0	83.5	8.6	5.6	.8	.2		16.7	100.0	88.8	6.8	5.8	1.7	.5
Service and Private		8.8	100.0	78.7	7.8	7.8	-	4.9		4.4	100.0	81.1	3.8	8.3	2.3	1.2
Other		6.9	100.0	48.3	16.9	14.3	4.4	1.3		12.8	100.0	76.8	8.4	13.8	1.8	.8
NO. ON TRIP																
1 Person		37.1	100.0	48.6	7.8	27.8	14.7	.9		33.3	100.0	68.8	8.8	30.9	12.8	1.3
2 Persons		33.7	100.0	78.7	6.6	11.2	3.8	.8		38.8	100.0	87.3	6.8	7.8	3.2	1.2
3-4 Persons		27.6	100.0	88.8	1.7	3.1	.2	1.7		27.6	100.0	93.7	2.8	4.6	.9	.2
5 or More		11.1	100.0	85.1	4.5	-	-	-		12.8	100.0	97.8	.5	1.1	.5	.7
EDUCATION																
None or Elementary		3.8	100.0	75.5	12.7	10.2	-	.8		7.7	100.0	88.8	6.6	5.5	.2	.7
High School		26.3	100.0	81.1	8.1	9.1	1.6	.2		28.5	100.0	78.4	7.9	9.5	2.8	.5
College		68.6	100.0	68.7	3.9	16.3	8.7	1.6		63.9	100.0	78.8	3.2	11.7	7.2	1.1
No Answer		1.3	100.0	61.7	6.4	28.8	7.6	-		.6	100.0	*	*	*	*	*

* Insufficient number of observations to report.

Table 66. SUMMARY - Northeast New Jersey - INBOUND - Person-Trips from NECRA Origins by Transport Mode : 1968-1971

TRAVEL PERIPHERY	1968 TOTAL PERSON-TRIPS (Millions)	1968 TOTAL PERSON-TRIPS (Percent)	1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1969 TOTAL PERSON-TRIPS (Millions)	1969 TOTAL PERSON-TRIPS (Percent)	1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	1.8	100.0	100.0	80.2	2.2	3.8	3.4	1.3	1.6	100.0	100.0	80.6	2.7	2.6	2.9	3
1st Quarter		22.4	100.0	80.4	2.8	6.4	1.6	1.0		21.3	100.0	86.3	2.7	1.5	1.5	1.0
2nd Quarter		23.4	100.0	80.5	2.5	3.6	3.1	1.1		22.8	100.0	80.6	3.3	2.4	4.8	
3rd Quarter		26.7	100.0	80.9	1.4	1.7	5.3	.8		25.3	100.0	80.1	5.3	7.1	3.4	-
4th Quarter		19.9	100.0	85.3	1.2	2.8	5.0	3.7		28.6	100.0	82.3	.7	2.9	2.7	2
REASON																
Business		21.0	100.0	83.1	2.3	3.8	11.0	3		19.0	100.0	86.4	3.2	2.0	8.4	-
Visit		52.7	100.0	83.8	1.1	3.8	.9	3		16.3	100.0	83.2	1.1	3.2	3.1	4
Pleasure		.75	100.0	82.5	4.7	-	2.8			10.1	100.0	85.2	27.8	1.3	.8	7
Personal/Family Affairs		14.8	100.0	80.0	1.8	3.4	1.5	1.2		12.5	100.0	85.7	3.1	.9	.6	-
Student		.34	100.0	*	*	*	*	*		.31	100.0	*	*	*	*	*
Other and No Answer			100.0							.1	100.0					
HOUSEHOLD INCOME																
Under $5,000		.43	100.0	76.7	1.7	21.0				.70	100.0					
$5,000 to $6,999		.70	100.0	87.8	2.0	7.1	3.1			.69	100.0	88.1	4.4	5.4	1.1	.8
$7,000 to $9,999		.91	100.0	93.0	1.0	2.3	2.3			.54	100.0					
$10,000 to $14,999		1.41	100.0	88.9	2.0	2.0	.5	6.6		.348	100.0	83.4	8.3	1.8	2.2	.3
$15,000 to $24,999		2.08	100.0	83.2	1.2	1.2	2.8	.7		.356	100.0	83.1	3.2	1.7	2.8	
$25,000 and over		1.50	100.0	87.7	3.3	3.4	5.7			.163	100.0	92.5	.8	1.3	5.4	
No Answer		.69	100.0	79.1	-	7.3	13.6	-		.21	100.0	*	*	*	*	*
		15.1	100.0	88.6	4.8	6.2	1.4	1.0		.68	100.0	88.7	4.8	2.7	2.7	-
OCCUPATION																
Professional/Managerial		46.9	100.0	88.3	1.6	2.9	5.0	.5		.438	100.0	88.9	5.9	3.5	3.5	.2
Clerical and Sales		15.4	100.0	88.3	4.6	3.1	1.8	.5		.139	100.0	88.6	1.1	2.2	1.1	-
Craftsmen and Laborers		20.0	100.0	88.7	1.6	1.9	.8	1.1		.248	100.0	83.8	5.2	.3	.3	.3
Service and Private		.8	100.0	*	*	*	*	*		.64	100.0	87.0	5.8	4.8	2.0	
Other		1.2	100.0	75.2	4.5	12.1	1.3	6.0		.111	100.0	92.4	2.8	2.1	1.8	1.6
NO. ON TRIP																
1 Person		32.7	100.0	79.0	5.0	5.8	8.5	.7		.255	100.0	77.4	7.5	6.7	1.3	1.0
2 Persons		23.8	100.0	87.5	7.6	4.7	1.5	3.8		.209	100.0	91.3	1.9	-	.7	
3-4 Persons		33.6	100.0	97.2	*	1.5	.5	.8		.284	100.0	91.4	.8	1.2	.6	-
5 or More		10.1	100.0	*	*	*	*	*		.113	100.0	*	*	*	*	*
EDUCATION																
None or Elementary		.61	100.0	80.2	7.9	6.1	1.5			.64	100.0	90.4	1.0	-	1.8	-
High School		38.5	100.0	82.0	.7	6.0	2.8	.5		.425	100.0	88.2	6.7	3.1	.7	.6
College		61.0	100.0	88.4	2.2	3.5	4.0	1.9		.486	100.0	88.9	2.1	2.3	5.3	.3
No Answer		.4	100.0	*	*	*	*	*		.5	100.0	*	*	*	*	*

TRAVEL PERIPHERY	1970 TOTAL PERSON-TRIPS (Millions)	1970 TOTAL PERSON-TRIPS (Percent)	1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1971 TOTAL PERSON-TRIPS (Millions)	1971 TOTAL PERSON-TRIPS (Percent)	1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	1.7	100.0	100.0	83.9	2.5	1.6	1.6	.4	1.9	100.0	100.0	88.1	1.5	1.9	6.7	.5
1st Quarter		19.0	100.0	88.2	4.7	3.5	1.5	-		27.3	100.0	88.7	3.3	2.9	6.1	1.0
2nd Quarter		18.9	100.0	88.3	2.6	.4	2.2	.5		26.7	100.0	84.5	1.3	1.1	9.8	.3
3rd Quarter		28.0	100.0	88.3	2.7	1.0	1.9	1.0		25.0	100.0	88.4	1.3	2.4	8.0	.2
4th Quarter		33.2	100.0	88.3	.9	3.2	.6	-		22.3	100.0	88.8	1.2	.8	8.3	.1
REASON																
Business		18.8	100.0	91.2	.4	1.3	6.6	.4		21.8	100.0	78.5	.3	1.9	20.1	1.5
Visit		57.3	100.0	88.8	2.9	3.2	-	.8		18.0	100.0	88.2	1.3	2.4	.1	.1
Pleasure		12.6	100.0	91.2	7.0	-	1.4			.86	100.0	85.3	10.1	1.5	-	-
Personal/Family Affairs		10.4	100.0	88.2	-	-	.3	-		13.6	100.0	87.3	1.8	.6	-	.5
Student		1.3	100.0	88.6	-	6.4	6.9	-		.3	100.0	*	*	*	*	*
Other and No Answer		*	100.0	*	*	*	*	*		-	100.0					
HOUSEHOLD INCOME																
Under $5,000		.35	100.0							.27	100.0	87.4	4.6	5.8	-	3.4
$5,000 to $6,999		.72	100.0	88.2	6.4	.4				.46	100.0					
$7,000 to $9,999		.72	100.0							.60	100.0	87.1	1.9	-	1.0	-
$10,000 to $14,999		2.35	100.0	85.4	1.1	2.8	.7			.75	100.0	88.3	.8	.4	.4	-
$15,000 to $24,999		3.16	100.0	85.9	1.5	.5	1.6	1.3		.21	100.0	88.6	3.1	3.4	2.6	.3
$25,000 and over		1.60	100.0	88.2	1.9	3.6	2.9	-		.39	100.0	87.1	.4	.7	10.9	.9
No Answer		.30	100.0	*	*	*	*	*		.83	100.0	88.8	4.3	1.6	3.2	-
		.53	100.0	88.8	2.8	3.7	-	-		.72	100.0	87.8	2.6	4.5	-	-
OCCUPATION																
Professional/Managerial		53.5	100.0	93.8	2.8	1.2	2.2	.5		.48	100.0	88.7	.8	1.3	12.5	.7
Clerical and Sales		.57	100.0	88.3	.8	5.2	1.7	-		.10	100.0	88.2	5.5	2.8	2.8	-
Craftsmen and Laborers		17.8	100.0	88.4	1.8	1.9	1.0	-		.23	100.0	88.7	.8	2.9	-	.3
Service and Private		.84	100.0	88.8	1.6	1.0	-	-		.24	100.0	*	*	*	*	*
Other		10.5	100.0	88.6	6.7	-	.8	-		.56	100.0	88.8	3.3	2.4	-	.7
NO. ON TRIP																
1 Person		30.6	100.0	84.8	5.5	6.7	5.8	.6		.31	100.0	73.1	3.7	2.9	18.8	1.5
2 Persons		21.3	100.0	87.6	1.6	-	.5	-		.27	100.0	88.7	1.6	2.4	.5	-
3-4 Persons		31.5	100.0	88.5	1.8	.8	-	.8		.23	100.0	88.5	.7	.7	-	-
5 or More		10.2	100.0	*	*	*	*	*		.13	100.0	*	*	*	*	*
EDUCATION																
None or Elementary		.72	100.0	88.7	3.3	-	-	-		.16	100.0	87.2	7.9	4.5	*	*
High School		38.0	100.0	88.3	3.8	2.1	.7	*		.18	100.0	88.8	3.8	3.8	.8	.3
College		60.7	100.0	88.3	2.0	1.4	3.8	.8		.53	100.0	88.5	.5	1.5	11.8	.7
No Answer		.1	100.0	*	*	*	*	*		.1	100.0	*	*	*	*	*

*Insufficient number of observations in survey

Table 67. SUMMARY - New York City/Northeast New Jersey - OUTBOUND - Person-Trips to Washington/Baltimore by Transport Mode: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS		1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1969 TOTAL PERSON-TRIPS		1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	1.8	100.0	100.0	51.0	8.2	7.3	31.9	2.0	2.0	100.0	100.0	50.0	7.6	6.1	22.6	2.1
1st Quarter		26.2	100.0	63.0	8.8	12.6	33.5	6.1		23.0	100.0	54.3	5.2	6.2	31.6	2.9
2nd Quarter		25.4	100.0	51.8	10.8	8.5	29.7	1.2		27.3	100.0	57.0	9.8	10.1	19.9	3.0
3rd Quarter		25.6	100.0	57.6	8.8	5.2	26.7	1.8		27.7	100.0	62.6	10.8	5.5	20.0	1.1
4th Quarter		22.8	100.0	49.2	6.3	5.3	28.6	1.7		21.9	100.0	55.5	6.0	10.0	21.0	.5
REASON																
Business		28.1	100.0	39.3	3.0	7.8	50.9	1.1		32.4	100.0	39.9	1.5	6.2	54.3	3.0
Visit		25.6	100.0	71.0	9.0	7.5	10.3	1.3		23.8	100.0	77.2	7.2	11.1	7.1	1.1
Pleasure		15.0	100.0	63.8	15.4	6.9	15.2	.7		20.6	100.0	60.1	10.2	3.8	6.2	3.1
Personal/Family Affairs		9.5	100.0	57.8	12.8	14.6	13.2	4.6		6.7	100.0	75.5	6.4	13.7	4.3	
Students		3.7	100.0	49.8	3.4	6.5	43.4			4.9	100.0	50.0	5.1	15.3	20.4	2.6
Other and No Answer		.7	100.0		50.0			50.0			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $4,000		5.1	100.0	42.6	35.4	10.3	2.6	1.2		7.3	100.0	52.3	23.7	17.7	4.7	1.6
$4,000 to $5,999		3.0	100.0	43.8	30.8	20.1	6.3	2.1		6.0	100.0					
$6,000 to $7,999		7.8	100.0	72.5	10.5	3.2	5.6	3.2		6.6	100.0					
$7,500 to $9,999		10.4	100.0	66.2	6.5	3.9	20.9	2.6		11.3	100.0	55.0	10.6	5.4	17.2	1.7
$10,000 to $14,999		20.9	100.0	62.3	6.5	3.5	26.2	.5		23.5	100.0	65.0	6.5	9.4	15.5	1.6
$15,000 to $24,999		21.4	100.0	49.6	7.0	7.6	41.0	4.1		20.9	100.0	56.8	3.8	9.3	27.8	4.2
$25,000 and over		13.6	100.0	73.7		3.3	23.1	.9		17.0	100.0	61.3	7.9	7.3	27.0	1.5
No Answer		8.9	100.0	50.4	10.0	20.0	17.7	1.3		10.3	100.0	54.0	3.9	12.1	30.3	.5
OCCUPATION																
Professional/Managerial		15.8	100.0	25.9	3.6	5.4	65.0	2.5		23.1	100.0	56.6	3.7	8.5	30.5	2.6
Clerical and Sales		13.6	100.0	57.8	10.0	17.8	13.3	.9		17.3	100.0	60.1	9.5	11.1	17.7	1.5
Craftsmen and Laborers		10.0	100.0	60.3	8.5	3.3	3.3	1.6		14.5	100.0	60.5	10.4	10.4	4.3	1.3
Service and Private		2.7	100.0	65.7	15.7	11.4	6.3			4.4	100.0	50.0	13.2	14.9	10.1	2.3
Other		7.0	100.0	60.5	3.0	10.5	8.1	1.6		5.9	100.0					
NO. ON TRIP																
1 Person		60.1	100.0	22.9	8.4	12.7	53.4	2.6		43.5	100.0	31.9	7.1	11.8	48.3	2.1
2 Persons		23.9	100.0	71.8	8.9	6.2	12.6	2.1		27.3	100.0	72.1	7.8	8.9	9.0	2.3
3-4 Persons		10.6	100.0	76.9	8.7	1.2	14.6			22.8	100.0	67.1	6.4	9.6	.5	1.1
5 or More		7.4	100.0	55.8	4.2					11.5	100.0	*	*	*	*	*
EDUCATION																
Some or Elementary		6.9	100.0	65.7	21.8	6.0	1.9	.6		7.3	100.0	51.2	30.5	15.4	5.1	1.7
High School		25.5	100.0	60.1	9.7	5.4	14.8	1.5		20.1	100.0	67.9	13.1	10.8	7.6	1.2
College		61.5	100.0	48.0	5.6	8.8	46.0	2.6		65.6	100.0	56.2	3.4	8.7	28.1	2.6
No Answer		.2	100.0	66.8			33.3			.8	100.0	*	*	*	*	*

TRAVEL PROFILES	1970 TOTAL PERSON-TRIPS		1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1971 TOTAL PERSON-TRIPS		1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	1.7	100.0	100.0	50.1	4.8	9.6	30.4	1.2	1.7	100.0	100.0	50.7	8.0	13.7	22.7	1.8
1st Quarter		21.4	100.0	56.6	5.1	13.5	24.5	1.3		23.0	100.0	49.6	6.7	13.6	30.0	3.2
2nd Quarter		27.0	100.0	53.0	6.5	9.8	30.2	.5		26.5	100.0	53.0	13.3	14.7	18.7	.3
3rd Quarter		26.4	100.0	48.8	2.8	9.0	38.8	1.3		27.1	100.0	50.2	1.1	11.5	35.7	.5
4th Quarter		24.5	100.0	63.6	3.5	7.8	22.9	1.4		27.6	100.0	49.5	6.1	15.8	31.2	-
REASON																
Business		26.3	100.0	50.0	1.5	16.1	52.9	1.5		30.7	100.0	27.8	2.1	10.5	60.5	.6
Visit		31.5	100.0	70.1	2.7	8.7	9.7	.8		28.4	100.0	73.4	10.8	9.2	7.0	.5
Pleasure		19.4	100.0	45.8	13.5	7.8	2.7			23.0	100.0	60.4	13.6	13.4	4.8	1.9
Personal/Family Affairs		8.0	100.0	71.8	6.3	6.2	9.6	6.3		8.8	100.0	60.8	12.8	8.9	14.7	1.7
Students		8.1	100.0	71.4	2.8	8.6	15.3	1.8		6.0	100.0	65.6	6.7	7.8	20.8	1.2
Other and No Answer		-	100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $4,000		3.6	100.0							3.4	100.0					
$4,000 to $5,999		4.5	100.0	57.0	16.6	10.3	10.8	1.4		3.8	100.0	59.3	10.5	7.8	6.3	
$6,000 to $7,999		3.9	100.0							4.6	100.0					
$7,500 to $9,999		12.0	100.0	60.6	6.1	11.0	13.7			10.2	100.0	65.0	12.0	7.8	11.4	1.6
$10,000 to $14,999		20.0	100.0	50.7	3.9	6.7	12.0	1.0		20.9	100.0	61.7	5.7	15.2	16.0	1.3
$15,000 to $24,999		20.9	100.0	45.6	3.6	6.5	20.4	3.8		23.8	100.0	57.0	5.1	16.1	27.0	.8
$25,000 and over		14.0	100.0	50.4	1.1	10.2	35.6	2.2		22.3	100.0	39.0	2.1	16.5	41.9	1.0
No Answer		10.5	100.0	60.2	1.1	12.1	10.6	.8		1.9	100.0	*	*	*	*	*
OCCUPATION																
Professional/Managerial		18.7	100.0	55.7	1.6	10.8	27.3	1.7		15.8	100.0	45.4	3.8	17.4	30.2	1.3
Clerical and Sales		14.0	100.0	77.6	4.5	7.3	11.3	.9		16.0	100.0	60.0	6.7	15.8	7.3	.4
Craftsmen and Laborers		10.5	100.0	76.1	7.6	6.0	8.9	1.0		15.9	100.0	74.1	13.3	1.6	10.0	.8
Service and Private		3.8	100.0	*	*	*	*	*		6.8	100.0	*	*	*	*	*
Other		7.8	100.0	57.1	14.8	10.7	10.5	1.1		7.9	100.0	35.3	30.1	8.3	23.8	*
NO. ON TRIP																
1 Person		45.5	100.0	35.2	8.1	14.8	35.9	2.0		40.6	100.0	27.1	10.5	10.8	42.7	1.6
2 Persons		22.6	100.0	61.7	3.6	7.3	5.8	1.5		26.1	100.0	63.9	8.2	14.8	12.3	
3-4 Persons		21.0	100.0	65.5	-	6.8	8.5			23.8	100.0	67.1	3.9	5.3	2.6	1.1
5 or More		10.5	100.0	*	*	*	*	*		7.8	100.0	*	*	*	*	*
EDUCATION																
Some or Elementary		6.1	100.0	67.0	10.3	10.1	10.9			6.3	100.0	71.1	14.8	3.5	10.6	
High School		27.3	100.0	77.5	7.6	6.6	3.3	.5		20.6	100.0	60.2	10.0	6.3	12.0	.8
College		60.8	100.0	48.1	3.1	10.5	35.1	1.0		66.1	100.0	46.7	5.7	17.0	30.6	1.3
No Answer		1.1	100.0	*	*	*	*	*		1.1	100.0	*	*	*	*	*

* Insufficient number of observations to publish.

Table 6A. SUMMARY - New York City/Northeast New Jersey - OUTBOUND - Person-Trips to Phil/Wilm/Trto by Transport Mode: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS		1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1969 TOTAL PERSON-TRIPS		1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	35	100.0	100.0	84.0	4.7	8.9	1.8	1.1	34	100.0	100.0	81.6	4.9	11.1	1.0	[illegible]
1st Quarter		24.9	100.0	79.7	5.0	11.1	2.3	1.9		28.6	100.0	77.8	5.0	15.5	.9	[illegible]
2nd Quarter		25.6	100.0	85.3	3.8	8.9	1.3	.9		25.1	100.0	85.6	5.8	7.2	1.1	2
3rd Quarter		27.6	100.0	85.9	4.2	7.4	1.9	.6		26.1	100.0	80.1	4.8	12.8	.8	1.7
4th Quarter		22.1	100.0	85.5	4.1	8.0	1.4	1.0		21.4	100.0	84.3	3.5	10.3	1.8	3
REASON																
Business		25.6	100.0	75.1	2.4	13.5	6.4	2.6		25.1	100.0	72.8	3.0	21.3	3.5	4
Visit		40.1	100.0	87.7	4.2	7.5	.6	.5		38.8	100.0	82.7	4.6	9.9	1	1
Pleasure		20.8	100.0	81.3	6.4	6.0	.7	.7		17.0	100.0	84.4	8.5	5.8	.7	1.2
Personal/Family Affairs		1.7	100.0	86.5	5.2	6.6	.4	.8		12.4	100.0	88.3	1.1	7.7		.3
Student		4.5	100.0	82.2	1.1	11.6	1.2	1.8		6.6	100.0	85.6	1.9	9.4		3.1
Other and No Answer			100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $4,000		4.0	100.0	72.6	19.6	8.6	*	*		5.5	100.0	50.8	16.1	31.9		1
$4,000 to $5,999		11.5	100.0	86.4	8.9	4.7	*	.4		6.1	100.0	67.1	27.0	10.9		
$6,000 to $7,999		9.2	100.0	83.3	7.4	9.3	*	*		5.6	100.0	65.8	12.0	19.8		2.5
$7,500 to $9,999		12.8	100.0	83.5	4.2	11.0	.3	1.1		14.6	100.0	88.1	6.4	7.5		
$10,000 to $14,999		23.9	100.0	89.6	1.0	6.4	2.0	1.0		23.0	100.0	91.9	1.8	5.1	1.0	.6
$15,000 to $24,999		22.9	100.0	89.5	2.5	4.4	2.1	1.0		14.8	100.0	88.0	.7	9.4	1.0	1.0
$25,000 and over		6.7	100.0	53.1	1.0	29.2	11.1	5.6		10.1	100.0	63.1	1.4	32.8	1.7	1.0
No Answer		5.3	100.0	80.8	3.6	14.5	.7	.4		16.6	100.0	85.2	3.0	7.1	3.0	1.7
OCCUPATION																
Professional/Managerial		40.1	100.0	86.6	1.9	7.8	2.7	2.0		47.5	100.0	81.2	1.6	15.0	1.5	.7
Clerical and Sales		13.5	100.0	81.3	7.5	8.6	2.5	.6		18.1	100.0	83.9	5.4	5.1	1.4	.6
Craftsmen and Laborers		24.7	100.0	92.8	2.5	3.6	.6	.1		19.5	100.0	86.8	5.6	6.9		1.6
Service and Private		3.8	100.0	70.3	23.4	4.5	.6	1.2		4.9	100.0	80.1	2.9	17.0		
Other		6.4	100.0	80.3	6.8	10.9	.6	.6		10.0	100.0	77.0	13.5	14.2		.4
NO. ON TRIP																
1 Person		38.0	100.0	70.9	5.5	16.9	4.5	2.1		40.4	100.0	80.2	7.3	10.5	2.4	1.5
2 Persons		21.1	100.0	86.2	3.5	6.7	.3	1.3		27.5	100.0	89.6	4.1	5.1		.3
3-4 Persons		26.5	100.0	88.8	2.9	3.4	.6	.6		23.0	100.0	90.7	1.9	7.5		.5
5 or More		14.3	100.0	95.0	4.0	.6	.6	.6		8.9	100.0	90.8	4.1	5.2		
EDUCATION																
None or Elementary		12.4	100.0	79.7	6.2	11.6	*	.5		7.8	100.0	77.8	11.4	10.8		
High School		37.1	100.0	86.1	5.4	6.4	1.3	.8		37.7	100.0	84.9	8.9	6.5	.5	1.1
College		50.1	100.0	83.4	2.4	10.2	2.6	1.4		52.4	100.0	79.8	2.2	15.7	1.8	.7
No Answer		.3	100.0	*	*	*	*	*		2.1	100.0	*	*	*	*	*

TRAVEL PROFILES	1970 TOTAL PERSON-TRIPS		1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1971 TOTAL PERSON-TRIPS		1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	32	100.0	100.0	87.0	4.9	6.8	.5	.5	34	100.0	100.0	83.0	5.1	10.1	.8	1.0
1st Quarter		20.0	100.0	84.8	3.5	10.3	1.6	.2		24.1	100.0	79.3	5.8	12.6	1.1	1.2
2nd Quarter		27.1	100.0	88.7	5.6	7.1	.1	.5		22.8	100.0	87.7	2.8	8.5	.6	.8
3rd Quarter		25.9	100.0	88.7	6.8	3.4	.6	.7		28.0	100.0	85.3	5.1	7.8	1.6	.6
4th Quarter		26.4	100.0	88.3	3.4	7.8	.2	.3		25.2	100.0	79.8	6.5	11.9	.3	1.4
REASON																
Business		27.8	100.0	82.6	4.0	11.2	1.5	.6		26.8	100.0	73.3	2.6	21.2	2.2	.8
Visit		38.7	100.0	88.5	5.1	7.6	.2	.6		38.7	100.0	88.1	5.8	8.5	.3	1.5
Pleasure		18.6	100.0	87.5	10.0	1.9	*	.3		21.0	100.0	87.6	7.8	3.6	.4	.6
Personal/Family Affairs		14.2	100.0	88.7	1.2	2.7	*	.3		11.4	100.0	93.8	1.8	3.8	.3	.3
Student		6.6	100.0	93.5	1.3	5.2	*	*		.3	100.0	80.6	12.0	7.5		
Other and No Answer		.1	100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $4,000		.3	100.0	66.1	16.7	22.2		1.1		.6	100.0	81.3	8.4	5.8		3.7
$4,000 to $5,999		.6	100.0	*	*	*	*	*		.3	100.0	88.4	11.3	2.8	2.7	2.9
$6,000 to $7,499		4.4	100.0	88.0	10.7	10.4		1.0		4.1	100.0	78.9	7.6	13.1	.7	
$7,500 to $9,999		15.3	100.0	92.0	4.7	3.9				9.5	100.0	81.8	9.2	8.3	.7	
$10,000 to $14,999		24.0	100.0	91.4	3.1	4.3	.9	.4		26.7	100.0	86.0	5.3	7.4	.3	1.1
$15,000 to $24,999		13.8	100.0	87.5	1.2	6.0	.6	1.6		33.5	100.0	83.0	3.6	11.7	.8	.9
$25,000 and over		12.8	100.0	84.3	2.4	13.0	.3			15.6	100.0	83.0	1.6	13.6	1.3	.5
No Answer		13.2	100.0	92.9	3.0	2.2	.4	.3		.8	100.0	*	*	*	*	*
OCCUPATION																
Professional/Managerial		51.7	100.0	88.1	3.3	9.0	.9	.8		54.8	100.0	82.7	2.9	12.1	1.1	1.2
Clerical and Sales		17.8	100.0	94.0	2.4	3.1	.3	.2		16.8	100.0	82.6	6.7	7.6	.6	.7
Craftsmen and Laborers		19.2	100.0	88.7	7.0	3.1		.2		18.3	100.0	86.4	5.9	7.7		
Service and Private		4.5	100.0	84.6	8.7	6.1				6.7	100.0	88.4	7.5	1.3	2.0	.8
Other		6.9	100.0	75.2	14.3	10.5				5.8	100.0	72.0	10.9	13.7	.6	2.9
NO. ON TRIP																
1 Person		37.3	100.0	76.5	9.0	14.2	1.4	.9		37.1	100.0	85.6	5.7	21.6	1.9	1.4
2 Persons		29.8	100.0	88.2	2.4	3.2				38.5	100.0	88.4	4.5	6.2		1.0
3-4 Persons		23.0	100.0	93.9	3.2	2.4		.6		25.3	100.0	88.5	.8	1.7	.8	.8
5 or More		10.0	100.0	*	*	*	*	*		9.1	100.0	100.0	*	*	*	*
EDUCATION																
None or Elementary		6.9	100.0	68.5	17.2	14.3				3.1	100.0	72.7	19.8	8.6		.8
High School		38.5	100.0	93.2	3.8	2.5		.4		35.7	100.0	88.4	4.8	3.4	.4	.9
College		54.9	100.0	85.7	6.0	6.8	.9	.6		60.1	100.0	78.0	4.4	14.8	1.0	1.0
No Answer		.7	100.0	*	*	*	*	*		.5	100.0	*	*	*	*	*

* Insufficient number of observations to publish

Table 69. SUMMARY - New York City/Northeast New Jersey - OUTBOUND - Person-Trips to Bridgeport/New Haven by Transport Mode*: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS		1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1969 TOTAL PERSON-TRIPS		1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	5	100.0	100.0	70.1	3.2	16.1	1.1	9	6	100.0	100.0	77.4	3.7	17.4	.8	1.0
1st Quarter		27.7	100.0	75.6	1.7	21.3	1.4			28.7	100.0	80.8	1.1	21.6	.20	.5
2nd Quarter		23.3	100.0	80.4	.7	16.6	1.5	.8		22.6	100.0	72.8	.24	27.9		.8
3rd Quarter		25.1	100.0	88.2	1.4	8.3		1.1		26.3	100.0	88.7		9.7		1.6
4th Quarter		14.3	100.0	85.3	16.8	16.7	1.1			22.3	100.0	81.5	.38	13.8		.8
REASON																
Business		27.4	100.0	77.7	2.1	12.7	5.3	2.1		11.8	100.0	85.8	1.9.6	10.0	.32	1.6
Visit		63.7	100.0	73.9	.34	22.7				67.3	100.0	87.4	.3	10.5		.9
Pleasure		12.2	100.0							13.8	100.0					
Personal Family Affairs		11.6	100.0	83.8	13.1	.32				6.6	100.0	67.0	10.5	20.2	8.3	1.0
Student		.1	100.0							.7	100.0					
Other and No Answer			100.0	.0	.0	.0	.0	.0			100.0	.0	.0	.0	.0	.0
HOUSEHOLD INCOME																
Under $5,000		.8	100.0							1.7	100.0					
$5,000 to $6,999		.6	100.0	70.9	1.2	26.7	1.0	.3		10.6	100.0	.0	.0	.0	.0	.0
$7,000 to $7,999		.6	100.0							.26	100.0					
$7,500 to $9,999		2.3	100.0							3.1.0	100.0	10.0	.3	20.0		2.5
$10,000 to $14,999		3.1	100.0	47.0	8.1	4.1		.8		10.5	100.0	82.1	5.0	11.8		1.0
$15,000 to $24,999		1.5	100.0							12.9	100.0	82.4		8.2	1.5	
$25,000 and over		.6.0	100.0	63.3	1.0	14.7	1.0			5.9	100.0	.0	.0	.0	.0	.0
No Answer		1.9.4	100.0	36.7	1.5	42.3				1.5.8	100.0	83.2		16.8	2.0	
OCCUPATION																
Professional/Management		43.8	100.0	61.1	6.2	28.8	2.6	.5		40.6	100.0	84.1	5.8	27.3	.9	2.0
Clerical and Sales		27.1	100.0	88.1	.8	6.2		.8		9.9	100.0	.0	.0	.0	.0	.0
Craftsmen and Laborers		6.9	100.0							15.8	100.0	91.5	.4.9	2.5	1.7	
Service and Private		14.6	100.0	85.3	1.0	9.7				1.4	100.0	.0	.0	.0	.0	.0
Other		7.1	100.0							23.3	100.0	88.7		3.8		
NO. ON TRIP																
1 Person		37.7	100.0	56.9	8.5	30.0	3.0	1.2		35.3	100.0	88.7	9.3	25.1	1.6	2.1
2 Persons		37.1	100.0	91.4		8.6				41.9	100.0	91.7	.9	7.4		
3-4 Persons		25.2	100.0	.0	.0	.0	.0	.0		20.5	100.0	.0	.0	.0	.0	.0
5 or More			100.0							7.1	100.0					
EDUCATION																
Some or Elementary		4.6	100.0	.0	.0	.0	.0	.0		5.2	100.0	.0	.0	.0	.0	.0
High School		48.9	100.0	77.5	4.4	17.8				38.0	100.0	84.6	1.7	7.9	.5	
College		47.5	100.0	78.8	2.4	15.8	2.4	1.0		50.5	100.0	88.2	.4.9	27.7	.6	1.6
No Answer		.8	100.0	.0	.0	.0	.0	.0		1.4	100.0	.0	.0	.0	.0	.0

TRAVEL PROFILES	1970 TOTAL PERSON-TRIPS		1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1971 TOTAL PERSON-TRIPS		1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	6	100.0	100.0	76.4	5.8	16.9		.9	6	100.0	100.0	88.5	3.1	4.7	.4	1.8
1st Quarter		19.1	100.0	70.7	4.7	21.8		2.8		21.1	100.0	88.4	5.6	4.5		1.4
2nd Quarter		20.5	100.0	88.5	7.3	24.7		1.5		22.0	100.0	88.2	3.5	6.3		.9
3rd Quarter		28.8	100.0	81.8	3.6	14.4				20.8	100.0	91.3	.7	3.8		4.4
4th Quarter		23.8	100.0	80.0	1.5	7.5				27.1	100.0	88.2	2.8	3.9	2.8	
REASON																
Business		16.1	100.0	88.5	11.6	22.0				22.7	100.0	85.7		4.8		
Visit		65.8	100.0	74.6	4.1	19.8		1.5		53.3	100.0	87.9	4.8	8.1	.8	2.8
Pleasure		15.1	100.0							17.1	100.0	91.1	.3.4	6.4		1.1
Personal Family Affairs		3.1	100.0	.0	.0	.0	.0	.0		2.1	100.0					
Student		1.0	100.0							5.9	100.0	.0	.0	.0	.0	.0
Other and No Answer			100.0								100.0					
HOUSEHOLD INCOME																
Under $5,000		2.3	100.0							2.1	100.0	.0	.0	.0	.0	.0
$5,000 to $6,999		3.0	100.0	.0	.0	.0	.0	.0		1.1	100.0					
$7,000 to $9,999		6.3	100.0							12.5	100.0	79.9	6.7	13.8		1.5
$10,000 to $14,999		8.1.0	100.0	72.0	5.2	17.1		1.7		12.2	100.0	.0	.0	.0	.0	.0
$15,000 to $24,999		3.6.8	100.0	78.9	.9	20.1				3.3.3	100.0	88.4	2.8	2.9		4.9
$25,000 and over		1.5.3	100.0	87.8		2.4				3.2.2	100.0	97.4			1.4	.3
No Answer		2.3	100.0	77.3		22.8				1.3.6	100.0	.0	.0	.0	.0	.0
		1.9.3	100.0	85.3	4.7					2	100.0					
OCCUPATION																
Professional/Management		31.0	100.0	71.1	5.5	21.0		1.5		47.4	100.0	88.7	1.5	5.8	.8	1.9
Clerical and Sales		18.5	100.0							2.3.3	100.0	83.1	1.3	3.9		2.6
Craftsmen and Laborers		17.0	100.0	88.4	4.1	6.5				14.6	100.0					
Service and Private		2.1	100.0							6.5	100.0	75.2	2.2.2	2.1		.9
Other		8.3	100.0							2.2	100.0					
NO. ON TRIP																
1 Person		3.5.7	100.0	67.7	12.2	21.5		2.6		3.8.2	100.0	78.7	1.8	9.1		3.6
2 Persons		3.8.1	100.0	88.1	1.3	10.6				3.1.5	100.0	94.2	1.3	1.1	1.3	2.3
3-4 Persons		1.9.1	100.0	.0	.0	.0	.0	.0		3.5.7	100.0	88.8		1.9		
5 or More		6.3	100.0							8.7	100.0					
EDUCATION																
Some or Elementary		2.8	100.0	.0	.0	.0	.0	.0		1.6	100.0	.0	.0	.0	.0	.0
High School		3.3.7	100.0	81.7	1.8	10.4				3.7.0	100.0	87.8	3.8	2.5		1.0
College		4.1.6	100.0	72.1	6.7	21.7		1.5		5.4.7	100.0	88.8	2.8	5.6	.7	2.1
No Answer		1.9	100.0	.0	.0	.0	.0	.0		3	100.0	.0	.0	.0	.0	.0

*Trips/Persons number of destinations to outside

Table 70. SUMMARY - New York City/Northeast New Jersey - OUTBOUND - Person-Trips to Boston/Providence by Transport Mode

TRAVEL PROFILES	1985 TOTAL PERSON-TRIPS (Millions)	1985 TOTAL PERSON-TRIPS (Percent)	1985 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1990 TOTAL PERSON-TRIPS (Millions)	1990 TOTAL PERSON-TRIPS (Percent)	1990 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	1.4	100.0	100.0	46.6	2.4	4.3	31.1	9	1.4	100.0	100.0	58.3	5.2	5.9	29.4	1.6
1st Quarter		27.5	100.0	49.5	3.6	4.6	42.2			27.0	100.0	54.4	2.6	1.6	33.0	7.0
2nd Quarter		26.6	100.0	40.3	3.8	3.9	30.8	1.4		23.3	100.0	58.8	6.8	3.5	30.5	4
3rd Quarter		26.6	100.0	72.1	5.1	3.4	18.9	6		23.3	100.0	59.5	6.2	5.0	27.6	1.3
4th Quarter		19.3	100.0	52.3	6.2	5.7	34.0	1.8		21.4	100.0	56.9	6.1	8.6	27.7	2.6
REASON																
Business		25.8	100.0	26.6	1	4.8	67.1	1		20.2	100.0	33.3	6	2.9	63.1	6
Visit		32.2	100.0	48.6	2.4	5.3	5.8	8		20.8	100.0	45.5	4.8	10.2	13.8	2.5
Pleasure		15.4	100.0	65.5	7.2	1.7	5.6			12.0	100.0	76.1	5.3	2.1	11.4	2.1
Personal/Family Affairs		1.5	100.0	68.3	6.6	5.5	17.4	2.2		10.3	100.0	79.1	5.8	.8	11.6	1.6
Student		8.6	100.0	48.4	3.0	2.0	32.1	2.0		1.1	100.0	58.4	6.6	6.3	30.8	
Other and No Answer			100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $6,000		1.6	100.0							2.5	100.0					
$6,000 to $9,999		4.6	100.0	80.9	13.7	2.0	19.7	3.6		3.6	100.0	84.0	11.1	14.8	5.4	4.0
$10,000 to $14,999		3.6	100.0							3.2	100.0					
$15,000 to $19,999		14.4	100.0	70.8	2.6	5.3	21.5			6.4	100.0	57.6	20.4		19.7	1.3
$20,000 to $24,999		20.5	100.0	63.7	3.9	5.5	26.7	3		21.1	100.0	56.8	1.6	2.8	20.8	4
$25,000 to $34,999		21.1	100.0	65.0	4.5	6.9	21.5	8		20.7	100.0	60.4	1.1	1.7	20.5	3
$35,000 and over		15.8	100.0	38.1		1.1	63.3	5		21.2	100.0	48.1	3.7	14.0	30.8	4.0
No Answer		9.7	100.0	47.0	3.0		45.1			12.3	100.0	53.3	5.0	2.0	39.1	7
OCCUPATION																
Professional/Managerial		62.4	100.0	52.1	2.6	3.7	40.6	1.0		60.0	100.0	56.5	3.6	6.7	33.1	1.5
Clerical and Sales		16.5	100.0	70.9	4.1	7.3	17.1			13.6	100.0	68.2	6.9	5.0	23.3	6
Craftsmen and Laborers		13.2	100.0	87.1	5.9	6	5.7	1.3		10.1	100.0	77.9	6.3	1.6	11.1	3.2
Service and Private		1.0	100.0	*	*	*	*	*		1.2	100.0	*	*	*	*	*
Other		6.7	100.0	50.7	16.5	2.6	24.0	1.3		8.6	100.0	58.1	1.8	2.9	32.2	1.0
NO. OF TRIP																
1 Person		66.7	100.0	36.4	6.4	5.5	40.5	1.1		53.3	100.0	35.0	8.3	9.1	44.2	3.9
2 Persons		23.6	100.0	70.7	5.8	7.3	6.7	1.5		21.4	100.0	72.2	6	1.6	23.9	1.6
3-4 Persons		22.8	100.0	58.6			3.6			14.3	100.0					
5 or More		6.9	100.0	*	*	*	*	*		11.0	100.0	66.4	2.1		2.1	9
EDUCATION																
Some or Elementary		8.6	100.0	71.1	6.0		20.9			2.6	100.0	*	*	*	*	*
High School		29.1	100.0	67.1	6.8	4.1	19.4	2.0		28.8	100.0	75.6	2.1	3.2	12.9	1.3
College		60.8	100.0	50.6	3.0	4.8	37.1	5		60.0	100.0	51.8	3.5	6.3	38.6	1.6
No Answer		5	100.0	*	*	*	*	*		5	100.0	*	*	*	*	*
ANNUAL TOTAL	1.3	100.0	100.0	63.2	6.7	3.7	22.6	1.7	1.6	100.0	100.0	62.6	6.8	6.0	22.9	1.6
1st Quarter		20.1	100.0	56.9	7.6	5.2	27.9	3.5		22.0	100.0	48.9	8.0	9.1	30.9	3.0
2nd Quarter		20.2	100.0	67.1	6.9	1.6	24.3	2.0		25.8	100.0	56.6	11.1	7.1	20.1	1.1
3rd Quarter		26.5	100.0	72.9	9.6	1.3	15.3	8		28.8	100.0	75.3	6.7	4.4	14.3	1.5
4th Quarter		23.3	100.0	54.1	8.0	8.2	28.1	1.0		22.1	100.0	68.2	5.8	3.1	20.7	1.6
REASON																
Business		28.5	100.0	60.9	1.6	1.2	35.1	1.2		32.1	100.0	62.6	4	6.7	48.7	1.6
Visit		40.0	100.0	67.5	10.0	6.3	11.1	1.1		41.8	100.0	70.1	8.9	7.6	6.7	1.7
Pleasure		10.8	100.0	70.1	11.1		3.6	6.9		12.1	100.0	74.0	11.5	2.7	10.6	8
Personal/Family Affairs		10.6	100.0	70.6	3.0	5.2	12.2	1.0		5.5	100.0	*	*	*	*	*
Student		11.0	100.0	72.5	5.8	1.8	14.7	9		8.6	100.0	85.0	5.8	3.9	16.1	6.3
Other and No Answer		-	100.0	*	*	*	*	*		2	100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $6,000		2.2	100.0							2.2	100.0					
$6,000 to $9,999		6.6	100.0	72.2	13.6	9.1	5.2			2.6	100.0	85.3	17.8	5.6	3.1	7.2
$10,000 to $14,999		3.6	100.0							3.2	100.0					
$15,000 to $19,999		10.8	100.0	51.8	27.4	4.0	10.1	6.8		6.9	100.0	59.0	20.4	4.5	15.7	
$20,000 to $24,999		14.0	100.0	60.4	3.7	3.2	26.7	3.0		27.5	100.0	70.6	6.8	1.8	14.1	7
$25,000 to $34,999		20.5	100.0	67.2	3.4	2.5	20.5	6		27.8	100.0	61.8	3.5	6.5	27.8	3.2
$35,000 and over		20.7	100.0	61.0	6.6	5.3	27.1	1.7		20.5	100.0	56.4	1.8	1.0	41.2	5
No Answer		17.0	100.0	60.6	7.8	0	31.3			1.5	100.0	*	*	*	*	*
OCCUPATION																
Professional/Managerial		67.0	100.0	62.5	7.4	3.6	26.0	1.1		48.6	100.0	58.8	6.8	6.9	26.1	7.0
Clerical and Sales		16.3	100.0	67.4	6.8	5.2	16.6	2.0		16.3	100.0	72.4	6.6	2.9	14.4	5
Craftsmen and Laborers		5.7	100.0							8.7	100.0	71.6	7.3	5.0	16.1	
Service and Private		1.8	100.0							2.2	100.0					
Other		5.3	100.0	67.1	16.5	2.1	14.1	2.2		3.3	100.0	56.9	21.8	5.1	9.0	7.3
NO. OF TRIP																
1 Person		66.7	100.0	60.9	11.0	5.8	40.5	1.1		50.0	100.0	41.9	9.5	6.6	30.3	2.6
2 Persons		19.6	100.0	70.4	11.0	3.0	10.5	6.3		20.6	100.0	70.9	2.8	2.1	13.1	2.6
3-4 Persons		15.3	100.0	66.7	3.3					20.9	100.0	62.7	5.1	5.3	2.6	-
5 or More		14.0	100.0							5.5	100.0	*	*	*	*	*
EDUCATION																
Some or Elementary		2.5	100.0	*	*	*	*	*		2.0	100.0	*	*	*	*	*
High School		20.1	100.0	70.8	10.0	1.2	6.6	3.3		20.3	100.0	70.1	6.1	6.1	8.5	2.2
College		71.0	100.0	58.7	7.5	4.8	28.6	1.2		67.3	100.0	56.5	6.6	6.6	28.8	1.1
No Answer		5	100.0	*	*	*	*	*		5	100.0	*	*	*	*	*

*Insufficient number of observations to publish

Table 71. SUMMARY - New York City - INBOUND - Person-Trips from Washington by Transport Mode: 1968-1971

TRAVEL PROFILES	TOTAL PERSON-TRIPS		PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						TOTAL PERSON-TRIPS		PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	7	100.0	100.0	66.5	0.8	6.3	20.7	1.8	8	100.0	100.0	53.8	4.8	13.0	27.2	2.2
1st Quarter		26.7	100.0	64.3	5.8	6.1	21.7	6		26.3	100.0	51.1	7.6	6.5	29.1	3.7
2nd Quarter		27.1	100.0	68.8	4.5	7.6	20.7	3.3		19.0	100.0	64.8	1.1	17.5	31.4	4.5
3rd Quarter		22.9	100.0	62.6	12.7	6.3	16.5	1.4		25.9	100.0	48.6	6.0	8.6	26.3	5
4th Quarter		23.7	100.0	58.9	7.8	4.9	31.3	1		28.8	100.0	58.7	5.3	20.8	23.1	1.3
REASON																
Business		32.9	100.0	31.7	1.0	7.0	58.6	2.0		31.3	100.0	14.8		17.2	63.5	4.6
Visit		33.1	100.0	66.6	6.2	7.7	17.0	5		42.0	100.0	78.0	5.4	9.8	5.0	
Pleasure		24.6	100.0	68.3	10.8	5.4	16.1	3.4		20.3	100.0	50.8	8.3	15.3	22.2	3.8
Personal/Family Affairs		10.0	100.0							5.4	100.0					
Student		5	100.0	•	•	•	•	•			100.0	•	•	•	•	•
Other and No Answer			100.0								100.0					
HOUSEHOLD INCOME																
Under $5,000		6.4	100.0							7.1	100.0					
$5,000 to $6,999		3.9	100.0	51.5	20.0	5.5	17.9	2.1		4.3	100.0	54.2	23.3	12.6	9.0	1.0
$7,000 to $9,999		3.5	100.0							4.0	100.0					
$10,000 to $14,999		20.5	100.0	75.0	2.5	2.4	20.1			18.3	100.0	48.1		20.5	18.5	6.8
$15,000 to $24,999		40.0	100.0	62.3	6.0	7.1	21.9	2.7		23.7	100.0	66.9	1.3	3.9	28.0	2.0
$25,000 and over		9.4	100.0	•	•	•	•	•		27.7	100.0	31.5	3.2	14.0	50.8	1.1
No Answer		10.9	100.0							10.9	100.0	80.3	1.6	4.3	12.2	1.6
OCCUPATION																
Professional/Managerial		61.1	100.0	56.4	1.6	4.9	35.6	2.3		73.9	100.0	48.9	2.3	14.6	31.3	2.9
Clerical and Sales		6.4	100.0							7.3	100.0					
Craftsmen and Laborers		1.8	100.0	39.0	22.4	20.3	18.2			1.6	100.0	51.8	11.8	10.8	13.9	1.6
Service and People		2.1	100.0							4.6	100.0					
Other		9.5	100.0							6.8	100.0					
NO. ON TRIP																
1 Person		28.8	100.0	27.0	7.9	12.8	54.8	2.6		47.2	100.0	28.7	6.5	16.0	44.5	2.3
2 Persons		22.7	100.0	58.2	13.4	3.0	25.4			20.9	100.0	54.0	5.0	18.3	19.6	3.0
3-4 Persons		36.5	100.0	68.2	1.0	1.0	8.3	2.1		24.1	100.0	92.0	1.0	3.5	3.8	
5 or More		11.5	100.0							8.3	100.0					
EDUCATION																
Some or Elementary		3.8	100.0	41.6	30.0	19.5	8.1			3	100.0	48.6	28.1	9.2	1.6	6
High School		8.6	100.0							13.6	100.0					
College		87.4	100.0	56.2	3.4	4.3	36.2	1.8		83.3	100.0	48.6	4.4	13.9	28.5	2.6
No Answer		0.0	100.0	•	•	•	•	•		2.8	100.0	•	•	•	•	•
ANNUAL TOTAL	7	100.0	100.0	39.0	7.1	15.1	37.8	1.0	8	100.0	100.0	48.4	7.2	21.0	20.4	2.9
1st Quarter		26.0	100.0	48.3	9.4	17.5	32.1			28.5	100.0	39.7	10.5	12.0	38.3	3.1
2nd Quarter		26.7	100.0	38.0	7.1	16.3	37.0	1.6		26.4	100.0	60.0	5.3	26.5	20.9	7
3rd Quarter		25.1	100.0	42.1	6.0	9.9	40.0	2.0		26.7	100.0	51.3	7.9	22.4	11.2	1.7
4th Quarter		25.0	100.0	32.9	5.7	17.9	44.2			25.0	100.0	47.7	6.6	30.0	14.7	6.2
REASON																
Business		41.5	100.0	8.6	9	10.0	70.8	9		31.5	100.0	17.0	1.5	20.1	40.9	2.6
Visit		33.9	100.0	61.0	1.0	12.0	17.6	6		35.2	100.0	66.8	12.0	12.5	6.8	2.0
Pleasure		15.4	100.0	62.1	14.1	12.0	10.0	1.3		21.8	100.0	62.3	9.3	33.0	2.5	4.8
Personal/Family Affairs		9.6	100.0							10.6	100.0					
Student		-	100.0	•	•	•	•	•		1	100.0	•	•	•	•	•
Other and No Answer			100.0							2	100.0					
HOUSEHOLD INCOME																
Under $5,000		1.0	100.0	45.6	33.5	9.5	11.9	1.3		2.7	100.0	45.8	11.4	14.0	6.8	
$5,000 to $6,999		3.2	100.0							4.3	100.0					
$7,000 to $9,999		3.8	100.0							7.2	100.0					
$10,000 to $14,999		7.3	100.0							9.5	100.0					
$15,000 to $24,999		16.4	100.0	57.4	10.8	22.5	9.3			16.4	100.0	16.6	11.1	15.7	15.3	1.3
$25,000 and over		35.1	100.0	48.2	6.6	8.8	45.3	2.2		24.1	100.0	50.1	4.3	28.8	11.1	1.7
No Answer		30.7	100.0	16.6	1.3	14.4	73.1	6		28.1	100.0	27.2	5.1	20.0	28.5	6.0
		11.8	100.0	9	9	9	9	9		9.7	100.0	9	9	9	9	9
OCCUPATION																
Professional/Managerial		72.1	100.0	33.8	4.9	15.9	45.2	1.1		61.9	100.0	48.2	5.1	27.5	23.8	3.9
Clerical and Sales		11.8	100.0	58.1	11.8	16.5	16.1	•		11.1	100.0	41.7	16.2	18.8	24.1	
Craftsmen and Laborers		8.6	100.0							14.2	100.0					
Service and People		3.7	100.0							6.5	100.0	45.9	6.5	6.5	13.1	2.8
Other		6.1	100.0							6.5	100.0					
NO. ON TRIP																
1 Person		18.1	100.0	18.1	9.3	14.9	56.7	1.0		47.4	100.0	22.3	16.6	30.3	38.8	2.9
2 Persons		28.2	100.0	53.9	5.7	17.4	21.1	1.9		25.1	100.0	50.4	6.5	14.6	15.6	1.8
3-4 Persons		38.5	100.0	•	•	•	•	•		17.5	100.0	•	•	•	•	•
5 or More		1.3	100.0							10.5	100.0					
EDUCATION																
Some or Elementary		7	100.0	•	•	•	•	•		1.6	100.0	•	•	•	•	7
High School		13.8	100.0							20.1	100.0	14.0	7.5	12.7	15.1	7
College		82.6	100.0	38.8	5.1	16.2	42.6	1.2		77.5	100.0	44.8	7.1	22.7	22.5	2.8
No Answer		2.7	100.0	•	•	•	•	•		1.8	100.0	•	•	•	•	•

*Insufficient number of observations to qualify

Table 72. SUMMARY - New York City - INBOUND - Person-Trips from Philadelphia by Transport Mode: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS		1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1969 TOTAL PERSON-TRIPS		1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Unknown	Persons	Total %	Auto	Bus	Rail	Air	Other	Unknown	Persons	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	15	100.0	100.0	67.5	10.2	20.7	0	0	15	100.0	100.0	67.8	9.1	21.1	0	0
1st Quarter		32.8	100.0	58.6	13.6	28.1	1	11		27.8	100.0	68.0	8.1	25.6	1.2	1.0
2nd Quarter		25.1	100.0	71.3	8.1	19.5	0	3		21.9	100.0	70.2	10.9	17.5	4	1.0
3rd Quarter		22.4	100.0	75.2	7.1	16.2	1.5			27.1	100.0	68.4	8.6	22.0		1.2
4th Quarter		19.7	100.0	74.5	10.1	13.7		1.8		23.1	100.0	67.8	10.1	21.6	5	
REASON																
Business		27.1	100.0	90.5	3.6	33.3	2.6	7		28.5	100.0	90.9	6.2	42.6	1.9	4
Visit		28.3	100.0	73.4	7.7	18.5		6		33.3	100.0	84.3	3.4	17.4		
Pleasure		36.5	100.0	68.6	15.0	16.3		4		30.6	100.0	68.2	21.2	10.3		2.3
Personal Family Affairs		5.1	100.0	72.0	1.2	24.3		2.4		5.6	100.0	70.8	3.4	25.8		
Student		3.8	100.0							2.6	100.0					
Other and No Answer			100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $6,000		4.6	100.0	52.5	13.3	34.2				3.8	100.0	*	*	*	*	*
$6,000 to $9,999		6.4	100.0	48.9	29.8	24.4				6.9	100.0	68.9	9.1	61.0		
$10,000 to $14,999		8.9	100.0	63.4	15.8	17.2		3.6		7.9	100.0	81.0	7.3	11.8		
$15,000 to $24,999		10.3	100.0	81.5	12.5	24.2		1.8		15.0	100.0	77.1	12.6	7.9		2.9
$25,000 and over		29.6	100.0	85.8	8.4	22.8	2.4	4		30.9	100.0	68.4	10.3	23.4		
No Answer		13.0	100.0	67.1	5	10.8		1.0		21.9	100.0	71.1	4.3	20.3	2.5	1.1
		3.0	100.0	*	*	*	*	*		1.1	100.0	52.0	5	46.4		1.1
		21.9	100.0	72.5	8.5	18.7	3			12.6	100.0	73.2	17.6	14.2		
OCCUPATION																
Professional Managerial		46.9	100.0	68.8	6.5	30.9	1.5	1.2		46.1	100.0	68.2	4.4	26.0	1.0	4
Clerical and Sales		17.6	100.0	73.9	6.5	19.3		4		13.2	100.0	66.4	10.9	20.2		2.4
Craftsmen and Laborers		26.5	100.0	68.4	20.1	19.0		5		19.6	100.0	72.8	17.0	8.9		1.3
Service and Private		7.0	100.0	*	*	*	*	*		4.0	100.0	*	*	*	*	*
Other		8.2	100.0	51.5	18.5	30.0				6.4	100.0	49.8	14.6	35.0		
NO. ON TRIP																
1 Person		63.9	100.0	61.8	10.2	33.8	1.8	5		35.6	100.0	63.5	14.7	38.8	1.5	3
2 Persons		24.2	100.0	70.9	8.5	18.0	*	1.6		24.4	100.0	68.8	9.3	19.6		1.5
3rd Persons		16.1	100.0	80.7	5.2	5.1	*	*		20.0	100.0	80.6	2.8	6.5		
5 or More		15.8	100.0	59.6	*	4.6	*	*		11.0	100.0	*	*	*	*	*
[illegible]																
[illegible]		6.3	100.0	54.0	29.6	20.4				5.8	100.0	67.2	25.1	12.5		
[illegible]		31.8	100.0	68.9	15.1	16.0	1.2	8		32.6	100.0	62.5	11.6	18.2		1.7
[illegible]		61.1	100.0	70.1	6.2	27.3	6	6		60.1	100.0	71.3	3.4	23.9	5	4
[illegible]		8	100.0	*	*	*	*	*		1.0	100.0	*	*	*	*	*

	1970 TOTAL PERSON-TRIPS		1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1971 TOTAL PERSON-TRIPS		1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Unknown	Persons	Total %	Auto	Bus	Rail	Air	Other	Unknown	Persons	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	7.0	100.0	100.0	68.7	7.7	21.3	0	0	1.6	100.0	100.0	70.1	8.4	19.9	1.1	4
1st Quarter		27.8	100.0	59.0	9.1	24.6		1.3		32.8	100.0	70.1	7.7	19.6	2.4	4
2nd Quarter		26.1	100.0	67.1	10.5	20.2	1.1	6		26.4	100.0	68.7	9.1	20.0		1.2
3rd Quarter		27.3	100.0	70.3	7.1	21.5	8	3		23.0	100.0	70.3	8.3	19.8	1.3	5
4th Quarter		26.7	100.0	70.5	8.3	21.6	1.3	3		22.7	100.0	69.9	9.1	20.7	3	
REASON																
Business		30.8	100.0	68.1	2.1	49.8	2.3	1.1		29.9	100.0	66.2	1.9	29.5	3.9	5
Visit		33.3	100.0	87.0	7.2	5.0		8		32.9	100.0	83.3	6.6	10.1		
Pleasure		26.0	100.0	70.3	17.2	12.5				26.7	100.0	68.6	19.4	13.2		8
Personal Family Affairs		1.2	100.0	48.3		38.1	5			1.5	100.0	75.3	5.8	18.9		
Student		2.4	100.0							3.7	100.0					
Other and No Answer		6	100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $6,000		4.0	100.0	*	*	*	*	*		6.7	100.0	38.8	38.5	18.7		
$6,000 to $9,999		9.4	100.0	48.3	6.0	35.8				2.6	100.0	*	*	*	*	*
$10,000 to $14,999		6.9	100.0	73.3	13.8	13.4				3.8	100.0					
$15,000 to $24,999		13.5	100.0	88.1	6.7	8.3				10.7	100.0	63.8	4.3	11.8		
$25,000 and over		19.9	100.0	74.6	5.6	18.2	3	1.3		21.8	100.0	65.9	6.7	26.5		5
No Answer		23.5	100.0	72.2	4.7	20.5	1.2	1.5		25.0	100.0	79.9	3.4	14.6	1.2	6
		12.3	100.0	65.9	2.4	18.0	1.8			18.3	100.0	68.8		48.9	8.3	
		10.7	100.0	68.5	17.3	12.3	1.8			22.6	100.0	74.5	14.6	10.5		
OCCUPATION																
Professional Managerial		50.4	100.0	70.8	3.3	24.8	8	6		46.6	100.0	70.6	4.3	22.2	2.8	3
Clerical and Sales		14.5	100.0	68.8	10.6	20.3	5	1.8		14.9	100.0	68.7	7.2	11.8		1.0
Craftsmen and Laborers		14.6	100.0	72.6	19.2	8.2				30.2	100.0	65.1	11.2	22.0		1
Service and Private		3.2	100.0	*	*	*	*	*		1.5	100.0	*	*	*	*	*
Other		8.3	100.0	60.0	6.8	36.8	2.8			10.4	100.0	65.8	15.2	18.8		
NO. ON TRIP																
1 Person		30.7	100.0	60.0	8.8	40.3	1.9	5		30.7	100.0	54.9	10.5	30.1	2.9	1.1
2 Persons		21.9	100.0	79.6	10.2	10.2		-		33.8	100.0	77.5	8.7	13.8		-
3rd Persons		21.3	100.0	80.0	4.6	5.8	-	1.3		17.8	100.0	77.1	5.9	17.0		
5 or More		17.2	100.0	*	*	*	*	*		10.1	100.0	*	*	*	*	*
EDUCATION																
None or Elementary		6.9	100.0	81.5	6.8	12.1				4.7	100.0	*	*	*	*	*
High School		38.8	100.0	68.5	14.3	19.5	1			33.8	100.0	68.1	14.2	36.2	5	6
College		50.8	100.0	70.6	4.2	23.7	1.6	1.0		60.4	100.0	70.6	3.9	17.8	1.4	3
No Answer		1.3	100.0	*	*	*	*	*		1.1	100.0	*	*	*	*	*

*Insufficient number of observations to publish

Table 73. SUMMARY - New York City - INBOUND - Person-Trips from Boston by Transport Mode: 1960-1971

TRAVEL PROFILES	1960 TOTAL PERSON-TRIPS Millions	1960 TOTAL PERSON-TRIPS Percent	1960 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT Total %	Auto	Bus	Rail	Air	Other	1970 TOTAL PERSON-TRIPS Millions	1970 TOTAL PERSON-TRIPS Percent	1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	1	100.0	100.0	20.3	8.4	38	48.7	0	1	100.0	100.0	51.6	38	7.9	40.3	1.7
1st Quarter		26.4	100.0	31.8	7.6	7.8	52.0	1.2		27.7	100.0	66.2	4.9	1.8	45.6	1.1
2nd Quarter		19.2	100.0	42.5	5.8	1.8	48.7			23.3	100.0	56.7	2.2	1.6	40.1	0
3rd Quarter		31.4	100.0	46.7	7.0	1.6	43.0	0		28.5	100.0	52.6	2.6	6.4	35.9	2.6
4th Quarter		23.0	100.0	28.1	13.4	4.9	53.1	1.4		24.5	100.0	53.7	4.8	2.9	38.5	
REASON																
Business		50.5	100.0	19.0	1	1.4	67.3	1		42.6	100.0	21.8	0	2.6	72.7	1.2
Visit		20.7	100.0	49.9	14.9	9.0	14.1			19.3	100.0	70.5	1.8	3.6	13.5	1.0
Pleasure		20.0	100.0	52.1	23.2	8.4	13.0	1.1		30.8	100.0	57.2	11.5	9.8	23.9	2.5
Personal/Family Affairs		7.9	100.0							9.2	100.0	55.1	3.1	1.0	7.8	2.1
Student		1	100.0	*	*	*	*	*		0.1	100.0					
Other and No Answer		2	100.0								100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $4,000		4.0	100.0							5.0	100.0					
$4,000 to $5,999		7.9	100.0	52.4	22.9	6.7	16.8	1.3		4.0	100.0	48.4	12.2	1.7	35.9	1.9
$6,000 to $7,499		6.7	100.0							7.8	100.0					
$7,500 to $9,999		8.5	100.0							8.5	100.0					
$10,000 to $14,999		13.9	100.0	38.6	4.9	2.5	51.9	1.2		17.9	100.0	38.4	1.0	4.6	27.9	1.9
$15,000 to $24,999		10.0	100.0	*	*	*	*	*		20.4	100.0	62.1	6.2	1.7	29.6	2.5
$25,000 and over		32.3	100.0	8.0	1.4	3.1	85.2	5		27.3	100.0	100.0			70.6	1.5
No Answer		28.8	100.0	50.8	16.1	1.7	29.3			19.3	100.0	50.8	1.8	3.8	39.9	
OCCUPATION																
Professional/Managerial		10.9	100.0	31.4	5.3	3.1	59.1	1		10.0	100.0	61.8	2.2	2.5	45.3	2.2
Clerical and Sales		16.1	100.0							17.5	100.0	38.9	2.8	1.4	57.1	1.6
Craftsmen and Laborers		11.4	100.0	52.5	16.3	10.2	19.4	1.6		8.1	100.0					
Service and Private		1.5	100.0							4.9	100.0	73.1	11.0	8.3	9.7	-
Other		5.5	100.0							4.5	100.0					
NO. ON TRIP																
1 Person		97.6	100.0	16.1	6.6	3.3	72.5	1.5		96.0	100.0	27.6	5.8	2.8	62.3	2.4
2 Persons		18.6	100.0	67.5	8.2	3.7	20.6			30.0	100.0	70.7	1.1	6.8	18.9	1.1
3-4 Persons		10.9	100.0	*	*	*	*	*		16.3	100.0	*	*	*	*	*
5 or More		6.8	100.0							7.8	100.0					
EDUCATION																
None or Elementary		3.6	100.0	*	*	*	*	*		4.0	100.0	72.6	9.5	3.4	8.0	1.7
High School		22.8	100.0	54.3	12.1	3.8	28.0	0		15.2	100.0	48.3	2.2	2.4	48.6	1.5
College		74.0	100.0	30.8	5.8	3.5	57.0	0		78.1	100.0	*	*	*	*	*
No Answer			100.0	*	*	*	*	*		2.8	100.0					
ANNUAL TOTAL	0	100.0	100.0	38.1	5.4	8.8	38.2	1.3	0	100.0	100.0	52.8	11.2	2.8	31.6	2.8
1st Quarter		30.6	100.0	47.6	7.2	10.0	35.2			30.8	100.0	61.5	9.3	6.3	61.5	1.6
2nd Quarter		20.7	100.0	58.7	4.7	6.3	27.7	1.1		17.9	100.0	45.7	11.8		38.3	0.1
3rd Quarter		30.9	100.0	45.6	7.2		47.3			20.0	100.0	55.1	14.2	1.7	24.2	7
4th Quarter		27.9	100.0	53.3	3.2	5.1	37.1	3.4		21.9	100.0	55.5	8.8	1.8	28.3	3.8
REASON																
Business		67.2	100.0	24.6	5	11.1	61.6	2.1		37.5	100.0	38.4	4.0	2.8	63.7	3.2
Visit		20.6	100.0	48.3	13.3	6.9	11.6			30.9	100.0	70.3	12.4	2.1	11.5	2.8
Pleasure		16.4	100.0							16.4	100.0	58.1	27.1	6.3	6.7	2.7
Personal/Family Affairs		9.0	100.0	54.2	3.9	2.1	8.9	1.0		11.1	100.0					
Student		1.6	100.0								100.0	*	*	*	*	*
Other and No Answer			100.0	*	*	*	*	*			100.0					
HOUSEHOLD INCOME																
Under $4,000		1.3	100.0							3.4	100.0					
$4,000 to $5,999		6.2	100.0	50.5	14.2	10.3	19.1			9.2	100.0	58.2	22.4	4.1	11.6	2.7
$6,000 to $7,499		7.6	100.0							2.1	100.0					
$7,500 to $9,999		9.7	100.0							12.6	100.0					
$10,000 to $14,999		20.3	100.0	53.4	1.2	10.0	35.4	0		19.0	100.0	61.3	8.5	1.8	18.9	3.5
$15,000 to $24,999		10.0	100.0	67.5	5.2		33.2	4.0		23.1	100.0	56.9	5.8	2.6	32.7	
$25,000 and over		11.8	100.0	8.3	3.2		88.5			16.6	100.0	35.7	5.3	1.8	58.9	1.3
No Answer		20.6	100.0	62.4			35.4	1.3		12.0	100.0	35.9	15.7	4.7	54.1	
OCCUPATION																
Professional/Managerial		18.9	100.0	53.8	3.1	1.5	38.4	1.6		53.3	100.0	58.7	9.0	1.2	30.8	1.0
Clerical and Sales		18.9	100.0							27.4	100.0	38.4	6.3	3.9	47.1	4.3
Craftsmen and Laborers		16.4	100.0	52.8	11.1	6.7	28.8	0		8.4	100.0					
Service and Private		3.8	100.0							3.5	100.0	48.8	27.7	6.7	11.2	5.5
Other		6.1	100.0							7.3	100.0					
NO. ON TRIP																
1 Person		56.7	100.0	27.4	6.5	8.5	57.1	1.6		51.9	100.0	36.5	15.1	4.1	53.3	3.9
2 Persons		25.9	100.0	67.2	7.8	7.9	16.3	2.8		16.1	100.0					
3-4 Persons		15.7	100.0	*	*	*	*	*		22.0	100.0	62.2	6.4	1.6	7.5	2.4
5 or More		3.7	100.0							10.0	100.0					
EDUCATION																
None or Elementary		1.5	100.0	*	*	*	*	*		4.1	100.0	*	*	*	*	*
High School		14.7	100.0							28.6	100.0	61.5	13.7	4.9	17.1	2.7
College		83.3	100.0	38.1	3.8	8.3	37.7	1.5		65.7	100.0	48.7	7.8	1.5	35.9	3.1
No Answer		5	100.0	*	*	*	*	*		6	100.0	*	*	*	*	*

[a] Insufficient number of observations to report.

Table 74. SUMMARY - Quarterly - New York City/NE New Jersey - OUTBOUND Person-Trips to NECRA Destinations by Transport Mode: 1968-1971

74.0 Total NECRA Person-Trips

1968-1971 BY QUARTERS	PERSON TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Millions	Percent	Total %	Black Belt	Phila/Wilm/Trenton	NYC (NEBJ)	Eight Miles	Eastern Prov.
1968 TOTAL	16.5	100.0	100.0	16.1	33.2	[illegible]	6.8	15.1
1st Quarter		27.0	100.0	19.3	37.4	[illegible]	6.2	14.3
2nd Quarter		26.3	100.0	16.2	33.2	[illegible]	6.0	13.2
3rd Quarter		19.9	100.0	17.3	29.4	[illegible]	6.0	11.3
4th Quarter		26.7	100.0	17.5	35.6	[illegible]	3.3	12.2
1969 TOTAL	17.3	100.0	100.0	17.5	30.6	[illegible]	6.6	17.9
1st Quarter		27.6	100.0	17.0	35.7	[illegible]	7.1	12.6
2nd Quarter		25.9	100.0	18.4	29.4	[illegible]	6.9	11.6
3rd Quarter		21.8	100.0	15.6	26.2	[illegible]	4.6	13.6
4th Quarter		28.6	100.0	18.3	32.7	[illegible]	6.2	13.8
1970 TOTAL	18.2	100.0	100.0	16.2	31.3	[illegible]	5.6	12.4
1st Quarter		18.7	100.0	18.6	33.3	[illegible]	5.6	13.6
2nd Quarter		26.5	100.0	17.4	32.8	[illegible]	6.0	13.9
3rd Quarter		21.4	100.0	13.5	25.9	[illegible]	5.1	11.7
4th Quarter		23.4	100.0	16.9	32.3	[illegible]	5.7	11.9
1971 TOTAL	11.3	100.0	100.0	14.7	28.9	[illegible]	5.5	14.6
1st Quarter		21.0	100.0	14.8	26.3	[illegible]	5.6	15.6
2nd Quarter		25.6	100.0	15.3	28.8	[illegible]	6.0	14.6
3rd Quarter		22.0	100.0	12.6	25.1	[illegible]	5.2	13.6
4th Quarter		21.5	100.0	15.6	25.0	[illegible]	6.0	16.1

74.1 Auto Trips (Person)

1968-1971 BY QUARTERS	PERSON TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Millions	Percent	Total %	Black Belt	Phila/Wilm/Trenton	NYC (NEBJ)	Eight Miles	Eastern Prov.
1968 TOTAL	8.2	100.0	100.0	11.9	32.0	[illegible]	4.9	8.9
1st Quarter		19.8	100.0	12.5	38.4	[illegible]	4.5	11.4
2nd Quarter		26.6	100.0	11.9	30.7	[illegible]	4.0	10.2
3rd Quarter		33.1	100.0	12.0	30.2	[illegible]	4.1	9.8
4th Quarter		20.5	100.0	11.1	29.3	[illegible]	2.8	8.1
1969 TOTAL	8.8	100.0	100.0	12.9	28.6	[illegible]	4.5	9.5
1st Quarter		21.1	100.0	13.3	28.8	[illegible]	4.1	9.3
2nd Quarter		26.1	100.0	13.2	28.8	[illegible]	4.4	8.6
3rd Quarter		32.6	100.0	12.8	28.0	[illegible]	4.4	10.1
4th Quarter		20.2	100.0	13.6	30.7	[illegible]	4.3	10.1
1970 TOTAL	9.4	100.0	100.0	12.8	33.1	[illegible]	4.2	9.6
1st Quarter		17.1	100.0	13.0	28.5	[illegible]	4.4	9.1
2nd Quarter		26.2	100.0	13.9	28.8	[illegible]	4.0	10.4
3rd Quarter		32.9	100.0	14.8	26.5	[illegible]	4.9	10.1
4th Quarter		23.3	100.0	13.0	27.8	[illegible]	4.8	8.0
1971 TOTAL	9.1	100.0	100.0	9.6	30.7	[illegible]	4.7	11.1
1st Quarter		19.5	100.0	11.1	28.2	[illegible]	4.5	9.4
2nd Quarter		26.3	100.0	10.0	29.8	[illegible]	5.3	10.1
3rd Quarter		28.2	100.0	9.3	28.8	[illegible]	5.5	11.8
4th Quarter		21.8	100.0	9.7	28.5	[illegible]	4.4	12.8

74.2 Bus Trips (Person)

1968-1971 BY QUARTERS	PERSON TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Millions	Percent	Total %	Black Belt	Phila/Wilm/Trenton	NYC (NEBJ)	Eight Miles	Eastern Prov.
1968 TOTAL	4	100.0	100.0	27.3	28.4	[illegible]	3.7	14.0
1st Quarter		28.8	100.0	28.7	42.6	[illegible]	7.0	11.0
2nd Quarter		28.5	100.0	30.0	29.6	[illegible]	8	11.1
3rd Quarter		20.0	100.0	42.6	29.1	[illegible]	1.6	14.0
4th Quarter		18.7	100.0	22.4	28.3	[illegible]	13.2	19.7
1969 TOTAL	4	100.0	100.0	28.5	28.3	[illegible]	4.9	14.9
1st Quarter		21.2	100.0	26.4	34.0	[illegible]	14.4	7.8
2nd Quarter		26.1	100.0	37.8	28.4	[illegible]	2.3	17.4
3rd Quarter		32.7	100.0	42.4	31.1	[illegible]		18.7
4th Quarter		19.1	100.0	25.0	40.5	[illegible]	7.8	20.0
1970 TOTAL	4	100.0	100.0	16.1	29.0	[illegible]	7.6	20.1
1st Quarter		17.1	100.0	25.4	32.8	[illegible]	7.5	20.4
2nd Quarter		23.2	100.0	27.3	28.4	[illegible]	7.7	27.1
3rd Quarter		26.3	100.0	19.4	40.7	[illegible]	4.3	20.8
4th Quarter		29.4	100.0	16.3	26.3	[illegible]	13.8	26.3
1971 TOTAL	4	100.0	100.0	28.6	28.9	[illegible]	4.2	23.3
1st Quarter		26.2	100.0	32.7	42.7	[illegible]	6.4	18.2
2nd Quarter		25.8	100.0	42.1	15.0	[illegible]	4.3	32.5
3rd Quarter		22.6	100.0	28.1	47.8	[illegible]	1.0	18.4
4th Quarter		22.4	100.0	14.7	28.8	[illegible]	4.5	28.8

74.3 Rail Trips (Person)

1968-1971 BY QUARTERS	PERSON TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Millions	Percent	Total %	Black Belt	Phila/Wilm/Trenton	NYC (NEBJ)	Eight Miles	Eastern Prov.
1968 TOTAL	7	100.0	100.0	10.1	42.8	[illegible]	10.9	1.1
1st Quarter		32.6	100.0	26.1	65.9	[illegible]	11.9	7.0
2nd Quarter		30.5	100.0	17.4	63.9	[illegible]	16.2	7.6
3rd Quarter		21.8	100.0	18.4	48.7	[illegible]	6.6	7.2
4th Quarter		21.1	100.0	12.2	38.5	[illegible]	3.8	8.5
1969 TOTAL	9	100.0	100.0	28.5	57.4	[illegible]	11.6	8.5
1st Quarter		20.6	100.0	9.6	51.1	[illegible]	13.8	8.5
2nd Quarter		24.6	100.0	30.5	38.6	[illegible]	14.5	9.0
3rd Quarter		23.3	100.0	12.3	54.0	[illegible]	8.0	11.3
4th Quarter		27.1	100.0	48.1	31.3	[illegible]	8.0	9.0
1970 TOTAL	8	100.0	100.0	24.8	33.5	[illegible]	14.9	7.3
1st Quarter		26.3	100.0	38.8	35.1	[illegible]	13.1	8.3
2nd Quarter		28.5	100.0	23.1	33.5	[illegible]	22.4	7.7
3rd Quarter		22.1	100.0	27.7	45.1	[illegible]	17.6	2.8
4th Quarter		23.0	100.0	21.1	48.8	[illegible]	9.4	7.8
1971 TOTAL	8	100.0	100.0	28.3	47.3	[illegible]	3.6	4.2
1st Quarter		28.3	100.0	28.6	48.3	[illegible]	7.9	14.6
2nd Quarter		28.1	100.0	27.8	28.4	[illegible]	2.8	15.9
3rd Quarter		24.4	100.0	28.8	37.6	[illegible]	3.9	11.3
4th Quarter		23.2	100.0	30.6	53.8	[illegible]	2.2	6.6

74.4 Air Trips (Person)

1968-1971 BY QUARTERS	PERSON TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Millions	Percent	Total %	Black Belt	Phila/Wilm/Trenton	NYC (NEBJ)	Eight Miles	Eastern Prov.
1968 TOTAL	1.1	100.0	100.0	38.5	5.4	[illegible]	5	23.3
1st Quarter		28.5	100.0	45.2	5.7	[illegible]	6	61.6
2nd Quarter		24.9	100.0	54.9	6.8	[illegible]	7	28.5
3rd Quarter		21.2	100.0	63.1	7.7	[illegible]		28.3
4th Quarter		23.3	100.0	30.0	3.9	[illegible]	6	29.9
1969 TOTAL	1	100.0	100.0	48.1	3.3	[illegible]	3	47.3
1st Quarter		28.6	100.0	54.7	2.7	[illegible]	1.2	41.4
2nd Quarter		24.2	100.0	48.2	4.1	[illegible]		48.3
3rd Quarter		27.6	100.0	43.6	1.2	[illegible]		54.1
4th Quarter		20.2	100.0	48.5	5.5	[illegible]		46.2
1970 TOTAL	1	100.0	100.0	58.9	2.2	[illegible]		35.0
1st Quarter		28.9	100.0	58.8	5.4	[illegible]		42.3
2nd Quarter		26.2	100.0	68.4	6	[illegible]		52.8
3rd Quarter		21.3	100.0	68.2	2.2	[illegible]		48.1
4th Quarter		27.6	100.0	54.8	6	[illegible]		46.5
1971 TOTAL	1	100.0	100.0	40.3	3.2	[illegible]		47.4
1st Quarter		28.7	100.0	40.5	3.8	[illegible]		50.9
2nd Quarter		24.8	100.0	43.2	2.1	[illegible]		54.2
3rd Quarter		19.4	100.0	46.4	4.7	[illegible]		47.3
4th Quarter		26.7	100.0	38.5	1.8	[illegible]	1.8	37.4

74.5 Other Trips (Person)

1968-1971 BY QUARTERS	PERSON TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Millions	Percent	Total %	Black Belt	Phila/Wilm/Trenton	NYC (NEBJ)	Eight Miles	Eastern Prov.
1968 TOTAL	1	100.0	100.0	27.6	28.7	[illegible]	1.6	6.0
1st Quarter		31.1	100.0	67.4	62.1	[illegible]		
2nd Quarter		26.4	100.0	16.1	28.6	[illegible]	3.2	12.0
3rd Quarter		24.6	100.0	13.3	12.3	[illegible]	3.3	8.7
4th Quarter		18.9	100.0	38.1	28.4	[illegible]		21.1
1969 TOTAL	2	100.0	100.0	23.6	14.0	[illegible]	2.9	17.1
1st Quarter		11.8	100.0	28.7	22.6	[illegible]	3.2	22.6
2nd Quarter		27.6	100.0	41.7	6.2	[illegible]	2.1	2.1
3rd Quarter		48.0	100.0	1.5	10.0	[illegible]	2.5	7.5
4th Quarter		8.8	100.0	0	0	[illegible]	0	0
1970 TOTAL	1	100.0	100.0	16.0	11.3	[illegible]	6.7	18.1
1st Quarter		16.9	100.0	0	0	[illegible]	0	0
2nd Quarter		24.3	100.0	11.5	18.2	[illegible]	2.1	28.8
3rd Quarter		40.0	100.0	10.0	6.3	[illegible]		4.3
4th Quarter		18.0	100.0	0	0	[illegible]	0	0
1971 TOTAL	2	100.0	100.0	13.3	28.6	[illegible]	6.7	30.0
1st Quarter		28.7	100.0	28.4	28.3	[illegible]	5.4	37.0
2nd Quarter		14.2	100.0	6.3	37.5	[illegible]	6.3	31.3
3rd Quarter		27.2	100.0	4.8	11.9	[illegible]	10.0	16.7
4th Quarter		29.9	100.0	-	28.6	[illegible]		28.3

* [illegible]

** [illegible]

Table 75. SUMMARY - Reasons for Travel - N.Y. City/NE New Jersey - OUTBOUND - Person-Trips to NECRA Destinations by Transport Mode: 1968-1971

75.0 Total NECRA Person-Trips

NECRA Destination	Person-Trips: Volume	Person-Trips: Percent	Percent Distribution by Reason for Travel: Total %	Business	Visit	Pleasure	Student	Personal & Other
1968 TOTAL	185	100.0	100.0	25.0	30.3	20.4	3.9	8.2
[illegible]		16.1	100.0	30.1	35.6	18.6	3.7	10.1
[illegible]		33.3	100.0	29.0	40.1	20.0	5.5	7.7
NYC/NENJ		35.5	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		6.9	100.0	21.5	53.8	17.3	6	11.6
[illegible]		13.2	100.0	35.7	37.2	15.6	8.6	7.9
1969 TOTAL	11.2	100.0	100.0	28.7	30.0	20.6	4.3	16.8
[illegible]		17.5	100.0	32.4	33.5	20.9	4.5	8.8
[illegible]		30.8	100.0	28.1	30.8	17.6	5.6	12.3
NYC/NENJ		33.2	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		5.6	100.0	11.7	57.2	13.6	7	6.5
[illegible]		12.9	100.0	17.6	30.8	11.9	7.6	10.2
1970 TOTAL	10.2	100.0	100.0	30.1	30.5	20.7	5.3	10.7
[illegible]		16.2	100.0	28.3	41.6	15.6	3.6	8.8
[illegible]		31.3	100.0	14.5	30.7	16.6	8.8	14.3
NYC/NENJ		30.3	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		5.6	100.0	16.1	55.5	15.1	1.9	3.1
[illegible]		12.5	100.0	30.6	40.7	10.1	10.8	10.8
1971 TOTAL	11.3	100.0	100.0	30.6	31.1	27.3	3.5	7.8
[illegible]		14.6	100.0	30.8	30.3	22.9	4.0	7.8
[illegible]		30.8	100.0	25.5	38.8	30.9	3.3	11.3
NYC/NENJ		30.4	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		5.6	100.0	27.8	52.2	11.9	5.9	2.1
[illegible]		14.8	100.0	32.9	41.7	12.8	8.5	5.5

75.1 Auto Trips (Person)

NECRA Destination	Person-Trips: Volume	Person-Trips: Percent	Percent Distribution by Reason for Travel: Total %	Business	Visit	Pleasure	Student	Personal & Other
1968 TOTAL	93	100.0	100.0	16.7	43.6	27.9	3.5	8.5
[illegible]		11.9	100.0	31.2	40.0	23.8	3.4	10.8
[illegible]		35.5	100.0	23.1	41.9	21.6	5.4	8.0
NYC/NENJ		37.3	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		5.6	100.0	21.2	50.3	14.5	6	13.5
[illegible]		14.0	100.0	14.0	42.8	27.2	10.1	8.8
1969 TOTAL	8.8	100.0	100.0	15.3	41.4	28.1	3.5	11.7
[illegible]		13.0	100.0	19.5	41.6	22.1	4.7	11.2
[illegible]		32.1	100.0	22.4	40.4	19.8	5.9	13.7
NYC/NENJ		38.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		5.8	100.0	14.0	71.8	12.8	3	4.5
[illegible]		9.8	100.0	11.2	45.5	15.4	7.7	14.0
1970 TOTAL	9.6	100.0	100.0	16.7	38.7	28.6	5.4	11.3
[illegible]		12.6	100.0	12.3	50.6	18.5	9.1	9.6
[illegible]		33.1	100.0	36.3	38.3	16.5	1.3	19.6
NYC/NENJ		38.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		5.2	100.0	17.3	63.9	10.4	7.2	3.8
[illegible]		9.6	100.0	17.3	63.5	13.3	12.6	13.2
1971 TOTAL	9.1	100.0	100.0	17.1	35.1	31.7	3.8	7.7
[illegible]		6.9	100.0	17.6	38.6	27.9	7.3	8.2
[illegible]		30.7	100.0	22.6	39.3	22.1	3.3	12.8
NYC/NENJ		42.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		6.2	100.0	23.9	50.6	17.7	6.5	1.9
[illegible]		11.1	100.0	21.8	48.6	14.6	8.3	3.5

75.2 Bus Trips (Person)

NECRA Destination	Person-Trips: Volume	Person-Trips: Percent	Percent Distribution by Reason for Travel: Total %	Business	Visit	Pleasure	Student	Personal & Other
1968 TOTAL	6	100.0	100.0	13.9	38.7	30.6	5.6	13.0
[illegible]		20.6	100.0	13.9	31.9	30.9	1.5	16.9
[illegible]		30.5	100.0	14.5	45.3	31.8	8.1	9.6
NYC/NENJ		5.9	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		4.4	100.0	*	*	*	*	*
[illegible]		15.6	100.0	*	*	*	*	*
1969 TOTAL	4	100.0	100.0	10.3	42.0	38.7	4.8	6.5
[illegible]		30.9	100.0	6.8	31.8	50.9	3.2	7.3
[illegible]		30.4	100.0	16.1	53.6	20.8	2.2	4.3
NYC/NENJ		7.9	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		5.8	100.0	*	*	*	*	*
[illegible]		17.8	100.0	*	*	*	*	*
1970 TOTAL	4	100.0	100.0	16.6	41.1	31.7	7	5.3
[illegible]		19.1	100.0	3.9	31.1	45.8	5.4	14.7
[illegible]		33.5	100.0	23.8	35.1	33.7	1.9	5.7
NYC/NENJ		4.3	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		8.4	100.0	*	*	*	*	*
[illegible]		20.6	100.0	4.9	40.3	13.1	12.5	3.7
1971 TOTAL	5	100.0	100.0	8.0	45.7	33.2	4.8	7.3
[illegible]		20.6	100.0	4.1	35.6	39.6	3.6	12.9
[illegible]		37.5	100.0	13.1	40.8	32.1	3.6	4.1
NYC/NENJ		6.1	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		4.4	100.0	*	*	*	*	*
[illegible]		23.5	100.0	2.1	52.5	21.1	1.5	8.8

75.3 Rail Trips (Person)

NECRA Destination	Person-Trips: Volume	Person-Trips: Percent	Percent Distribution by Reason for Travel: Total %	Business	Visit	Pleasure	Student	Personal & Other
1968 TOTAL	1	100.0	100.0	31.5	41.3	14.0	4.2	8.1
[illegible]		19.5	100.0	40.6	28.1	12.7	3.6	13.7
[illegible]		44.4	100.0	30.1	33.9	14.1	7.2	5.1
NYC/NENJ		15.4	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		11.9	100.0	*	*	*	*	*
[illegible]		8.5	100.0	*	*	*	*	*
1969 TOTAL	9	100.0	100.0	28	40.8	11.0	6.9	9.7
[illegible]		28.6	100.0	30.7	48.8	10.1	7.7	12.2
[illegible]		46.7	100.0	48.7	28.6	8.1	6.5	8.2
NYC/NENJ		14.8	100.0	9.5	23.4	34.6	10.3	9.9
[illegible]		11.8	100.0	8.7	63.6	13.1		15.6
[illegible]		8.6	100.0	13.9	72.8	6.7	6.1	1.5
1970 TOTAL	6	100.0	100.0	20.0	40.7	12.0	4.3	5.0
[illegible]		34.9	100.0	10.0	37.3	11.3	7.8	5.2
[illegible]		28.0	100.0	45.9	38.7	6.5	5.2	5.7
NYC/NENJ		16.6	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		15.2	100.0	*	*	*	*	*
[illegible]		7.0	100.0	*	*	*	*	*
1971 TOTAL	8	100.0	100.0	18.1	32.9	12.8	2.7	3.3
[illegible]		38.5	100.0	10.6	14.3	22.6	3.3	4.1
[illegible]		43.7	100.0	53.5	12.4	1.6	2.5	4.2
NYC/NENJ		12.9	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		3.3	100.0	*	*	*	*	*
[illegible]		12.2	100.0	*	*	*	*	*

75.4 Air Trips (Person)

NECRA Destination	Person-Trips: Volume	Person-Trips: Percent	Percent Distribution by Reason for Travel: Total %	Business	Visit	Pleasure	Student	Personal & Other
1968 TOTAL	11	100.0	100.0	15.5	5.7	6.7	5.5	6.6
[illegible]		34.0	100.0	72.3	9.5	6.2	5.1	6.9
[illegible]		6.7	100.0	*	*	*	*	*
NYC/NENJ		1	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		5	100.0	*	*	*	*	*
[illegible]		35.5	100.0	77.1	5.1	2.8	5.5	6.6
1969 TOTAL	9	100.0	100.0	72.1	14.5	4.6	6.0	2.7
[illegible]		40.0	100.0	77.9	11.4	4.7	4.6	1.7
[illegible]		38	100.0	*	*	*	*	*
NYC/NENJ		1	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		4	100.0	*	*	*	*	*
[illegible]		48.9	100.0	88.7	10.6	4.6	6.0	4.0
1970 TOTAL	8	100.0	100.0	67.2	10.7	1.8	6.7	6.5
[illegible]		53.5	100.0	85.0	19.5	2.1	8.5	3.8
[illegible]		2.5	100.0	*	*	*	*	*
NYC/NENJ			100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]			100.0	*	*	*	*	*
[illegible]		45.0	100.0	65.2	20.0	1.8	7.1	5.7
1971 TOTAL	8	100.0	100.0	71.7	10.0	5.4	6.6	6.6
[illegible]		43.3	100.0	75.7	6.8	4.6	5.6	5.1
[illegible]		3.5	100.0	*	*	*	*	*
NYC/NENJ			100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		3	100.0	*	*	*	*	*
[illegible]		45.0	100.0	65.1	12.2	5.6	7.1	7.1

75.5 Other Trips (Person)

NECRA Destination	Person-Trips: Volume	Person-Trips: Percent	Percent Distribution by Reason for Travel: Total %	Business	Visit	Pleasure	Student	Personal & Other
1968 TOTAL	1	100.0	100.0	28.7	19.2	30.0	4.7	16.9
[illegible]		20.5	100.0	*	*	*	*	*
[illegible]		20.5	100.0	*	*	*	*	*
NYC/NENJ		27.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		1.7	100.0	*	*	*	*	*
[illegible]		9.6	100.0	*	*	*	*	*
1969 TOTAL	2	100.0	100.0	17.2	28.7	48.7	10.6	2.8
[illegible]		23.5	100.0	*	*	*	*	*
[illegible]		15.9	100.0	*	*	*	*	*
NYC/NENJ		46.0	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		3.5	100.0	*	*	*	*	*
[illegible]		13.1	100.0	*	*	*	*	*
1970 TOTAL	1	100.0	100.0	*	*	*	*	*
[illegible]		16.6	100.0	*	*	*	*	*
[illegible]		13.6	100.0	*	*	*	*	*
NYC/NENJ		61.7	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		4.6	100.0	*	*	*	*	*
[illegible]		20.4	100.0	*	*	*	*	*
1971 TOTAL	1	100.0	100.0	21.1	38.6	10.8	28.2	11.6
[illegible]		12.9	100.0	*	*	*	*	*
[illegible]		28.7	100.0	*	*	*	*	*
NYC/NENJ		28.8	100.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		16.4	100.0	*	*	*	*	*
[illegible]		28.1	100.0	*	*	*	*	*

* [illegible]

** [illegible]

CHAPTER 9. BRIDGEPORT/NEW HAVEN REPORTING AREA TRAVEL MARKET

Transport Mode Data Tables: 1968-1971

Related Transport Mode Tables
Person Trips To or From Bridgeport/New Haven

GENERAL

The tables in this chapter include analysis and summary data for person-trips to and from the metropolitan areas in the Bridgeport/New Haven (Bgpt/NHav) Reporting Area, which comprises the following standard Metropolitan Statistical Areas illustrated in Map 5:

Bridgeport, Connecticut
New Haven, Connecticut

The 1970 Census estimated that the population of this Reporting Area was approximately .7 million persons residing in .2 million households.(See Table 1, page 1-10.) The NECTS for the year 1970 estimated that there were 2.7 million person-trips to ALL destinations from the Bridgeport/New Haven Reporting Area. Person-Trips to NECRA destinations, which originated in this Reporting Area, were estimated to total 1.1 million person-trips, or 40.3 percent of the total person-trips to ALL destinations. This compares with the average of 24.5 percent of the total NECRA to NECRA person-trips as related to total NECRA person trips to ALL destinations. (See Table 2, page 1-12.)

The data and analytical tables contain the following types of information:

Selected Data Tables (Table 76)

This table contains selected data from Tables 79 and 81 to show in capsuled form both the absolute and relative changes which have occurred during the three year period. The table lists person-trips both Outbound to NECRA Destinations and Inbound from NECRA Origins by Mode of Transport and NECRA Destination or Origin for the year 1968 and the year 1971. Estimated millions of total person-trips for this Reporting Area by mode of transport are shown. The person-trips to or from the other NEC Reporting Areas are shown as a percentage of the group total to indicate the relative importance of the travel between the several reporting areas. Index numbers are listed in each instance.

Profile and Index Tables (Tables 77 through 83, inclusive)

These tables summarize for the years 1968 to 1971, inclusive, the annual total of person-trips in millions and the percentage that each segment is of the respective profile total. Index numbers are included to indicate the relative change each year compared to the first survey year, 1968. Some data are incomplete because the sample size did not provide sufficient data for publication. Certain minor discrepancies may appear in data due to rounding.

Summary Data Tables (Tables 84 through 88, inclusive)

These tables contain summarized data from the tabulated reports prepared by the U.S. Bureau of Census for this Survey. In general, all data believed to be of sufficient accuracy for publication has been included. If an insufficient number of observations was obtained the data have been suppressed and not published.

Map 5. Bridgeport/New Haven Reporting Area

Table 76. SELECTED DATA - Bgpt/NBnv NECRA Person-Trips - OUTBOUND/INBOUND-Years of 1968 and 1971[1/]

TRANSPORT MODE NECRA DESTINATION OR ORIGIN		OUTBOUND TO NECRA DESTINATIONS Selected Data from Table 79		NECRA ORIGINS Selected Data from Table 81	
		1968	1971	1968	1971
TOTAL ALL MODES AND TOTAL NECRA	Millions	1.3	1.1	.7	1.0
	Index	100	87	100	144
Phil/Wilm/Trtn	Percent	5.1%	*	*	6.0%
	Index	100	*	*	*
NYC/NENJ	Percent	70.3%	71.7%	75.2%	63.8%
	Index	100	88	100	122
Bost/Prov	Percent	20.8%	23.5%	19.3%	24.0%
	Index	100	98	100	180
AUTO	Millions	.9	.9	.5	.9
	Index	100	104	100	164
Phil/Wilm/Trtn	Percent	5.9%	*	*	
	Index	100	*	*	*
NYC/NENJ	Percent	68.2%	70.3%	74.2%	65.3%
	Index	100	107	100	144
Bost/Prov	Percent	22.2%	26.5%	21.9%	26.3%
	Index	100	124	100	197
BUS	Millions	*	.1	*	*
	Index	*	*	*	*
NYC/NENJ	Percent	*	79.0%	*	*
	Index	*	*	*	*
RAIL	Millions	.3	.1	.1	*
	Index	100	28	100	*
NYC/NENJ	Percent	80.9%	83.7%	88.5%	*
	Index	100	29	100	*

1/ Intra-regional data suppressed. See Table 4.

* Insufficient data to publish for these and other reporting areas not included above.

Table 77. TRANSPORT MODE - Bridgeport/New Haven - OUTBOUND - Person-Trips to ALL Destinations. Profile and Index: 1968-1971

TRANSPORT MODE	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILNS	%	MILNS	%	MILNS	%	MILNS	%	1968	1969	1970	1971
TOTAL OUTBOUND	2.5	100.0	2.7	100.0	2.7	100.0	2.6	100.0	100	109	112	108
Auto	1.8	75.3	2.1	78.7	2.2	80.3	2.3	86.9	100	182	224	184
Bus	.1	2.4	.1	4.0	.1	4.8	.1	4.1	100	182	224	184
Rail	.4	14.7	.3	10.2	.2	7.6	.1	3.7	100	76	58	27
Air	.2	6.2	.2	6.5	.2	6.2	.1	4.3	100	115	112	75

Table 78. TRANSPORT MODE - Bridgeport/New Haven - OUTBOUND - Person-Trips to NECRA Destinations by Transport Mode - Profile and Index: 1968-1971

NECRA DESTINATIONS and TRANSPORT MODE	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLIONS	%	MILLIONS	%	MILLIONS	%	MILLIONS	%	1968	1969	1970	1971
NECRA DESTINATIONS	1.3	100.0	1.1	100.0	1.1	100.0	1.1	100.0	100	82	84	87
Auto	.9	68.8	.7	66.5	.8	72.9	.9	83.0	100	79	89	104
Bus	*	*	.1	5.8	.1	7.0	.1	7.1	*	*	*	*
Rail	.3	26.6	.3	24.6	.2	18.2	.1	8.6	100	75	58	28
WASH BALT DESTINATIONS	.1	100.0	*	*	*	*	*	*	100	*	*	*
NYC NEWJ DESTINATIONS	.9	100.0	.8	100.0	.8	100.0	.8	100.0	100	87	87	88
Auto	.6	66.7	.5	65.6	.6	72.0	.7	81.4	100	86	93	108
Bus	*	*	*	*	*	*	.1	7.8	*	*	*	*
Rail	.3	30.6	.2	28.1	.2	22.2	.1	10.0	100	80	63	29
BOST/PROV DESTINATIONS	.3	100.0	.2		.2	100.0	.3	100.0	100	65	86	98
Auto	.2	73.5	.1	72.7	.2	77.5	.2	93.6	100	64	91	125

*Insufficient data to publish for these and other reporting areas not included above.

Table 79 . DESTINATION - Bridgeport/New Haven - OUTBOUND
Person-Trips to NECRA Destinations by Transport Mode - Profile and Index: 1968 - 1971

TRANSPORT MODE and NECRA DESTINATIONS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MLLNS	%	MLLNS	%	MLLNS	%	MLLNS	%	1968	1969	1970	1971
OUTBOUND TO NECRA	1.3	100.0	1.1	100.0	1.1	100.0	1.1	100.0	100	82	84	87
Phil/Wilmington/Trenton	.1	5.1	*	*	*	*	*	*	100	*	*	*
N.Y.City/NE New Jersey	.9	70.3	.8	75.2	.8	72.4	.8	71.7	100	87	87	88
Boston/Providence	.3	20.8	.2	16.4	.2	21.4	.3	23.5	100	64	87	98
AUTO Outbound	.9	100.0	.7	100.0	.8	100.0	.9	100.0	100	79	89	104
Phil/Wilmington/Trenton	.1	5.9	*	*	*	*	*	*	100	*	*	*
N.Y.City/NE New Jersey	.6	68.2	.5	74.3	.6	71.5	.7	70.3	100	86	93	107
Bost/Prov	.2	22.2	.1	18.0	.2	22.7	.3	26.5	100	64	91	124
BUS Outbound	*	*	.1	100.0	.1	100.0	.1	100.0	*	*	*	*
NY Y. City	*	*	*	*	*	*	.1	79.0	*	*	*	*
RAIL Outbound	.3	100.0	.3	100.0	.2	100.0	.1	100.0	100	76	58	28
N.Y. City/NE New Jersey	.3	80.9	.2	85.9	.2	88.6	.1	83.7	100	81	64	29

*Insufficient data to publish for these and other reporting areas not included above.

Table 80. TRANSPORT MODE - Bridgeport/New Haven - INBOUND - Person-Trips from NECRA Origins by Transport Mode - Profile and Index: 1968-1971

TRANSPORT MODE	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLIONS	%	MILLIONS	%	MILLIONS	%	MILLIONS	%	1968	1969	1970	1971
INBOUND FROM NECRA	.7	100.0	.8	100.0	.7	100.0	1.0	100.0	100	112	107	143
Auto	.6	80.1	.6	78.4	.6	79.6	.9	88.7	100	110	106	159
Rail	.1	13.6	.1	15.6	.1	14.2	*	*	100	129	112	*

*Insufficient data to publish for these and other reporting areas not included above.

Table 81. ORIGINS - Bridgeport/New Haven - INBOUND -
Person-Trips from NECRA Origins by Transport Mode - Profile and Index: 1968-1971

TRANSPORT MODE and NECRA ORIGINS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1970					
	MILLNS	%	MILLNS	%	MILLNS	%	MILLNS	%	1968	1969	1970	1971
INBOUND FROM NECRA	.7	100.0	.8	100.0	.7	100.0	1.0	100.0	100	112	108	144
NY City/NE New Jersey	.5	75.2	.6	81.4	.6	78.0	.6	63.8	100	122	112	122
Boston/Providencw	.1	19.3	.1	13.2	.1	15.6	.2	24.0	100	77	87	180
AUTO Inbound	.5	100.0	.6	100.0	.6	100.0	.9	100.0	100	113	110	164
Phil/Wilmington/Trenton	*	*	*	*	*	*	.1	6.0				
N.Y.City/NE New Jersey	.4	74.2	.5	80.3	.4	74.8	.6	65.3	100	123	111	144
Boston/Providence	.1	21.9	.1	15.4	.1	18.9	.2	26.3	100	79	95	197
RAIL Inbound	.1	100.0	.1	100.0	.1	100.0	*	*	100	131	118	*
N.Y.City/NE New Jersey	.1	88.5	.1	90.9	.1	91.4	*	*	100	135	122	*

*Insufficient data to publish for these and other reporting areas not included above.

Table 82. QUARTERS - Bridgeport/New Haven - INBOUND -
Person-Trips from NECRA Origins by Transport Mode - Profile and Index: 1968-1971

QUARTERS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLIONS	%	MILLIONS	%	MILLIONS	%	MILLIONS	%	1968	1969	1970	1971
NECRA ORIGINS	.7	100.0	.8	100.0	.7	100.0	1	100.0	100	112	108	144
1st Quarter	.2	27.3	.2	27.6	.1	19.0	.2	21.7	100	113	75	114
2nd Quarter	.2	31.0	.2	22.9	.2	30.5	.2	21.9	100	83	106	102
3rd Quarter	.2	27.8	.2	26.0	.2	27.1	.3	30.1	100	105	105	156
4th Quarter	.1	13.9	.2	23.5	.2	23.4	.3	26.3	100	191	182	274
AUTO	.5	100.0	.6	100.0	.6	100.0	.9	100.0	100	113	110	164
1st Quarter	.1	26.8	.1	24.5	.1	18.2	.2	21.3	100	103	75	131
2nd Quarter	.2	31.9	.1	21.5	.2	27.9	.2	21.8	100	76	96	112
3rd Quarter	.2	28.3	.2	29.0	.2	28.6	.3	30.7	100	116	111	178
4th Quarter	.1	12.9	.2	25.0	.1	25.3	.2	26.1	100	219	216	332
RAIL	.1	100.0	.1	100.0	.1	100.0	*	*	100	131	117	*

*Insufficient data to publish for these and other reporting areas not included above.

Table 83. REASONS FOR TRAVEL - Bridgeport/New Haven - INBOUND
Person-Trips from NECRA Origins by Transport Mode - Profile and Index: 1968-1971

REASONS FOR TRAVEL	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MLLNS	%	MLLNS	%	MLLNS	%	MLLNS	%	1968	1969	1970	1971
ANNUAL TOTAL	.7	100.0	.8	100.0	.7	100.0	1.0	100.0	100	112	108	144
Business	.2	26.0	.1	16.5	.2	22.7	.3	32.2	100	71	94	179
Visit	.3	47.8	.5	61.3	.4	55.0	.4	43.4	100	144	124	131
Pleasure	.1	12.2	.1	14.2	.1	15.5	.1	13.1	100	130	137	154
Student	*	*	*	*	*	*	.1	5.8	*	*	*	*
Personal/Other	.1	10.7	.1	7.2	*	*	.1	5.6	100	76	*	*
AUTO	.5	100.0	.6	100.0	.6	100.0	.9	100.0	100	113	110	164
Business	.1	25.8	.1	15.6	.1	22.8	.3	33.9	100	68	98	217
Visit	.2	44.6	.4	64.2	.3	53.0	.4	41.1	100	163	131	152
Pleasure	.1	13.9	.1	14.6	.1	17.7	.1	13.6	100	119	141	161
Student	*	*	*	*	*	*	.1	6.2	*	*	*	*
Personal/Other	.1	11.9	*	*	*	*	*	*	100	*	*	*
RAIL	.1	100.0	.1	100.0	.1	100.0	*	*	100	131	117	*
Visit	.1	73.6	.1	61.9	.1	79.0	*	*	100	111	125	*

* Insufficient data to publish for these and other reporting areas not included above.

Table 84. SUMMARY - Bridgeport/New Haven - INBOUND - Person-Trips from NECRA Origins by Transport Mode : 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS (Millions)	1968 TOTAL PERSON-TRIPS (Percent)	1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1969 TOTAL PERSON-TRIPS (Millions)	1969 TOTAL PERSON-TRIPS (Percent)	1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	7	100.0	100.0	80.3	3.3	13.6	2.2	0	8	100.0	100.0	78.4	1.6	15.8	1.1	1.1
1st Quarter		21.6	100.0	78.1	1.1	19.1	2.7			21.4	100.0	69.9	6.3	20.2	2.1	1.6
2nd Quarter		25.9	100.0	80.7	2.3	13.6	2.6	0		22.9	100.0	73.9	4.7	19.0	2.1	1
3rd Quarter		27.7	100.0	83.4	7.6	6.5	1.3	1.3		26.0	100.0	80.0	6	9.9		1.0
4th Quarter		14.0	100.0	71.6	11.9	14.3	1.2	1.2		23.6	100.0	93.6		12.9		1
REASON																
Business		28.0	100.0	79.5	3.5	8.4	6.6	1.5		16.5	100.0	78.0	14.0	6.8	3.9	9
Visit		67.8	100.0	74.8	3.0	21.0	1.0	3		61.3	100.0	82.2	5	19.8	5	1.0
Pleasure		12.2	100.0							14.2	100.0	81.1	6.5	14.3		
Personal Family Affairs		10.7	100.0	88.4	6.2	5.4				7.2	100.0					
Student		3.3	100.0							1.0	100.0	*	*	*	*	*
Other and No Answer			100.0	*	*	*	*	*			100.0					
HOUSEHOLD INCOME																
Under $6,000		5.5	100.0							2.8	100.0					
$6,000 to $9,999		5.5	100.0	70.7	2.0	25.2	1.9	1.0		6.9	100.0	64.5	2.0	32.1		
$10,000 to $14,999		6.1	100.0							3.8	100.0					
$15,000 to $24,999		19.0	100.0	91.2	9	3.5	3.5	9		25.1	100.0	73.3	1.0	11.6		2.2
$25,000 and over		31.2	100.0	87.9	5.5	6.4	1.7	6		21.4	100.0	82.0	3.1	11.7	1.5	1
No Answer		12.9	100.0	85.4	1.3	11.9	1.3			13.5	100.0	91.7	2.6	4.8	1.2	
		5.5	100.0	*	*	*	*	*		5.5	100.0	*	*	*	*	*
		13.8	100.0	58.3	3.7	35.0	4.9			15.0	100.0	81.3		13.5	2.1	2.1
OCCUPATION																
Professional/Management		42.3	100.0	87.8	5.3	23.7	2.4	8		41.9	100.0	85.4	5.9	24.1	1.3	2.3
Clerical and Sales		27.9	100.0	91.6	2.6	3.7	1.8	6		9.5	100.0	*	*	*	*	*
Craftsmen and Laborers		10.7	100.0							20.0	100.0	88.1	3.9	4.8	1.8	
Service and People		11.4	100.0	87.3	1.2	8.7	2.3			3.3	100.0	*	*	*	*	*
Other		7.5	100.0							19.3	100.0	88.3		9.1		
NO. ON TRIP																
1 Person		62.9	100.0	63.9	7.6	22.5	4.4	1.6		35.6	100.0	62.9	9.0	21.5	3.0	3.5
2 Persons		31.3	100.0	91.2		7.7	1.1			28.0	100.0	92.1	8	6.5		
3-4 Persons		23.7	100.0	*	*	*	*	*		21.0	100.0	78.7		21.3		
5 or More		2.4	100.0							3.5	100.0					
EDUCATION																
None or Elementary		5.8	100.0	*	*	*	*	*		5.8	100.0	*	*	*	*	*
High School		48.5	100.0	88.8	3.5	15.1	4	3		35.9	100.0	93.4	3.1	7.7	8	
College		43.8	100.0	77.1	3.6	13.4	6.7	1.2		57.2	100.0	67.7	6.1	20.5	1.6	2.2
No Answer		1.0	100.0	*	*	*	*	*		1.1	100.0	*	*	*	*	*

TRAVEL PROFILES	1970 TOTAL PERSON-TRIPS (Millions)	1970 TOTAL PERSON-TRIPS (Percent)	1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1971 TOTAL PERSON-TRIPS (Millions)	1971 TOTAL PERSON-TRIPS (Percent)	1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	7	100.0	100.0	79.8	4.7	14.3	7	7	10	100.0	100.0	80.6	2.1	4.7	3.8	1.4
1st Quarter		19.8	100.0	76.4	3.8	16.0	1.9	1.9		21.9	100.0	80.1	4.5	3.0	2.5	2.0
2nd Quarter		28.4	100.0	73.3	5.5	16.9	1.2	1.2		21.9	100.0	80.1	2.8	5.9	2.6	8
3rd Quarter		27.0	100.0	83.8	7.8	13.3				28.1	100.0	88.2	4	5.3	2.9	2.9
4th Quarter		23.9	100.0	86.2	8.6	8.2				26.4	100.0	87.8	3.6	4.3	4.3	
REASON																
Business		22.7	100.0	80.0	5.6	10.7	3.2			32.1	100.0	85.7		3.3	3.0	
Visit		58.3	100.0	76.8	3.8	20.1		1.3		43.5	100.0	88.0	4.9	6.3	3.8	2.2
Pleasure		15.9	100.0							13.1	100.0	91.8	3.6	3.7		9
Personal Family Affairs		3.8	100.0	91.1	6.2	2.7				5.8	100.0	88.1	9	8.4	3.0	3.0
Student		1.9	100.0							5.8	100.0					
Other and No Answer			100.0	*	*	*	*	*		-	100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $6,000		2.3	100.0							2.5	100.0					
$6,000 to $9,999		3.8	100.0	*	*	*	*	*		7.1	100.0	90.2	8.6	9.3	1.4	5
$10,000 to $14,999		6.5	100.0							8.4	100.0					
$15,000 to $24,999		20.2	100.0	73.0	9.3	16.2		1.5		16.3	100.0					
$25,000 and over		33.7	100.0	79.8	6	16.5	1.1			27.1	100.0	90.0	2.8	3.1	-	3.9
No Answer		16.7	100.0	90.1	-	8.8	1.4			33.8	100.0	90.0	-	1.5	7.8	6
		2.9	100.0							16.1	100.0	78.8		9.6	11.3	1
		9.8	100.0	*	*	*	*	*		1.0	100.0	*	*	*	*	*
OCCUPATION																
Professional/Management		35.0	100.0	74.6	4.1	18.9	7	1.3		32.7	100.0	87.4	1.3	6.0	3.7	1.5
Clerical and Sales		18.8	100.0	91.3	1.6	5.7	1.9			20.2	100.0	88.7	9	3.5	-	1.9
Craftsmen and Laborers		12.6	100.0							13.5	100.0	80.0	1.7	4.8	-	9
Service and People		3.4	100.0	82.1	7.5	10.4	-			4.8	100.0	*	*	*	*	*
Other		9.2	100.0							3.8	100.0					
NO. ON TRIP																
1 Person		62.2	100.0	65.2	8.5	18.9	1.1	1.7		42.7	100.0	81.3	5.9	8.2	3.5	2.2
2 Persons		35.4	100.0	85.3	1.1	13.6		-		28.6	100.0	91.8	1.8	7	4.1	1.6
3-4 Persons		17.5	100.0	*	*	*	*	*		20.3	100.0	85.8	-	6.2	-	-
5 or More		4.8	100.0							7.8	100.0	*	*	*	*	*
EDUCATION																
None or Elementary		8.3	100.0	*	*	*	*	*		5.2	100.0	*	*	*	*	*
High School		35.1	100.0	81.6	6.8	11.2	5			35.8	100.0	88.6	4.3	3.2	1.1	8
College		57.1	100.0	75.3	3.9	18.5	1.9	1.3		55.1	100.0	87.8	1.3	5.8	3.8	1.8
No Answer		1.5	100.0	*	*	*	*	*		7	100.0	*	*	*	*	*

* Insufficient number of observations to indicate

Table 85. SUMMARY - Bridgeport/New Haven - OUTBOUND - Person-Trips to NECRA Destinations by Transport Mode: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS		1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1969 TOTAL PERSON-TRIPS		1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	8	100.0	100.0	65.1	2.1	30.8			8	100.0	100.0	65.6	5.6	28.2	5	3
1st Quarter		30.4	100.0	56.4	1.9	42.6				26.3	100.0	59.4	9.0	31.6		
2nd Quarter		19.7	100.0	54.5	6.6	38.5				22.6	100.0	67.4	4.5	25.7	2.3	
3rd Quarter		27.9	100.0	83.6	2.4	13.8				23.8	100.0	63.6	6.0	29.8		1
4th Quarter		22.0	100.0	73.5	5	25.5				19.8	100.0	76.5	2.1	22.4		
REASON																
Business		25.5	100.0	65.9		34.1				24.7	100.0	61.3	1.8	35.0	1.9	
Visit		38.3	100.0	76.6	2.3	23.1				19.8	100.0	87.0	1.6	11.3		
Pleasure		23.9	100.0	51.1	8.1	40.8				28.5	100.0	68.1	12.7	19.3		4
Personal Family Affairs		14.5	100.0	74.1		25.9				17.4	100.0	41.6	*	57.5		
Student			100.0	*	*	*	*	*		5	100.0	*	*	*	*	*
Other and No Answer			100.0								100.0					
HOUSEHOLD INCOME																
Under $4,000		4.8	100.0	*	*	*	*	*		10.8	100.0					
$4,000 to $5,999		11.0	100.0	90.7		9.3				3.3	100.0	86.0	6.0	8.0		
$6,000 to $7,999		13.8	100.0	68.2	11.1	15.7				7.5	100.0					
$8,000 to $9,999		18.7	100.0	63.5	7.7	28.8				17.3	100.0	63.5	21.0	25.5		
$10,000 to $14,999		31.0	100.0	71.1		28.9				19.8	100.0	76.2	2.9	19.0	2.9	
$15,000 to $24,999		2.5	100.0	*	*	*	*	*		28.9	100.0	40.5		39.5		
$25,000 and over			100.0							14.5	100.0	58.2		42.1		1.0
No Answer		22.2	100.0	63.2	3.5	33.3				2.8	100.0	*	*	*	*	*
OCCUPATION																
Professional Managerial		40.0	100.0	63.4	3	35.3				50.5	100.0	56.9	7.1	36.7	5	3
Clerical and Sales		11.7	100.0	90.5	10.9	23.6				4.1	100.0	*	*	*	*	*
Craftsmen and Laborers		29.0	100.0	92.0	3.7	5.3				19.3	100.0	40.5	1.6	29.0		
Service and Private		3.8	100.0	*	*	*	*	*		1.8	100.0	*	*	*	*	*
Other		16.5	100.0	41.8	3.2	55.0				15.2	100.0	68.1	2.0	9.9		
NO. ON TRIP																
1 Person		32.3	100.0	38.6	5.2	56.2				42.3	100.0	58.8	6.1	33.7	1.1	4
2 Persons		32.2	100.0	65.8	3.2	31.0				37.0	100.0	67.7	3.1	30.1		
3-4 Persons		22.6	100.0	68.7		31.3				14.0	100.0	*	*	*	*	*
5 or More		13.1	100.0	*	*	*	*	*		6.8	100.0					
EDUCATION																
Some or Elementary		5.4	100.0	*	*	*	*	*		17.8	100.0	70.3	4.3	22.1	2.7	
High School		56.1	100.0	65.8	3.3	31.0				26.4	100.0	65.9	13.7	19.4		
College		38.2	100.0	71.2	7	28.1				54.3	100.0	63.5	2.1	34.1		3
No Answer		1.3	100.0	*	*	*	*	*			100.0	*	*	*	*	*

TRAVEL PROFILES	1970 TOTAL PERSON-TRIPS		1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1971 TOTAL PERSON-TRIPS		1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	8	100.0	100.0	72.1	4.8	23.3			8	100.0	100.0	81.5	7.8	10.7		4
1st Quarter		25.9	100.0	73.9	6.2	18.9				32.7	100.0	82.9	4.3	12.8		1.1
2nd Quarter		23.8	100.0	75.3	4.6	19.2		8		27.9	100.0	72.3	18.9	8.9		
3rd Quarter		26.3	100.0	68.4	9.4	23.0		2.7		21.6	100.0	79.6	9.3	13.9		1.3
4th Quarter		25.0	100.0	88.3	2.3	20.8		5		17.8	100.0	84.0		8.0		
REASON																
Business		14.9	100.0	63.9	2.4	33.7				9.3	100.0	71.8	2.8	25.5		
Visit		19.1	100.0	77.5	2.6	19.0		4.5		43.0	100.0	88.1	7.6	4.3		
Pleasure		33.1	100.0	73.0	9.7	17.3				27.5	100.0	77.0	2.6	18.3		2.0
Personal Family Affairs		12.5	100.0							17.8	100.0	34.7	20.7	5.1		
Student			100.0	*	*	*	*	*		2.9	100.0	*	*	*	*	*
Other and No Answer			100.0								100.0					
HOUSEHOLD INCOME																
Under $4,000		3.4	100.0							5.4	100.0					
$4,000 to $5,999		3.9	100.0	68.7	17.8	12.5		5.0		2.5	100.0	88.8	5.8	43.4		
$6,000 to $7,999		4.3	100.0							6	100.0					
$7,000 to $9,999		24.3	100.0	81.4	4.3	14.3				22.1	100.0	85.1	36.7	7.2		
$10,000 to $14,999		21.6	100.0	72.6	4.8	20.9	*	1.7		18.1	100.0	92.0	1.5	6.4		
$15,000 to $24,999		26.7	100.0	75.5	1.3	23.1				29.0	100.0	62.8	9	14.8		1.5
$25,000 and over		14.5	100.0	54.6		46.4				7	100.0	*	*	*	*	*
No Answer		1.0	100.0	*	*	*	*	*		2.1	100.0					
OCCUPATION																
Professional Managerial		45.8	100.0	75.1	3.1	21.5		2		37.7	100.0	88.8	1.5	11.7		
Clerical and Sales		3.8	100.0	*	*	*	*	*		10.0	100.0	82.8		5.8		1.4
Craftsmen and Laborers		30.7	100.0	78.6	3.4	20.0				31.3	100.0	73.4	19.7	6.0		9
Service and Private		4.1	100.0							2.8	100.0	*	*	*	*	*
Other		9.8	100.0	31.8	17.6	48.6		6.1		16.0	100.0	73.0	9.9	17.5		
NO. ON TRIP																
1 Person		43.9	100.0	67.1	5.4	25.5		2.0		33.6	100.0	82.1	3.8	14.1		
2 Persons		19.8	100.0	54.7	12.2	31.2				27.5	100.0	65.5	22.0	10.2		2.0
3-4 Persons		20.8	100.0	97.4		2.6				20.0	100.0	92.6	1.1	6.4		
5 or More		15.5	100.0	*	*	*	*	*		16.0	100.0					
EDUCATION																
Some or Elementary		8.5	100.0	*	*	*	*	*		6.8	100.0	*	*	*	*	*
High School		16.5	100.0	76.2	16.5	5.3				47.8	100.0	76.9	14.7	9.4		
College		76.8	100.0	71.2	2.8	26.0		1.1		45.1	100.0	87.9	9	10.6		6
No Answer			100.0	*	*	*	*	*			100.0	*	*	*	*	*

*[illegible]

Table 86. SUMMARY - Bridgeport/New Haven - OUTBOUND - Person-Trips to Boston/Providence by Transport Mode: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS (Volume)	1968 TOTAL PERSON-TRIPS (Percent)	1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1969 TOTAL PERSON-TRIPS (Volume)	1969 TOTAL PERSON-TRIPS (Percent)	1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	3	100.0	100.0	72.9	3.0	17.6	4.2	1.3	2	100.0	100.0	73.5	4.9	16.4	4.9	1.4
1st Quarter		21.7	100.0	65.0	1.4	20.0	3.0	2.9		21.8	100.0	61.7	10.0	23.5	13.8	
2nd Quarter		27.8	100.0	69.5	-	20.0	6.5			20.4	100.0	80.0	-	5.6		-
3rd Quarter		26.2	100.0	80.2	3.5	11.1	5.2			23.5	100.0	82.1	12.6	23.6	2.1	4.2
4th Quarter		24.3	100.0	53.1	-	17.3	2.3	1.1		25.0	100.0	22.3	2.0	10.0	3.0	-
REASON																
Business		27.4	100.0	65.0		4.5	6.5			26.9	100.0					
Visit		28.4	100.0							35.5	100.0					
Pleasure		39.4	100.0	72.5	4.8	16.6	2.0	2.2		16.7	100.0	77.6	4.5	12.1	3.5	1.7
Personal Family Affairs		6.1	100.0							16.2	100.0					
Student		14.7	100.0							4.7	100.0					
Other and No Answer			100.0	0	0	0	0	0			100.0	0	0	0	0	0
HOUSEHOLD INCOME																
Under $5,000		1.3	100.0							15.4	100.0					
$5,000 to $6,999		21.7	100.0	10.2	11.6	9.9	-	6		7	100.0	0	0	0	0	0
$6,000 to $7,999		7.8	100.0							2.1	100.0					
$7,000 to $9,999		17.9	100.0							14.8	100.0					
$10,000 to $14,999		27.5	100.0							20.6	100.0					
$15,000 to $24,999		6.2	100.0	66.2		8.5	12.8	1.0		20.8	100.0	72.0	7	5.7	21.3	-
$25,000 and over			100.0							1.4	100.0					
No Answer		20.0	100.0	0	0	0	0	0		4.2	100.0	0	0	0	0	0
OCCUPATION																
Professional/Management		43.0	100.0	72.1	4.0	11.2	10.1	2.0		54.0	100.0	80.0	3.0	11.5	3.9	
Clerical and Sales		10.0	100.0							5.5	100.0					
Craftsmen and Laborers		19.2	100.0	61.6	1.9	15.3	-	1.0		16.0	100.0	70.0	4.5	13.0	2.7	1.5
Service and Private			100.0							7.9	100.0					
Other		14.6	100.0							11.3	100.0					
NO. ON TRIP																
1 Person		23.5	100.0	94.5	2.4	3.1	1.9	3.0		51.1	100.0	85.7	6.8	10.0	3.5	
2 Persons		42.6	100.0							35.5	100.0					
3-4 Persons		21.7	100.0	80.0	2.7	6.7		-		12.4	100.0	0	0	0	0	0
5 or More		2.2	100.0							-	100.0					
EDUCATION																
None or Elementary		3.9	100.0	0	0	0	0	0		10.1	100.0	63.0	6.6	20.7	1.4	2.0
High School		51.0	100.0	71.3	1.7	20.5	5	1.7		35.2	100.0					
College		37.4	100.0	81.5	5.8	1.2	10.0	1.2		55.1	100.0	83.7	3.7	5.1	7.5	-
No Answer		6.8	100.0	0	0	0	0	0		7	100.0	0	0	0	0	0

TRAVEL PROFILES	1970 TOTAL PERSON-TRIPS (Volume)	1970 TOTAL PERSON-TRIPS (Percent)	1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1971 TOTAL PERSON-TRIPS (Volume)	1971 TOTAL PERSON-TRIPS (Percent)	1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	2	100.0	100.0	77.7	14.1	7.7	-	6	3	100.0	100.0	80.0	6.1	1.2	3	-
1st Quarter		20.5	100.0	70.0	2.5	9.9	-	8.3		20.2	100.0	80.0	9.1	3.0	1.2	-
2nd Quarter		17.7	100.0	80.5	7.3	3.7	-	-		27.8	100.0	97.0	-	-	-	-
3rd Quarter		23.7	100.0	85.4	3.0	6.5	-			26.1	100.0	93.7	2.1	2.1	1.2	-
4th Quarter		27.9	100.0	69.1	15.0	15.1				16.2	100.0	80.0	-	-	-	-
REASON																
Business		22.3	100.0							14.7	100.0	0	0	0	0	0
Visit		26.0	100.0							53.2	100.0	83.3	1.7	-	-	-
Pleasure		38.9	100.0	80.0	13.8	5.9	-	0		17.4	100.0					
Personal Family Affairs		10.0	100.0							6.8	100.0	80.0	7.6	2.0	0	-
Student		-	100.0							9.2	100.0					
Other and No Answer		-	100.0	0	0	0	0	0		-	100.0	0	0	0	0	0
HOUSEHOLD INCOME																
Under $5,000		0.0	100.0							2.1	100.0					
$5,000 to $6,999		13.0	100.0	0	0	0	0	0		5	100.0	53.1	20.2	-	7.7	-
$6,000 to $7,999		1.0	100.0							1.3	100.0					
$7,000 to $9,999		17.0	100.0							22.0	100.0					
$10,000 to $14,999		31.0	100.0							40.0	100.0					
$15,000 to $24,999		28.1	100.0	93.4	1.4	4.6		0		19.3	100.0	91.0	6.5	0	0	-
$25,000 and over		1.2	100.0							9.1	100.0					
No Answer		1.2	100.0	0	0	0	0	0		-	100.0	0	0	0	0	0
OCCUPATION																
Professional/Management		49.0	100.0	35.7	5.9	5.6		1.4		41.3	100.0	87.0	5.0	-	2.0	-
Clerical and Sales		10.0	100.0							20.2	100.0	85.6	-	6.4		-
Craftsmen and Laborers		21.2	100.0	77.9	17.1	5.3				16.7	100.0					
Service and Private		1.7	100.0							6.1	100.0	0	0	0	0	0
Other		0.0	100.0							4.7	100.0					
NO. ON TRIP																
1 Person		45.0	100.0	78.1	8.0	11.0		1.2		48.5	100.0	87.0	7.2	3.1	2.1	-
2 Persons		21.1	100.0							21.3	100.0					
3-4 Persons		14.0	100.0	0	0	0	0	0		10.2	100.0	87.0	2.2		-	
5 or More		10.0	100.0							10.0	100.0					
EDUCATION																
None or Elementary		24.0	100.0							2.1	100.0					
High School		35.5	100.0	65.0	6.1	8.3	-	0		35.1	100.0	85.0	2.3	7	1.2	-
College		64.3	100.0	83.0	23.0	6.0	-	-		61.5	100.0	88.7	4.6	1.3	-	-
No Answer		6	100.0	0	0	0	0	0		-	100.0	0	0	0	0	0

*Insufficient number of observations in subset

Table 87. SUMMARY - Quarterly - Bridgeport/New Haven - OUTBOUND - Person-Trips to NECRA Destinations by Transport Mode: 1968-1971

87.0 Total NECRA Person-Trips

1968-1971 BY QUARTERS	PERSON-TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Weighted	Persons	Total %	High Bus	Other Bus Trips	NYC Subway	High Rail	Balance Prop
1968 TOTAL	1.9	100.0	100.0	3.6	6.1	70.3	[illegible]	20.0
1st Quarter		29.1	100.0	3.7	3.8	73.6	[illegible]	19.2
2nd Quarter		21.7	100.0	5.3	8.8	68.1	[illegible]	22.2
3rd Quarter		26.1	100.0	3.0	2.1	77.0	[illegible]	17.0
4th Quarter		24.2	100.0	2.5	7.6	68.0	[illegible]	25.6
1969 TOTAL	1.1	100.0	100.0	6.7	7.3	75.7	[illegible]	10.5
1st Quarter		27.0	100.0	2.7	2.4	82.3	[illegible]	11.2
2nd Quarter		24.0	100.0	6.5	1.2	80.0	[illegible]	10.5
3rd Quarter		24.6	100.0	3.0	6.1	71.4	[illegible]	19.0
4th Quarter		20.4	100.0	6.6	3.2	71.1	[illegible]	18.7
1970 TOTAL	1.1	100.0	100.0	4.0	2.7	72.5	[illegible]	20.9
1st Quarter		26.0	100.0	2.1	1.0	72.8	[illegible]	20.6
2nd Quarter		23.2	100.0	1.0	1.9	73.0	[illegible]	18.6
3rd Quarter		24.3	100.0	1.5	2.8	76.0	[illegible]	20.1
4th Quarter		26.5	100.0	4.0	3.4	68.5	[illegible]	21.0
1971 TOTAL	1.1	100.0	100.0	2.1	2.5	71.5	[illegible]	23.3
1st Quarter		21.1	100.0	2.0	.5	75.0	[illegible]	22.1
2nd Quarter		27.4	100.0	1.0	1.3	73.3	[illegible]	23.2
3rd Quarter		23.0	100.0	3.1	4.2	66.3	[illegible]	28.1
4th Quarter		18.5	100.0	2.9	5.7	68.6	[illegible]	22.9

87.1 Auto-Trips (Person)

1968-1971 BY QUARTERS	PERSON-TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Weighted	Persons	Total %	High Bus	Other Bus Trips	NYC Subway	Bus Rail	Balance Prop
1968 TOTAL	0	100.0	100.0	3.5	5.8	61.1	[illegible]	22.0
1st Quarter		24.3	100.0	4.5	2.1	70.0	[illegible]	21.9
2nd Quarter		19.2	100.0	5.7	13.8	56.1	[illegible]	22.4
3rd Quarter		28.6	100.0	1.6	2.2	77.8	[illegible]	16.0
4th Quarter		26.3	100.0	.8	1.2	62.4	[illegible]	27.8
1969 TOTAL	1	100.0	100.0	3.1	6.1	72.3	[illegible]	18.0
1st Quarter		27.1	100.0	1.0	2.0	84.5	[illegible]	10.9
2nd Quarter		26.2	100.0	5.8	1.6	68.1	[illegible]	24.7
3rd Quarter		27.8	100.0	7.5	5.2	72.6	[illegible]	14.0
4th Quarter		23.8	100.0	6.3	3.8	68.2	[illegible]	20.7
1970 TOTAL	0	100.0	100.0	6.3	1.5	71.4	[illegible]	27.5
1st Quarter		25.2	100.0	2.6	1.3	67.8	[illegible]	28.2
2nd Quarter		24.7	100.0	1.0	2.0	72.9	[illegible]	18.6
3rd Quarter		27.9	100.0	1.5	3.2	76.1	[illegible]	19.0
4th Quarter		24.2	100.0	6.7	.5	68.7	[illegible]	23.1
1971 TOTAL	0	100.0	100.0	1.1	1.2	70.1	[illegible]	26.6
1st Quarter		18.9	100.0		.3	76.8	[illegible]	23.0
2nd Quarter		25.3	100.0		1.3	68.4	[illegible]	26.3
3rd Quarter		23.7	100.0	3.1	3.2	63.0	[illegible]	28.1
4th Quarter		20.6	100.0	1.5	3.1	70.1	[illegible]	24.2

87.2 Bus Trips (Person)

1968 TOTAL		100.0	100.0		3.3	74.2	[illegible]	22.6
1st Quarter		32.3	100.0	*	*	*	[illegible]	*
2nd Quarter		30.1	100.0	*	*	*	[illegible]	*
3rd Quarter		26.8	100.0	*	*	*	[illegible]	*
4th Quarter		32	100.0	*	*	*	[illegible]	*
1969 TOTAL	1	100.0	100.0	11.7	-	68.2	[illegible]	11.7
1st Quarter		50.0	100.0	*	*	*	[illegible]	*
2nd Quarter		15.0	100.0	*	*	*	[illegible]	*
3rd Quarter		36.7	100.0	*	*	*	[illegible]	*
4th Quarter		8.3	100.0	*	*	*	[illegible]	*
1970 TOTAL	1	100.0	100.0	1.3	5.2	48.9	[illegible]	42.9
1st Quarter		26.9	100.0	*	*	*	[illegible]	*
2nd Quarter		16.9	100.0	*	*	*	[illegible]	*
3rd Quarter		35.4	100.0	*	*	*	[illegible]	*
4th Quarter		20.6	100.0	*	*	*	[illegible]	*
1971 TOTAL	-	100.0	100.0	3.6	5.1	70.5	[illegible]	12.0
1st Quarter		23.1	100.0	*	*	*	[illegible]	*
2nd Quarter		57.7	100.0	*	*	*	[illegible]	*
3rd Quarter		16.7	100.0	*	*	*	[illegible]	*
4th Quarter		7.6	100.0	*	*	*	[illegible]	*

87.3 Rail Trips (Person)

1968 TOTAL	1	100.0	100.0	1.7	3.5	88.2	[illegible]	17.8
1st Quarter		41.5	100.0	2.1	3.5	82.6	[illegible]	9.1
2nd Quarter		36.2	100.0	3.2		76.7	[illegible]	17.8
3rd Quarter		11.0	100.0	*	*	*	[illegible]	*
4th Quarter		20.1	100.0	*	*	*	[illegible]	*
1969 TOTAL	1	100.0	100.0	2.1	*	88.9	[illegible]	9.4
1st Quarter		38.7	100.0	2.6		88.9	[illegible]	8.1
2nd Quarter		18.0	100.0	*	*	*	[illegible]	*
3rd Quarter		36.7	100.0	*	*	*	[illegible]	*
4th Quarter		16.4	100.0	*	*	*	[illegible]	*
1970 TOTAL	1	100.0	100.0	1.5	5	88.0	[illegible]	5.0
1st Quarter		30.5	100.0	*	*	*	[illegible]	*
2nd Quarter		19.5	100.0	*	*	*	[illegible]	*
3rd Quarter		36.0	100.0	*	*	*	[illegible]	*
4th Quarter		34.0	100.0	*	*	*	[illegible]	*
1971 TOTAL	-	100.0	100.0	6.2	5.2	81.5	[illegible]	3.1
1st Quarter		38.1	100.0	*	*	*	[illegible]	*
2nd Quarter		36.7	100.0	*	*	*	[illegible]	*
3rd Quarter		35.9	100.0	*	*	*	[illegible]	*
4th Quarter		11.3	100.0	*	*	*	[illegible]	*

87.4 Air Trips (Person)

1968 TOTAL		100.0	100.0	45.5			[illegible]	54.6
1st Quarter		15.0	100.0	*	*	*	[illegible]	*
2nd Quarter		30.0	100.0	*	*	*	[illegible]	*
3rd Quarter		15.0	100.0	*	*	*	[illegible]	*
4th Quarter		40.0	100.0	*	*	*	[illegible]	*
1969 TOTAL		100.0	100.0	15.4	42.3	11.5	[illegible]	30.8
1st Quarter		38.5	100.0	*	*	*	[illegible]	*
2nd Quarter		11.5	100.0	*	*	*	[illegible]	*
3rd Quarter		42.3	100.0	*	*	*	[illegible]	*
4th Quarter		38	100.0	*	*	*	[illegible]	*
1970 TOTAL	-	100.0	100.0	63.6	36.4	-	[illegible]	*
1st Quarter		*	100.0	*	*	*	[illegible]	*
2nd Quarter		38.8	100.0	*	*	*	[illegible]	*
3rd Quarter		7.7	100.0	*	*	*	[illegible]	*
4th Quarter		84.5	100.0	*	*	*	[illegible]	*
1971 TOTAL	-	100.0	100.0	77.8			[illegible]	22.2
1st Quarter		33.3	100.0	*	*	*	[illegible]	*
2nd Quarter		11.1	100.0	*	*	*	[illegible]	*
3rd Quarter		11.1	100.0	*	*	*	[illegible]	*
4th Quarter		44.4	100.0	*	*	*	[illegible]	*

87.5 Other Trips (Person)

1968 TOTAL		100.0	100.0				[illegible]	100.0
1st Quarter		66.7	100.0	*	*	*	[illegible]	*
2nd Quarter		*	100.0	*	*	*	[illegible]	*
3rd Quarter		*	100.0	*	*	*	[illegible]	*
4th Quarter		33.3	100.0	*	*	*	[illegible]	*
1969 TOTAL	-	100.0	100.0	*	*	33.3	[illegible]	66.7
1st Quarter		-	100.0	*	*	*	[illegible]	*
2nd Quarter		-	100.0	*	*	*	[illegible]	*
3rd Quarter		100.0	100.0	*	*	*	[illegible]	*
4th Quarter		-	100.0	*	*	*	[illegible]	*
1970 TOTAL	-	100.0	100.0			85.7	[illegible]	14.3
1st Quarter		14.3	100.0	*	*	*	[illegible]	*
2nd Quarter		14.3	100.0	*	*	*	[illegible]	*
3rd Quarter		57.1	100.0	*	*	*	[illegible]	*
4th Quarter		14.3	100.0	*	*	*	[illegible]	*
1971 TOTAL	-	100.0	100.0			100.0	[illegible]	
1st Quarter		50.0	100.0	*	*	*	[illegible]	*
2nd Quarter		-	100.0	*	*	*	[illegible]	*
3rd Quarter		50.0	100.0	*	*	*	[illegible]	*
4th Quarter			100.0	*	*	*	[illegible]	*

* Insufficient number of observations to publish

** Insufficient reporting data base

Table 88. SUMMARY - Reasons for Travel - Bridgeport/New Haven - OUTBOUND - Person-Trips to NECRA Destinations by Transport Mode: 1968-1971

88.0 Total NECRA Person-Trips

NECRA Destination	Person Trips		Percent Distribution by Reason for Travel					
	Sample	Percent	Total %	Business	Visit	Pleasure	Student	Personal & Other
1968 TOTAL	1.2	100.0	100.0	24.5	33.8	22.9	4.7	14.2
Black Girl		3.8	100.0	*	*	*	*	*
Photo Shoot/Trip		5.2	100.0	*	*	*	*	*
NYC/NEMJ		10.3	100.0	25.5	30.3	23.0		16.4
Eight Tables			100.0	**	**	**	**	**
Boston Pops		30.7	100.0	27.4	28.4	20.4	14.7	9.1
1969 TOTAL	1.1	100.0	100.0	25.9	23.1	33.5	1.3	16.2
Black Girl		4.3	100.0	*	*	*	*	*
Photo Shoot/Trip		6.0	100.0	*	*	*	*	*
NYC/NEMJ		25.3	100.0	20.7	18.1	38.4	8	11.6
Eight Tables			100.0	**	**	**	**	**
Boston Pops		16.4	100.0	25.8	36.5	18.2	4.2	16.2
1970 TOTAL	1.1	100.0	100.0	32.2	21.5	31.9	1.3	13.2
Black Girl		4.3	100.0	*	*	*	*	*
Photo Shoot/Trip		2.2	100.0	*	*	*	*	*
NYC/NEMJ		22.3	100.0	30.5	19.3	33.7		12.6
Eight Tables			100.0	**	**	**	**	**
Boston Pops		21.4	100.0	27.3	26.0	28.9	5.9	14.6
1971 TOTAL	1.1	100.0	100.0	10.8	60.4	26.0	4.5	14.5
Black Girl		3.3	100.0	*	*	*	*	*
Photo Shoot/Trip		2.5	100.0	*	*	*	*	*
NYC/NEMJ		11.7	100.0	9.4	43.0	27.4	2.4	17.8
Eight Tables			100.0	**	**	**	**	**
Boston Pops		73.5	100.0	10.7	52.2	17.6	5.2	6.8

88.1 Auto-Trips (Person)

NECRA Destination	Observations	Percent	Percent Distribution by Reason for Travel					
	Sample	Percent	Total %	Business	Visit	Pleasure	Student	Personal & Other
1968 TOTAL	9	100.0	100.0	24.0	35.0	19.6	3.3	16.2
Black Girl		3.7	100.0		35.9	42.9	10.9	10.6
Photo Shoot/Trip		6.8	100.0	11.1	45.5	19.9	11.2	11.8
NYC/NEMJ		48.1	100.0	25.1	35.4	18.2		18.2
Eight Tables			100.0	**	**	**	**	**
Boston Pops		32.2	100.0	21.8	28.9	19.9	10.9	12.3
1969 TOTAL	7	100.0	100.0	24.7	28.2	33.1	1.9	11.6
Black Girl		3.4	100.0	*	*	*	*	*
Photo Shoot/Trip		4.1	100.0	*	*	*	*	*
NYC/NEMJ		34.2	100.0	23.0	24.9	38.9	1.2	11.1
Eight Tables			100.0	**	**	**	**	**
Boston Pops		18.0	100.0	20.0	35.0	18.2	5.1	18.2
1970 TOTAL	8	100.0	100.0	29.1	23.0	30.7	1.6	14.8
Black Girl		4.2	100.0	*	*	*	*	*
Photo Shoot/Trip		1.5	100.0	*	*	*	*	*
NYC/NEMJ		31.5	100.0	30.6	28.8	30.1		10.5
Eight Tables			100.0	**	**	**	**	**
Boston Pops		22.1	100.0	22.5	30.7	22.5	6.9	16.6
1971 TOTAL	8	100.0	100.0	9.1	48.4	24.0	4.7	13.6
Black Girl		1.2	100.0	*	*	*	*	*
Photo Shoot/Trip		1.9	100.0	*	*	*	*	*
NYC/NEMJ		30.6	100.0	8.2	48.5	28.6	3.9	10.3
Eight Tables			100.0	**	**	**	**	**
Boston Pops		66.3	100.0	10.5	54.7	16.5	7.1	7.8

88.2 Bus Trips (Person)

NECRA Destination	Observations	Percent	Total %	Business	Visit	Pleasure	Student	Personal & Other
1968 TOTAL		100.0	*	*	*	*	*	*
Black Girl			*	*	*	*	*	*
Photo Shoot/Trip		3.1	*	*	*	*	*	*
NYC/NEMJ		71.9	*	*	*	*	*	*
Eight Tables			**	**	**	**	**	**
Boston Pops		25.0	*	*	*	*	*	*
1969 TOTAL	1	100.0	*	*	*	*	*	*
Black Girl		14.0	*	*	*	*	*	*
Photo Shoot/Trip			*	*	*	*	*	*
NYC/NEMJ		71.9	*	*	*	*	*	*
Eight Tables			**	**	**	**	**	**
Boston Pops		14.0	*	*	*	*	*	*
1970 TOTAL	1	100.0	*	*	*	*	*	*
Black Girl		1.9	*	*	*	*	*	*
Photo Shoot/Trip		5.5	*	*	*	*	*	*
NYC/NEMJ		49.5	*	*	*	*	*	*
Eight Tables			**	**	**	**	**	**
Boston Pops		43.1	*	*	*	*	*	*
1971 TOTAL	1	100.0	*	*	*	*	*	*
Black Girl		1.2	*	*	*	*	*	*
Photo Shoot/Trip		6.2	*	*	*	*	*	*
NYC/NEMJ		70.0	*	*	*	*	*	*
Eight Tables			**	**	**	**	**	**
Boston Pops		13.6	*	*	*	*	*	*

88.3 Rail Trips (Person)

NECRA Destination	Observations	Percent	Total %	Business	Visit	Pleasure	Student	Personal & Other
1968 TOTAL	3	100.0	100.0	24.3	29.4	28.8	6.0	11.2
Black Girl		3.2	100.0	*	*	*	*	*
Photo Shoot/Trip		3.7	100.0	*	*	*	*	*
NYC/NEMJ		68.9	100.0	20.4	25.9	31.8		13.9
Eight Tables			100.0	**	**	**	**	**
Boston Pops		13.6	100.0	*	*	*	*	*
1969 TOTAL	3	100.0	100.0	27.8	12.9	25.9		33.4
Black Girl		3.3	100.0	*	*	*	*	*
Photo Shoot/Trip		4	100.0	*	*	*	*	*
NYC/NEMJ		86.3	100.0	30.6	15	26.3		28.6
Eight Tables			100.0	**	**	**	**	**
Boston Pops		10.6	100.0	*	*	*	*	*
1970 TOTAL	2	100.0	100.0	40.9	14.9	27.4		18
Black Girl		1.9	100.0	*	*	*	*	*
Photo Shoot/Trip		1	100.0	*	*	*	*	*
NYC/NEMJ		88.5	100.0	52.7	13.9	28.1	.	5.1
Eight Tables			100.0	**	**	**	**	**
Boston Pops		8.6	100.0	*	*	*	*	*
1971 TOTAL	1	100.0	100.0	*	*	*	*	*
Black Girl		7.1	100.0	*	*	*	*	*
Photo Shoot/Trip		8.1	100.0	*	*	*	*	*
NYC/NEMJ		83.8	100.0	*	*	*	*	*
Eight Tables			100.0	**	**	**	**	**
Boston Pops		3.0	100.0	*	*	*	*	*

88.4 Air Trips (Person)

NECRA Destination	Observations	Percent	Total %	Business	Visit	Pleasure	Student	Personal & Other
1968 TOTAL	-	100.0	*	*	*	*	*	*
Black Girl		8.0	*	*	*	*	*	*
Photo Shoot/Trip			*	*	*	*	*	*
NYC/NEMJ			*	*	*	*	*	*
Eight Tables			**	**	**	**	**	**
Boston Pops		92.0	*	*	*	*	*	*
1969 TOTAL	-	100.0	*	*	*	*	*	*
Black Girl		17.6	*	*	*	*	*	*
Photo Shoot/Trip		30.0	*	*	*	*	*	*
NYC/NEMJ		13.3	*	*	*	*	*	*
Eight Tables			**	**	**	**	**	**
Boston Pops		38.3	*	*	*	*	*	*
1970 TOTAL		100.0	*	*	*	*	*	*
Black Girl		57.1	*	*	*	*	*	*
Photo Shoot/Trip		42.9	*	*	*	*	*	*
NYC/NEMJ			*	*	*	*	*	*
Eight Tables			**	**	**	**	**	**
Boston Pops		-	*	*	*	*	*	*
1971 TOTAL	-	100.0	*	*	*	*	*	*
Black Girl		17.8	*	*	*	*	*	*
Photo Shoot/Trip		-	*	*	*	*	*	*
NYC/NEMJ			*	*	*	*	*	*
Eight Tables			**	**	**	**	**	**
Boston Pops		77.3	*	*	*	*	*	*

88.5 Other Trips (Person)

NECRA Destination	Observations	Percent	Total %	Business	Visit	Pleasure	Student	Personal & Other
1968 TOTAL		100.0	*	*	*	*	*	*
Black Girl		8.0	*	*	*	*	*	*
Photo Shoot/Trip			*	*	*	*	*	*
NYC/NEMJ			*	*	*	*	*	*
Eight Tables			**	**	**	**	**	**
Boston Pops		92.0	*	*	*	*	*	*
1969 TOTAL		100.0	*	*	*	*	*	*
Black Girl		17.6	*	*	*	*	*	*
Photo Shoot/Trip		30.0	*	*	*	*	*	*
NYC/NEMJ		13.3	*	*	*	*	*	*
Eight Tables			**	**	**	**	**	**
Boston Pops		38.3	*	*	*	*	*	*
1970 TOTAL		100.0	*	*	*	*	*	*
Black Girl		57.1	*	*	*	*	*	*
Photo Shoot/Trip		42.9	*	*	*	*	*	*
NYC/NEMJ			*	*	*	*	*	*
Eight Tables			**	**	**	**	**	**
Boston Pops		-	*	*	*	*	*	*
1971 TOTAL	-	100.0	*	*	*	*	*	*
Black Girl		17.8	*	*	*	*	*	*
Photo Shoot/Trip		-	*	*	*	*	*	*
NYC/NEMJ			*	*	*	*	*	*
Eight Tables			**	**	**	**	**	**
Boston Pops		77.3	*	*	*	*	*	*

* Insufficient number of observations to publish

** Insufficiently data collected

CHAPTER 10. BOSTON/PROVIDENCE REPORTING AREA TRAVEL MARKET

Transport Mode Data Tables: 1968-1971

Related Transport Mode Tables
Person-Trips To or From Boston/Providence

GENERAL

The tables in this chapter include analysis and summary data for person-trips to and from the metropolitan areas in the Boston/Providence (Bost/Prov) Reporting Area, which comprises the following standard Metropolitan Statistical Areas, illustrated in Map 6:

Boston, Massachusetts
Providence, Rhode Island

The 1970 Census estimated that the population of this Reporting Area was approximately 3.7 million persons residing in 1.1 million households.(See Table 1, page 1-10) The NECTS for the year 1970 estimated that there were 10.8 million persons-trips to ALL destinations from the Boston/Providence Reporting Area. Person-trips to NECRA destinations, which originated in this Reporting Area, were estimated to total 1.5 million person-trips, or 13.7 percent of the total person-trips to ALL destinations. This compares with the average of 24.5 percent of the total NECRA to NECRA person-trips as related to total NECRA person-trips to All destinations. (See Table 2, page 1-12)

The data and analytical tables contain the following types of information:

Selected Data Tables (Table 89)

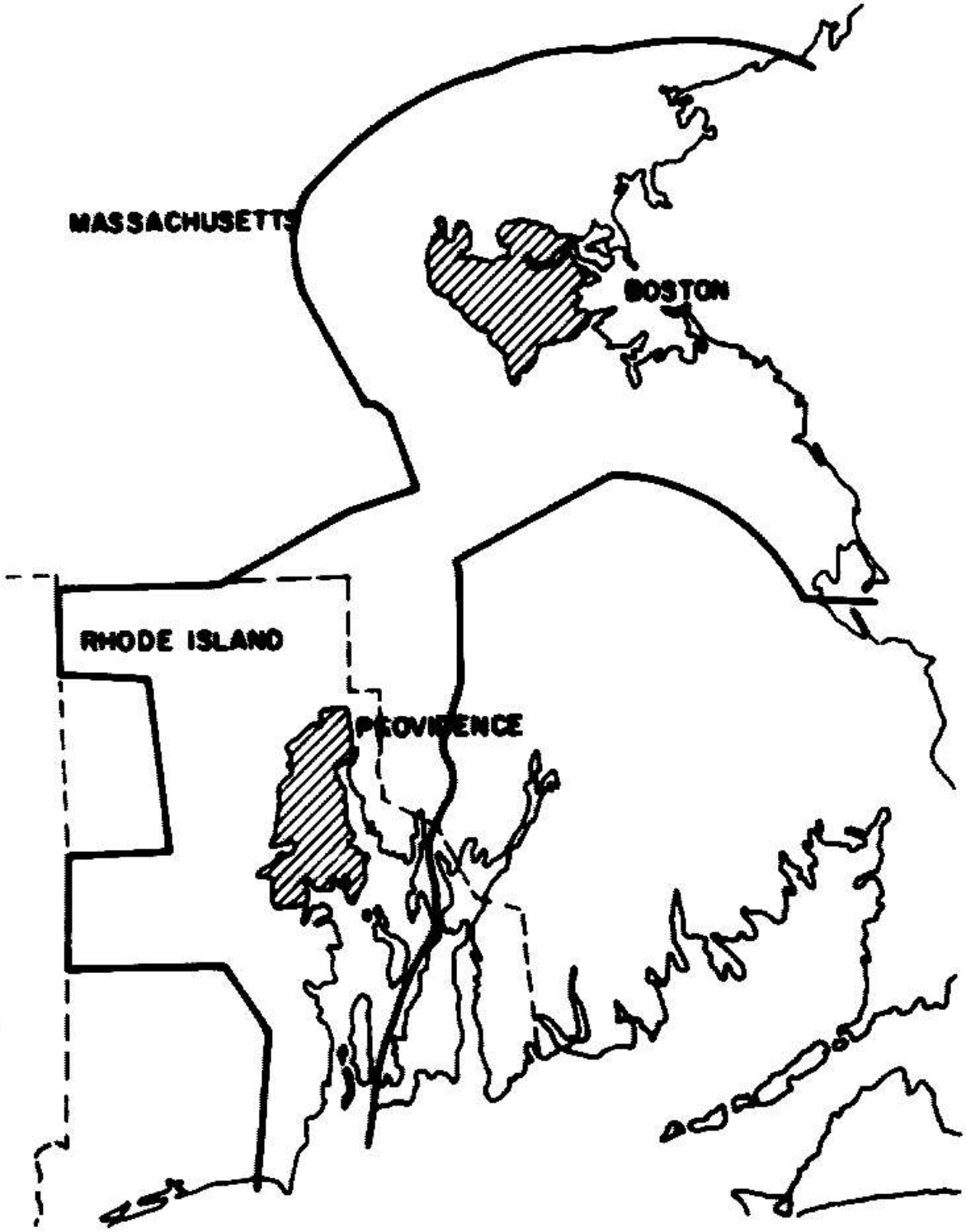
This table contains selected data from Tables 91 and 93 to show in capsuled form both the absolute and relative changes which have occurred during the three year period. The table lists person-trips both Outbound to NECRA Destinations and Inbound from NECRA Origins by Mode of Transport and NECRA Destination or Origin for the year 1968 and the year 1971. Estimated millions of total person-trips for this Reporting Area by mode of transport are shown. The person-trips to or from the other NEC Reporting Areas are shown as a percentage of the group total to indicate the relative importance of the travel between the several reporting areas. Index numbers are listed in each instance.

Profile and Index Tables (Tables 90 through 96, inclusive)

These tables summarize for the years 1968 to 1971, inclusive, the annual total of person-trips in millions and the percentage that each segment is of the respective profile total. Index numbers are included to indicate the relative change each year compared to the first survey year, 1968. Some data are incomplete because the sample size did not provide sufficient data for publication. Certain minor discrepancies may appear in data due to rounding.

Summary Data Tables (Tables 97 through 104, inclusive)

These tables contain summarized data from the tabulated reports prepared by the U.S. Bureau of Census for this Survey. In general, all data believed to be of sufficient accuracy for publication has been included. If an insufficient number of observations was obtained the data have been suppressed and not published.



Map 6. Boston/Providence Reporting Area

Table 89. SELECTED DATA - Bost/Prov NECRA Person-Trips - OUTBOUND/INBOUND - Years of 1968 and 1971[1/]

TRANSPORT MODE NECRA DESTINATION OR ORIGIN.		OUTBOUND TO NECRA DESTINATIONS Selected Data from Table 91		INBOUND FROM NECRA ORIGINS Selected Data from Table 92	
		1968	1971	1968	1971
TOTAL ALL MODES AND TOTAL NECRA	Millions	1.7	1.8	2.3	2.6
	Index	100	108	100	115
Wash/Balt	Percent	10.7%	12.4%	10.7%	7.5%
	Index	100	125	100	80
Phil/Wilm/Trtn	Percent	10.1%	9.4%	8.6%	11.7%
	Index	100	101	100	157
NYC/NENJ	Percent	60.6%	52.7%	60.6%	61.8%
	Index	100	94	100	118
Bgpt/NHav	Percent	7.8%	12.9%	12.0%	10.2%
	Index	100	179	100	98
AUTO	Millions	.9	1.2	1.4	1.8
	Index	100	126	100	129
Wash/Balt	Percent	8.2%	7.7%	7.2%	7.0%
	Index	100	118	100	126
Phil/Wilm/Trtn	Percent	8.4%	6.1%	7.2%	11.3%
	Index	100	91	100	204
NYC/NENJ	Percent	50.7%	47.9%	58.5%	56.1%
	Index	100	119	100	124
Bgpt/NHav	Percent	13.2%	19.9%	14.3%	13.8%
	Index	100	189	100	124
BUS	Millions	.1	.1	.1	.1
	Index	100	108	100	176
NYC/NENJ	Percent	75.0%	78.4%	79.2%	82.3%
	Index	100	112	100	183
RAIL	Millions	.1	.1	.1	.1
	Index	100	84	100	81
NYC/NENJ	Percent	72.0%	*	41.7%	86.6%
	Index	100	*	100	169
AIR	Millions	.6	.5	.6	.5
	Index	100	82	100	88
Wash/Balt	Percent	16.2%	27.5%	19.4%	12.1%
	Index	100	139	100	55
Phil/Wilm/Trtn	Percent	12.4%	13.2%	9.1%	17.6%
	Index	100	87	100	170
NYC/NENJ	Percent	71.4%	59.2%	69.5%	69.7%
	Index	100	68	100	88

1/ Intra-regional data suppressed. See Table 4.

* Insufficient data to publish for these and other reporting areas not included above

Table 90. TRANSPORT MODE - Boston/Providence - OUTBOUND -
Person-Trips to ALL Destinations. Profile and Index: 1968-1971

TRANSPORT MODE	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLIONS	%	MILLIONS	%	MILLIONS	%	MILLIONS	%	1968	1969	1970	1971
TOTAL OUTBOUND	10.1	100.0	10.9	100.0	10.8	100.0	13.9	100.0	100	109	108	138
Auto	8.1	81.0	9.0	82.4	9.0	83.3	11.8	85.1	100	111	111	145
Bus	.3	3.0	.3	2.5	.3	2.6	.3	2.3	100	91	94	106
Rail	.1	1.0	.1	.9	.1	1.0	.1	.7	100	98	108	97
Air	1.4	13.5	1.4	12.7	1.2	11.4	1.5	10.6	100	102	91	108
Other	.2	1.5	.2	1.5	.2	1.7	.2	1.4	100	109	122	129

Table 91. TRANSPORT MODE - Boston/Providence - OUTBOUND -
Person-Trips to NECRA Destinations by Transport Mode - Profile and Index: 1968 - 1971

NECRA DESTINATIONS and TRANSPORT MODE	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLNS	%	MILLNS	%	MILLNS	%	MILLNS	%	1968	1969	1970	1971
NECRA DESTINATIONS	1.7	100.0	1.8	100.0	1.5	100.0	1.8	100.0	100	106	88	108
Auto	.9	54.2	1.1	58.4	.8	54.2	1.2	63.1	100	114	88	126
Bus	.1	6.4	.1	5.7	.1	6.4	.1	6.3	100	94	88	106
Rail	.1	4.7	.1	4.2	.1	4.8	.1	3.7	100	95	90	85
Air	.6	33.5	.5	29.9	.5	33.4	.5	25.2	100	95	88	81
WASH/BALT DESTINATIONS	.2	100.0	.3	100.0	.2	100.0	.2	100.0	100	141	131	126
Auto	.1	41.7	.1	28.8	.1	29.1	.1	39.0	100	97	91	117
Air	.1	50.6	.2	59.2	.1	61.2	.1	55.7	100	165	158	138
PHIL/WILM/TRTN DEST'NS	.2	100.0	.1	100.0	.1	100.0	.2	100.0	100	87	82	101
Auto	.1	44.9	.1	58.1	.1	66.7	.1	40.7	100	113	122	91
Air	.1	41.1	.1	35.2	*	*	.1	35.5	100	75	*	87
NYC/NENJ DESTINATIONS	1.0	100.0	1.1	100.0	.9	100.0	1.0	100.0	100	105	84	94
Auto	.5	45.4	.6	57.0	.5	52.6	.6	57.3	100	132	98	119
Bus	.1	7.9	.1	6.1	.1	12.9	.1	9.4	100	81	137	112
Rail	.1	5.7	.1	4.7	.1	7.3	*	*	100	87	108	*
Air	.4	39.5	.3	30.7	.2	26.1	.3	28.3	100	82	56	68
BGPT/NHAV DESTINATIONS	.1	100.0	.1	100.0	.1	100.0	.2	100.0	100	77	86	179
Auto	.1	91.1	.1	92.4	.1	96.5	.2	96.6	100	78	92	190

*Insufficient data to publish for these and other reporting areas not included above.

Table 92. DESTINATION - Boston/Providence - OUTBOUND -
Person Trips to NECRA Destinations by Transport Mode - Profile and Index: 1968 - 1971

TRANSPORT MODE and NECRA DESTINATIONS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILNS	%	MILNS	%	MILNS	%	MILNS	%	1968	1969	1970	1971
OUTBOUND to NECRA	1.7	100.0	1.8	100.0	1.5	100.0	1.8	100.0	100	106	88	108
Wash/Balt Destinations	.2	10.7	.3	14.2	.2	15.9	.2	12.4	100	141	131	125
Phil/Wilm/Trtn "	.2	10.1	.1	8.2	.1	9.5	.2	9.4	100	86	83	101
NYC/NENJ "	1.0	60.6	1.1	59.9	.9	57.9	1.0	52.7	100	105	84	94
Bgpt/Wilav "	.1	7.8	.1	5.6	.1	7.7	.2	12.9	100	76	87	179
AUTO Outbound	.9	100.0	1.1	100.0	.8	100.0	1.2	100.0	100	114	90	126
Wash/Balt Destinations	.1	8.2	.1	7.0	.1	8.4	.1	7.7	100	97	92	118
Phil/Wilm/Trtn "	.1	8.4	.1	8.3	.1	11.4	.1	6.1	100	113	122	91
NYC/NENJ "	.5	50.7	.6	58.5	.5	55.0	.6	47.9	100	132	97	119
Bgpt/Wilav "	.1	13.2	.1	8.9	.1	13.5	.2	19.9	100	77	92	189
BUS Outbound	.1	100.0	.1	100.0	.2	100.0	.1	100.0	100	94	147	108
NYC/NENJ Destinations	.1	75.0	.1	64.5	.1	69.8	.1	78.4	100	81	137	112
RAIL Outbound	.1	100.0	.1	100.0	.1	100.0	.1	100.0	100	94	105	84
NYC/NENJ Destinations	.1	72.0	.1	66.7	.1	75.0	*	*	100	87	109	*
AIR Outbound	.6	100.0	.5	100.0	.4	100.0	.5	100.0	100	95	72	82
Wash/Balt Destinations	.1	16.2	.2	28.2	.1	35.9	.1	27.5	100	165	159	139
Phil/Wilm/Trtn "	.1	12.4	.1	9.8	*	*	.1	13.2	100	75	*	87
NYC/NENJ "	.4	71.4	.3	61.6	.2	55.7	.3	59.2	100	82	56	68

* Insufficient data to publish for these and other reporting areas not included above.

Table 93. TRANSPORT MODE - Boston/Providence - INBOUND -
Person-Trips from NECRA Origins by Transport Mode. Profile and Index: 1968-1971

TRANSPORT MODE	ANNUAL TOTALS AND PERCENT								INDEX NUMBER			
	1968		1969		1970		1971					
	MLINS	%	MLINS	%	MLINS	%	MLINS	%	1968	1969	1970	1971
INBOUND FROM NECRA	2.3	100.0	2.2	100.0	2.0	100.0	2.6	100.0	100	97	89	115
Auto	1.4	61.5	1.4	61.2	1.3	65.1	1.8	69.1	100	96	94	130
Bus	.1	3.4	.1	5.1	.2	9.2	.1	4.9	100	145	241	166
Rail	.1	6.3	.1	5.7	.1	3.7	.1	4.3	100	88	52	79
Air	.6	27.2	.6	26.8	.4	20.7	.5	20.3	100	96	68	86

Table 94. ORIGIN - Boston/Providence - OUTBOUND -
Person-Trips from NECRA Origins by Transport Mode:- Profile and Index: 1968 - 1971

TRANSPORT MODE and NECRA ORIGINS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILNS	%	MILNS	%	MILNS	%	MILNS	%	1968	1969	1970	1971
INBOUND FROM NECRA	2.3	100.0	2.2	100.0	2.0	100.0	2.6	100.0	100	97	89	115
Washington/Baltimore	.2	10.7	.2	8.3	.2	7.5	.2	7.5	100	76	63	80
Phil/Wilmington/Trenton	.2	8.6	.2	8.7	.2	11.3	.3	11.7	100	98	118	157
N.Y.City/NE New Jersey	1.4	60.6	1.5	65.4	1.3	62.9	1.6	61.8	100	105	93	118
Bridgeport/New Haven	.3	12.0	.2	8.0	.2	11.6	.3	10.2	100	65	86	98
AUTO Inbound	1.4	100.0	1.4	100.0	1.3	100.0	1.8	100.0	100	97	94	129
Washington/Baltimore	.1	7.2	.1	6.1	.1	6.0	.1	7.0	100	82	79	126
Phil/Wilmington/Trenton	.1	7.2	.1	8.4	.2	11.3	.2	11.3	100	113	149	204
N.Y.City/NE New Jersey	.8	58.5	.8	62.2	.8	61.1	1.0	56.1	100	103	98	124
Bridgeport/New Haven	.2	14.3	.1	9.5	.2	13.8	.3	13.8	100	64	91	124
BUS Inbound	.1	100.0	.1	100.0	.2	100.0	.2	100.0	100	149	253	176
N.Y.City/NE New Jersey	.1	79.2	.1	65.0	.1	59.9	.1	82.3	100	122	191	183
RAIL Inbound	.1	100.0	.1	100.0	.1	100.0	.1	100.0	100	90	54	81
N.Y.City/NE New Jersey	.1	41.7	.1	64.0	*	*	.1	86.6	100	138	*	169
AIR Inbound	.6	100.0	.6	100.0	.4	100.0	.5	100.0	100	97	69	88
Washington/Baltimore	.1	19.4	.1	14.6	.1	15.5	.1	12.1	100	73	55	55
Phil/Wilm/Trtn	.1	9.1	.1	12.2	.1	15.2	.1	17.6	100	130	116	170
N.Y.City/NE New Jersey	.4	69.5	.4	71.9	.3	68.8	.4	69.7	100	100	68	88

* Insufficient data to publish for these and other reporting areas not included above.

Table 95. QUARTERS - Boston/Providence - INBOUND -
Person-Trips from NECRA Origins by Transport Mode - Profile and Index: 1968 - 1971

QUARTERS	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLS	%	MILLS	%	MILLS	%	MILLS	%	1968	1969	1970	1971
NECRA ORIGINS	2.3	100.0	2.2	100.0	2.0	100.0	2.6	100.0	100	97	89	115
1st Quarter	.6	27.1	.5	21.9	.4	20.7	.6	24.4	100	79	68	105
2nd Quarter	.6	25.9	.5	22.7	.5	25.2	.6	24.1	100	85	87	107
3rd Quarter	.6	26.5	.7	31.8	.6	30.2	.8	30.1	100	117	102	131
4th Quarter	.5	20.5	.5	23.6	.5	23.8	.6	21.3	100	112	104	120
AUTO	1.4	100.0	1.4	100.0	1.3	100.0	1.8	100.0	100	97	94	129
1st Quarter	.3	22.9	.3	18.8	.3	20.6	.4	20.7	100	80	85	116
2nd Quarter	.3	24.8	.3	23.5	.3	24.8	.4	22.5	100	92	94	117
3rd Quarter	.4	30.3	.4	32.8	.5	34.3	.6	34.2	100	105	107	146
4th Quarter	.3	22.0	.3	24.9	.3	20.2	.4	22.6	100	110	86	132
BUS	.1	100.0	.1	100.0	.2	100.0	.1	100.0	100	149	251	173
RAIL	.1	100.0	.1	100.0	.1	100.0	.1	100.0	100	90	49	80
AIR	.6	100.0	.6	100.0	.4	100.0	.5	100.0	100	97	69	88
1st Quarter	.2	34.3	.2	26.8	.1	22.7	.2	32.2	100	76	45	83
2nd Quarter	.2	28.7	.1	22.7	.1	27.9	.1	25.3	100	77	67	78
3rd Quarter	.1	19.9	.2	30.8	.1	22.4	.1	21.6	100	153	79	97
4th Quarter	.1	17.4	.1	19.7	.1	27.0	.1	20.9	100	109	107	106

Table 96. REASONS FOR TRAVEL - Boston/Providence - INBOUND - Person-Trips from NECRA Origins by Transport Mode - Profile and Index: 1968-1971

REASONS FOR TRAVEL	ANNUAL TOTALS AND PERCENT								INDEX NUMBERS			
	1968		1969		1970		1971					
	MILLNS	%	MILLNS	%	MILLNS	%	MILLNS	%	1968	1969	1970	1971
ANNUAL TOTAL	2.3	100.0	2.2	100.0	2.0	100.0	2.6	100.0	100	97	89	115
Business	.8	35.3	.6	27.7	.6	27.9	.8	31.6	100	76	70	103
Visit	.7	31.3	.8	37.8	.8	38.9	1.1	40.9	100	117	111	151
Pleasure	.4	16.2	.3	14.8	.3	12.9	.4	13.8	100	89	71	98
Student	.2	7.9	.2	9.7	.2	9.7	.2	7.2	100	119	109	105
Personal/Other	.2	9.2	.2	10.0	.2	10.7	.2	6.4	100	106	104	81
AUTO	1.4	100.0	1.4	100.0	1.3	100.0	1.8	100.0	100	97	94	129
Business	.3	20.9	.2	16.6	.2	18.0	.4	22.1	100	77	81	137
Visit	.6	39.6	.6	43.3	.6	44.0	.9	47.3	100	106	105	154
Pleasure	.3	21.0	.2	17.5	.2	15.1	.3	16.3	100	81	68	100
Student	.1	7.9	.1	10.4	.1	10.7	.1	7.3	100	128	127	120
Personal/Other	.1	10.6	.2	12.2	.2	12.2	.1	6.9	100	111	108	83
BUS	.1	100.0	.1	100.0	.2	100.0	.1	100.0	100	149	251	173
Business	*	*	*	*	.1	26.9	*	*	*	*	*	*
Visit	*	*	*	*	.1	40.4	.1	56.3	*	*	*	*
RAIL	.1	100.0	.1	100.0	.1	100.0	.1	100.0	100	90	49	80
Business	.1	42.1	*	*	*	*	*	*	100	*	*	*
Visit	*	*	.1	63.8	*	*	.1	48.8	*	*	*	*
AIR	.6	100.0	.6	100.0	.4	100.0	.5	100.0	100	97	69	88
Business	.4	70.1	.4	61.5	.3	63.0	.4	68.3	100	85	62	86
Visit	.1	11.1	.1	19.1	.1	20.2	.1	14.4	100	167	125	114

* Insufficient data to publish for these and other reporting areas not included above.

Table 97. SUMMARY - Boston - INBOUND - Person Trips from MBCRA Origins by Transport Mode: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS (Millions)	1968 TOTAL PERSON-TRIPS (Percent)	1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1969 TOTAL PERSON-TRIPS (Millions)	1969 TOTAL PERSON-TRIPS (Percent)	1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	1.8	100.0	100.0	100.0	3.3	9.8	20.8	1.9	1.8	100.0	100.0	100.5	5.2	5.1	31.4	1.7
1st Quarter		26.9	100.0	47.4	2.1	8.4	20.7	.8		23.1	100.0	49.5	5.0	1.9	25.9	2.0
2nd Quarter		27.6	100.0	50.1	3.2	5.5	23.9	2.5		23.4	100.0	50.3	4.9	3.3	20.0	.8
3rd Quarter		25.8	100.0	47.6	3.8	1.8	23.9	2.1		32.1	100.0	50.7	5.3	4.6	29.6	.7
4th Quarter		19.7	100.0	48.9	2.1	2.3	25.4	1.8		22.4	100.0	50.2	4.2	7.8	28.1	1.6
REASON																
Business		25.8	100.0	33.6	.7	6.3	57.7	1.7		31.1	100.0	35.2	.9	1.8	61.8	.2
Visit		20.7	100.0	70.8	4.5	6.9	11.9	1.7		31.4	100.0	68.5	6.4	11.3	10.2	2.1
Pleasure		14.8	100.0	80.0	6.2	1.3	13.5			18.7	100.0	72.6	7.3	4.5	13.7	1.8
Personal/Family Affairs		10.1	100.0	71.6	5.1	1.3	19.8	2.5		10.3	100.0	73.6	5.2	5.2	14.3	1.9
Student		8.5	100.0	90.3	4.5	1.4	2.8	6.0		10.5	100.0	83.7	11.6	1.8	2.0	
Other and No Answer		.1	100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $4,000		2.8	100.0							5.1	100.0	41.4	5.9	10.9	30.6	2.8
$4,000 to $6,999		4.8	100.0	50.5	7.9	3.9	27.1	7.5		2.5	100.0	*	*	*	*	*
$7,000 to $7,999		3.8	100.0							4.5	100.0	65.3	13.3	4.5	4.4	1.5
$8,000 to $9,999		12.7	100.0	69.3	3.5	4.5	22.1	.5		6.1	100.0	50.1	3.1	2.5	15.8	2.5
$10,000 to $14,999		20.1	100.0	63.7	2.3	6.3	25.5	1.2		20.8	100.0	60.3	1.8	1.3	23.6	
$15,000 to $24,999		23.6	100.0	61.4	3.3	7.8	25.1	2.4		24.7	100.0	62.8	.5	3.5	23.1	.3
$25,000 and over		12.4	100.0	28.6		1.8	67.6	1.8		17.6	100.0	37.2	3.2	13.8	42.2	3.5
No Answer		.8	100.0	57.5	3.8	1.3	37.3	-		12.1	100.0	53.8	6.1	5.5	34.8	.5
OCCUPATION																
Professional/Management		61.7	100.0	54.3	2.3	2.5	38.1	1.9		61.3	100.0	57.5	3.1	6.6	30.2	1.5
Clerical and Sales		14.6	100.0	68.7	3.1	13.5	23.3	1.3		14.5	100.0	64.3	6.5	6.1	35.6	
Craftsmen and Laborers		15.9	100.0	79.4	5.3	7.3	6.9	1.2		12.1	100.0	70.0	5.0	3.8	12.1	1.1
Service and Private		.6	100.0	*	*	*	*	*		2.3	100.0	*	*	*	*	*
Other		7.3	100.0	50.1	7.0	4.4	33.3	5.3		8.7	100.0	47.5	14.3	8.9	28.3	1
NO. ON TRIP																
1 Person		48.0	100.0	37.7	3.5	8.9	47.3	2.6		56.5	100.0	38.1	6.1	8.5	46.2	1.1
2 Persons		23.7	100.0	74.6	5.0	2.8	14.8	2.7		21.0	100.0	65.4	1.8	3.2	27.6	1.9
3-4 Persons		20.8	100.0	82.3	1.8		5.9			14.8	100.0	81.0	1.8	1.4	4.1	1.3
5 or More		7.8	100.0	*	*	*	*	*		7.8	100.0	*	*	*	*	*
EDUCATION																
Some or Elementary		2.9	100.0	*	*	*	*	*		6.6	100.0	77.8	6.1	8.1	5.0	2.0
High School		28.8	100.0	70.1	4.3	4.8	18.1	2.8		27.5	100.0	68.3	4.7	5.6	18.7	.7
College		68.8	100.0	53.5	2.4	5.4	35.8	1.8		65.3	100.0	48.5	4.5	5.3	38.3	1.3
No Answer		.5	100.0	*	*	*	*	*		.7	100.0	*	*	*	*	*

	1970 TOTAL PERSON-TRIPS (Millions)	1970 TOTAL PERSON-TRIPS (Percent)	1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1971 TOTAL PERSON-TRIPS (Millions)	1971 TOTAL PERSON-TRIPS (Percent)	1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	1.6	100.0	100.0	58.7	10.4	3.7	26.8	1.2	2.0	100.0	100.0	63.1	5.9	4.3	24.9	1.1
1st Quarter		22.0	100.0	60.1	6.7	3.5	26.9	2.6		25.0	100.0	62.2	6.9	5.8	22.2	2.8
2nd Quarter		25.3	100.0	58.6	10.0	7.5	27.7	1.2		25.1	100.0	61.3	9.0	4.2	24.6	1.2
3rd Quarter		27.9	100.0	57.8	10.8	.9	30.0	.7		23.7	100.0	72.8	3.3	4.4	18.8	1.5
4th Quarter		25.2	100.0	51.4	13.8	1.6	28.8	.3		26.1	100.0	68.2	5.2	3.7	24.5	1.3
REASON																
Business		32.3	100.0	38.9	9.6	1.6	48.4	.5		32.4	100.0	35.5	.8	5.4	53.4	1.8
Visit		35.5	100.0	65.7	12.8	6.8	14.5	1.6		40.4	100.0	70.0	8.3	5.5	7.9	1.4
Pleasure		17.3	100.0	77.1	14.0	1.4	2.7	4.7		12.5	100.0	85.9	11.5	1.8	9.9	.5
Personal/Family Affairs		10.2	100.0	70.8	6.8	8.9	14.2			6.5	100.0	71.1	6.7	-	22.2	-
Student		9.6	100.0	73.5	3.5	-	22.2	.8		7.8	100.0	88.7	7.2	2.1	10.8	5.8
Other and No Answer		-	100.0	*	*	*	*	*		.2	100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $4,000		3.5	100.0							2.7	100.0					
$4,000 to $6,999		6.3	100.0	57.1	25.3	9.1	9.4			5.0	100.0	70.4	12.8	5.2	8.7	4.7
$7,000 to $9,999		4.9	100.0							2.5	100.0					
$10,000 to $14,999		10.7	100.0	51.3	25.8	3.2	14.5	5.4		10.2	100.0	72.5	13.4	3.5	10.8	-
$15,000 to $24,999		17.9	100.0	72.8	2.4	3.4	21.3	.8		20.2	100.0	70.7	5.1	5.7	16.2	1.3
$25,000 and over		22.4	100.0	65.2	1.8	3.8	28.2	.7		27.4	100.0	62.8	3.7	6.3	26.8	2.5
No Answer		28.2	100.0	53.5	5.1	5.1	37.1	1.2		23.5	100.0	45.1	2.8	.8	48.3	1.8
		13.2	100.0	58.7	3.9	.7	36.7	-		3.5	100.0	*	*	*	*	*
OCCUPATION																
Professional/Management		68.1	100.0	65.1	5.1	3.5	28.3	1.1		63.8	100.0	68.4	4.9	5.8	31.8	2.1
Clerical and Sales		13.7	100.0	58.7	16.8	3.7	18.8	1.3		17.9	100.0	65.2	7.8	1.9	14.5	.7
Craftsmen and Laborers		14.8	100.0	70.3	5.6	1.8	11.8	2.3		11.7	100.0	80.5	3.4	3.1	13.3	-
Service and Private		2.4	100.0	*	*	*	*	*		3.5	100.0					
Other		5.7	100.0	53.3	19.8	6.5	22.3	-		4.1	100.0	65.5	16.2	6.8	5.2	4.1
NO. ON TRIP																
1 Person		56.5	100.0	43.8	9.1	5.8	41.2	1.8		48.4	100.0	48.7	5.8	5.3	40.5	2.1
2 Persons		22.2	100.0	67.4	15.6	3.1	14.8	3.8		20.2	100.0	70.5	1.7	1.7	15.1	2.2
3-4 Persons		15.8	100.0	82.8	5.8	-	1.8	-		24.8	100.0	84.6	5.5	5.8	3.8	
5 or More		11.8	100.0	*	*	*	*	*		7.8	100.0	*	*	*	*	*
EDUCATION																
None or Elementary		6.5	100.0	15.2	18.4	1.3	13.1			2.3	100.0	*	*	*	*	*
High School		28.3	100.0	70.5	8.8	2.8	9.1	2.7		28.2	100.0	73.6	7.1	1.8	16.5	2.3
College		65.7	100.0	51.4	11.1	4.2	32.4	.9		70.0	100.0	57.5	6.4	5.2	28.7	1.8
No Answer		.5	100.0	*	*	*	*	*		.5	100.0	*	*	*	*	*

*Insufficient number of observations to publish.

Table 90. SUMMARY - Providence - INBOUND - Person-Trips from NECRA Origins by Transport Mode: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS		1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1969 TOTAL PERSON-TRIPS		1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	[illegible]	100.0	100.0	72.1	4.1	11.0	11.0	1	[illegible]	100.0	100.0	83.0	4.6	5.3	5.6	1.6
1st Quarter		27.9	100.0	74.1	1.6	9.2	14.0	[illegible]		21.0	100.0	80.3	5.5	7.7	2.4	1.2
2nd Quarter		18.5	100.0	63.8	5.5	12.7	11.8			19.6	100.0	87.7		2.8	9.5	
3rd Quarter		17.4	100.0	70.8	5.5	11.1	4.6			20.5	100.0	80.7	4.5	4.7	6.2	3.9
4th Quarter		26.1	100.0	88.7	3.4	10.0	14.0			28.8	100.0	88.0	7.1	3.1	3.5	1.2
REASON																
Business		29.0	100.0	51.0		14.3	33.4			11.6	100.0	*	*	*	*	*
Visit		38.6	100.0	82.8	5.0	10.1	2.1			67.6	100.0	88.0	2.3	5.6	1.4	5
Pleasure		22.0	100.0							6.0	100.0					
Personal/Family Affairs		5.2	100.0	75.7	7.3	6.9	7.1			8.5	100.0	74.9	12.6	6.7	3.6	6.3
Students		5.2	100.0							6.3	100.0					
Other and No Answer			100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $5,000		1.6	100.0							3.2	100.0					
$5,000 to $6,999		10.3	100.0	70.7	15.2	7.6	6			5.1	100.0	75.8	4.1	11.7	6.3	2.1
$7,000 to $9,999		7.2	100.0							7.2	100.0					
$10,000 to $14,999		15.4	100.0							15.7	100.0					
$15,000 to $24,999		26.5	100.0							16.8	100.0					
$25,000 and over		19.8	100.0	48.2	1.5	9.6	38.3	4		27.3	100.0	87.2	2.9	2.6	5.9	1.5
No Answer		4.9	100.0							13.9	100.0					
		17.8	100.0	*	*	*	*	*		17.8	100.0	*	*	*	*	*
OCCUPATION																
Professional/Managerial		41.7	100.0	67.6	1.1	8.7	22.0	6		40.9	100.0	88.6	3.1	2.6	5.0	6
Clerical and Sales		15.2	100.0							14.7	100.0					
Craftsmen and Laborers		27.0	100.0	95.6	14.9	28.2	1.5			21.0	100.0	83.4	4.6	5.2	4.8	2.1
Service and Private		8	100.0							1.6	100.0					
Other		9.3	100.0							13.3	100.0					
NO. OF TRIP																
1 Person		38.7	100.0	85.3	10.3	10.4	38.7	8		28.0	100.0	95.3	12.3	17.3	14.6	4.5
2 Persons		35.8	100.0	76.8	1.5	10.6	3.1	-		33.4	100.0	88.8		5.7	3.8	1.5
3-4 Persons		17.6	100.0	*	*	*	*	*		12.9	100.0	*	*	*	*	*
5 or More		11.8	100.0							26.7	100.0					
EDUCATION																
None or Elementary		21.2	100.0	84.9	6.5	7.8	20.8	-		2.9	100.0	*	*	*	*	*
High School		38.3	100.0	74.7	5.0	15.9	3.5	7		48.6	100.0	81.3	5.5	7.5	2.6	2.8
College		35.9	100.0	73.8	2.3	7.7	16.2			51.3	100.0	85.3	3.7	1.9	8.0	1.2
No Answer		4.7	100.0	*	*	*	*	*		3	100.0	*	*	*	*	*

TRAVEL PROFILES	1970 TOTAL PERSON-TRIPS		1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1971 TOTAL PERSON-TRIPS		1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	[illegible]	100.0	100.0	85.2	4.4	3.8	3.4	2.4	[illegible]	100.0	100.0	87.8	2.9	3.4	6.8	1
1st Quarter		16.1	100.0	80.1	4.5	8.8	1.5	-		22.6	100.0	78.9	1.6	9.4	10.6	8
2nd Quarter		24.7	100.0	86.5	3.4	3.7	2.5	2.8		18.7	100.0	79.3	4.8	8.3	7.8	7
3rd Quarter		18.9	100.0	85.9	1.8	2.4	3.4	3.4		20.2	100.0	90.3	1.1	5	3.8	
4th Quarter		40.3	100.0	73.8	10.7	1.8	6.7	1.4		28.9	100.0	88.6	1.4	1.3	6.7	
REASON																
Business		10.2	100.0	*	*	*	*	*		20.2	100.0	81.0		4.1	13.7	5
Visit		52.1	100.0	88.9	6	2.5	7	1.3		62.8	100.0	88.6	2.6	3.1	5.1	
Pleasure		15.1	100.0							17.5	100.0					
Personal/Family Affairs		12.5	100.0	75.1	11.8	5.1	4.8	3.2		5.6	100.0	88.6	2.6	4.1	4.8	3
Students		10.2	100.0							5.2	100.0					
Other and No Answer		-	100.0	*	*	*	*	*		-	100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $5,000		6.4	100.0							1.7	100.0					
$5,000 to $6,999		6.7	100.0	83.5	6.3	5.8	2.3	-		6	100.0	83.5	6.3		1.2	-
$7,000 to $9,999		6.7	100.0							3.3	100.0					
$10,000 to $14,999		16.2	100.0							11.0	100.0					
$15,000 to $24,999		16.3	100.0							27.1	100.0	90.5	1	6.8	2.1	
$25,000 and over		26.1	100.0	68.3	7.6	1.4	3.8	6.2		38.3	100.0	88.5	7	2.6	10.1	1.2
No Answer		17.8	100.0							26.1	100.0	88.5	-	2.6	11.8	-
		10.3	100.0	*	*	*	*	*		3.7	100.0	*	*	*	*	*
OCCUPATION																
Professional/Managerial		45.8	100.0	85.8	3.5	1.3	5.6	2.8		50.2	100.0	82.8	6	5.9	10.8	3
Clerical and Sales		21.2	100.0							11.4	100.0	88.6	7.6	8.1	1.6	-
Craftsmen and Laborers		21.4	100.0	88.2	3.2	3.9	2.9	1.3		21.8	100.0	87.5	1.7	-	-	8
Service and Private		5.4	100.0							4	100.0					
Other		3.8	100.0							8.8	100.0	*	*	*	*	*
NO. OF TRIP																
1 Person		38.7	100.0	95.8	11.6	11.3	12.6	8.1		43.8	100.0	78.5	3.8	6.3	11.7	8
2 Persons		35.1	100.0							31.8	100.0	88.8	1.2	7.3	5.8	-
3-4 Persons		16.3	100.0	97.4	1.8	8	-	-		16.7	100.0	*	*	*	*	*
5 or More		20.9	100.0							8.8	100.0					
EDUCATION																
None or Elementary		4.4	100.0	*	*	*	*	*		2.7	100.0	*	*	*	*	*
High School		47.7	100.0	88.7	6.3	4.6	1.4	4.8		43.6	100.0	91.3	3.8	5.8	-	-
College		48.0	100.0	88.8	2.6	1.8	5.1	8		53.6	100.0	88.4	7	2.5	12.7	8
No Answer		-	100.0	*	*	*	*	*		-	100.0	*	*	*	*	*

* Insufficient number of observations to publish.

Table 99. SUMMARY - Boston/Providence - OUTBOUND - Person-Trips to Washington/Baltimore by Transport Mode: 1968-1971

TRAVEL PURPOSE	1968 TOTAL PERSON-TRIPS (Millions)	1968 TOTAL PERSON-TRIPS (Percent)	1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1969 TOTAL PERSON-TRIPS (Millions)	1969 TOTAL PERSON-TRIPS (Percent)	1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	2	100.0	100.0	61.7	5.3	1.3	30.4	1.3	3	100.0	100.0	38.8	3.3	3.6	50.3	4.0
1st Quarter		22.7	100.0	33.8		3.2	61.0	2.0		17.4	100.0	5.7	6.3		82.8	6.7
2nd Quarter		24.4	100.0	19.1	10.7	-	70.4	4.2		25.5	100.0	25.5		1.6	70.9	
3rd Quarter		26.1	100.0	48.7	2.2	2.1	46.8			32.5	100.0	25.0	2.1		70.5	3.4
4th Quarter		26.8	100.0	43.9	8.3	-	48.1	-		24.7	100.0	21.8	8.4	9.8	48.4	6.6
REASON																
Business		28.6	100.0	6.4	3.4	1.7	85.8	1.7		40.4	100.0	6.8	1.0		88.5	3.6
Visit		43.0	100.0							19.7	100.0					
Pleasure		9.8	100.0	16.9	6.2	4	46.8	1.9		20.2	100.0	25.1	6.7	8.9	56.4	3.5
Personal/Family Affairs		8.5	100.0							18.1	100.0					
Student		4	100.0							4	100.0					
Other and No Answer			100.0	0	0	0	0	0		-	100.0	0	0	0	0	0
HOUSEHOLD INCOME																
Under $5,000		5.9	100.0							1.3	100.0					
$5,000 to $9,999		3.8	100.0	0	0	0	0	0		9.0	100.0	0	0	0	0	0
$10,000 to $14,999		4.5	100.0							5.6	100.0					
$15,000 to $19,999		6.5	100.0							7.7	100.0					
$20,000 to $24,999		8.0	100.0							27.0	100.0					
$25,000 to $34,999		25.9	100.0	25.7	4	2.1	69.4	1.7		21.5	100.0	23.2	2.2	3.9	67.4	4.3
$35,000 and over		19.5	100.0							8.4	100.0					
No Answer		2.2	100.0	0	0	0	0	0		10.5	100.0	0	0	0	0	0
OCCUPATION																
Professional/Management		52.9	100.0	38.4		1.2	58.9	2.5		78.8	100.0	21.6	2.0	3.4	68.9	4.7
Clerical and Sales		11.2	100.0							5.6	100.0					
Craftsmen and Laborers		25.5	100.0	0	0	0	0	0		10.3	100.0	0	0	0	0	0
Service and Private		5.8	100.0							7.3	100.0					
Other		4.6	100.0							6.8	100.0					
NO. OF TRIP																
1 Person		61.7	100.0	5.1	7.6	2.5	82.3	2.5		62.7	100.0	9.2	2.3	8	88.2	7.6
2 Persons		17.0	100.0							18.3	100.0					
3-4 Persons		16.3	100.0	0	0	0	0	0		13.3	100.0	0	0	0	0	0
5 or More		15.0	100.0							7.7	100.0					
EDUCATION																
None or Elementary		7.2	100.0	0	0	0	0	0		-	100.0	0	0	0	0	0
High School		28.8	100.0							24.0	100.0					
College		53.0	100.0	23.6	1.3	1.3	71.8	2.5		35.0	100.0	17.7	3.1	4.6	69.2	5.0
No Answer		-	100.0	0	0	0	0	0		-	100.0	0	0	0	0	0

TRAVEL PURPOSE	1970 TOTAL PERSON-TRIPS (Millions)	1970 TOTAL PERSON-TRIPS (Percent)	1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1971 TOTAL PERSON-TRIPS (Millions)	1971 TOTAL PERSON-TRIPS (Percent)	1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	2	100.0	100.0	38.0	6.1	3.3	51.6	1.1	2	100.0	100.0	38.2	2.0	1.0	56.8	1.1
1st Quarter		25.2	100.0	6.2	13.2	6.5	73.3	1.7		22.4	100.0	27.0	2.2	8.8	61.1	-
2nd Quarter		25.2	100.0	23.4	4.7	-	67.8	4.2		25.6	100.0	42.8	6.3	-	46.6	4.5
3rd Quarter		25.6	100.0	50.8	-	-	49.2			27.8	100.0	25.5	-	-	69.5	-
4th Quarter		24.0	100.0	25.5	-	4.3	69.9	-		12.1	100.0	20.2	-	-	69.8	
REASON																
Business		67.3	100.0	11.1	-	2.4	86.5	-		61.8	100.0	12.1	1.3	-	86.6	
Visit		35.7	100.0							20.8	100.0					
Pleasure		16.2	100.0	48.3	12.1	2.3	35.2	2.1		16.1	100.0	48.3	2.4	2.8	35.3	3.2
Personal/Family Affairs		17.7	100.0							7.4	100.0					
Student		-	100.0	0	0	0	0	0		4.8	100.0					
Other and No Answer		-	100.0							-	100.0	0	0	0	0	0
HOUSEHOLD INCOME																
Under $5,000		2.9	100.0							3.2	100.0					
$5,000 to $9,999		3.5	100.0	0	0	0	0	0		5.0	100.0	0	0	0	0	0
$10,000 to $14,999		9.2	100.0							3.8	100.0					
$15,000 to $19,999		7.1	100.0							3.8	100.0					
$20,000 to $24,999		10.7	100.0							12.8	100.0					
$25,000 to $34,999		9.8	100.0	27.6	2.8	8	72.2	1.4		27.3	100.0	42.6	5	2.1	52.8	1.1
$35,000 and over		20.0	100.0							30.7	100.0					
No Answer		10.0	100.0	0	0	0	0	0		6.3	100.0	0	0	0	0	0
OCCUPATION																
Professional/Management		77.3	100.0	35.8	5.8	-	58.9	1.5		70.6	100.0	35.2	1	2.3	60.4	1.3
Clerical and Sales		6.7	100.0							6.1	100.0					
Craftsmen and Laborers		10.4	100.0	0	0	0	0	0		6.3	100.0	0	0	0	0	0
Service and Private		1.7	100.0							2.6	100.0					
Other		3.9	100.0							5.7	100.0					
NO. OF TRIP																
1 Person		82.9	100.0	7.5	6.4	1.8	84.5	1.8		88.6	100.0	10.3	3.4	-	78.5	1.8
2 Persons		15.5	100.0							12.5	100.0					
3-4 Persons		1.6	100.0	0	0	0	0	0		10.3	100.0	0	0	0	0	0
5 or More		0.0	100.0							12.5	100.0					
EDUCATION																
None or Elementary		1.7	100.0	0	0	0	0	0		1.8	100.0	0	0	0	0	0
High School		12.0	100.0							25.0	100.0					
College		85.4	100.0	39.4	6.6	7	60.7	1.3		68.4	100.0	38.7	8	3.7	56.5	8
No Answer		-	100.0	0	0	0	0	0		2.8	100.0	0	0	0	0	0

*[illegible]

Table 100. SUMMARY - Boston/Providence - OUTBOUND - Person-Trips to N.Y. City/NE New Jersey by Transport Mode: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS (Millions)	1968 TOTAL PERSON-TRIPS (Percent)	1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other	1969 TOTAL PERSON-TRIPS (Millions)	1969 TOTAL PERSON-TRIPS (Percent)	1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT: Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	1.0	100.0	100.0	49.4	9.0	5.6	30.6	1.4	1.1	100.0	100.0	56.8	6.2	4.6	30.7	1.6
1st Quarter		26.7	100.0	50.0	6.7	11.2	42.1	2.0		21.0	100.0	65.1	5.6	6.3	30.0	3.0
2nd Quarter		20.6	100.0	54.0	8.5	5.4	30.1	*		27.3	100.0	55.5	5.7	3.5	34.9	1.
3rd Quarter		28.6	100.0	48.1	8.2	3.1	39.1	1.0		30.6	100.0	63.4	4.3	3.5	28.8	1.0
4th Quarter		22.8	100.0	46.7	14.0	5.2	30.2	.8		20.1	100.0	50.1	7.5	6.4	35.1	.8
REASON																
Business		46.3	100.0	15.4	1.5	5.2	77.6	1.2		35.3	100.0	32.7	1.5	3.1	61.0	1.1
Visit		24.9	100.0	74.5	10.2	4.0	9.0	.9		24.5	100.0	77.0	7.0	2.3	10.5	1.0
Pleasure		20.5	100.0	56.5	20.9	9.0	11.3	2.3		21.2	100.0	57.9	14.0	10.2	16.6	2.1
Personal Family Affairs		7.8	100.0							9.1	100.0	55.0	6.0	2.5	5.1	2.0
Student		.9	100.0	*	*	*	*	*		5.8	100.0					
Other and No Answer		.1	100.0								100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $4,000		3.0	100.0	*	*	*	*	*		1.2	100.0					
$4,000 to $5,999		3.2	100.0							6.0	100.0	54.2	16.3	10.0	15.5	2.2
$6,000 to $7,499		11.6	100.0	45.1	9.9	9.0	11.0	2.0		3.7	100.0					
$7,500 to $9,999		10.8	100.0	55.5	10.7	4.3	19.2			6.5	100.0					
$10,000 to $14,999		19.6	100.0	38.1	3.0	8.0	51.8	2.2		25.0	100.0	36.7	1.5	6.1	16.0	1.4
$15,000 to $24,999		12.3	100.0	51.6	.5	5.6	27.3	3.8		18.3	100.0	50.6	5.5	3.1	35.9	1.8
$25,000 and over		24.3	100.0	17.4	1.4	3.3	82.6	.5		16.3	100.0	22.6		1.4	73.8	2.1
No Answer		19.3	100.0	50.8	15.5	7.4	22.1	1.2		15.3	100.0	65.5	2.7	2.0	30.4	
OCCUPATION																
Professional/Management		65.5	100.0	30.0	4.1	5.7	59.5	1.2		61.2	100.0	53.3	3.1	3.1	38.6	1.8
Clerical and Sales		10.3	100.0	46.2	7.8		45.9	1.1		12.4	100.0	61.0	2.0	5.5	30.0	.9
Craftsmen and Laborers		12.6	100.0	70.0	14.0	5.5	6.4	2.8		16.7	100.0	65.4	10.4	6.4	1.6	1.3
Service and Private		2.8	100.0							3.6	100.0					
Other		7.6	100.0	55.2	16.5	12.8	11.7	.8		6.1	100.0	70.1	8.0	5.8	7.3	.9
NO. ON TRIP																
1 Person		54.8	100.0	20.5	8.0	6.7	63.1	1.7		53.3	100.0	37.6	6.2	6.2	49.4	2.5
2 Persons		28.3	100.0	49.6	6.6	6.7	17.1	1.9		35.6	100.0	70.4	5.5	5.9	13.1	1.1
3-4 Persons		12.2	100.0							10.1	100.0					
5 or More		7.7	100.0	66.1	7.4	3.1	3.5			6.9	100.0	87.5	4.0	.8	7.0	
EDUCATION																
None or Elementary		5.2	100.0	*	*	*	*	*		3.6	100.0	77.8	10.6	2.7		
High School		25.5	100.0	54.6	11.3	5.2	21.0	2.3		21.5	100.0	65.9	13.7	5.4	7.0	2.1
College		65.3	100.0	40.9	5.5	4.5	48.0	1.2		67.9	100.0	60.8	2.5	3.5	42.7	1.5
No Answer			100.0	*	*	*	*	*		1.8	100.0	*	*	*	*	*

ANNUAL TOTAL	1970 .9	1970 100.0	100.0	63.5	12.8	7.3	35.1	1.3	1971 1.0	100.0	100.0	51.3	9.4	3.0	35.7	2.1
1st Quarter		25.5	100.0	51.3	13.7	13.7	21.3			25.4	100.0	47.2	9.5	5.3	35.1	1.8
2nd Quarter		16.1	100.0	65.0	16.7	6.0	35.5	.8		15.7	100.0	62.3	10.9	1.0	21.1	4.7
3rd Quarter		27.1	100.0	51.2	12.1	1.0	30.1	1.6		25.5	100.0	61.1	10.2	3.7	25.9	.4
4th Quarter		29.3	100.0	58.7	9.9	6.1	21.0	2.2		23.4	100.0	57.9	6.3	2.1	31.4	2.3
REASON																
Business		35.1	100.0	24.3	8.7	9.7	54.6	1.1		35.5	100.0	30.3	3.8	2.5	62.0	2.1
Visit		21.5	100.0	70.2	14.0	4.1	7.6	1.6		25.1	100.0	76.7	11.1	2.1	10.4	1.7
Pleasure		19.1	100.0	55.7	22.4	7.6	9.2			18.3	100.0	55.2	21.6	6.5	3.5	1.9
Personal Family Affairs		9.9	100.0							10.6	100.0					
Student		1.5	100.0	62.3	11.3		5.6	.8		1	100.0	30.4	2.3	50.0	7.1	1.1
Other and No Answer			100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $4,000		4.5	100.0							4.2	100.0					
$4,000 to $5,999		4.8	100.0	60.0	25.3	10.2	9.4			7.7	100.0	67.8	19.1	3.4	7.6	2.0
$6,000 to $7,499		6.2	100.0							3.2	100.0					
$7,500 to $9,999		9.4	100.0							17.9	100.0	53.2	12.4	4.2	18.3	1.9
$10,000 to $14,999		21.9	100.0	60.6	10.0	6.8	20.0	2.1		17.9	100.0	60.8	6.5	3.4	18.6	2.1
$15,000 to $24,999		16.4	100.0	57.4	9.3	4.6	28.2	2.1		25.3	100.0	53.1	5.6	2.0	35.3	
$25,000 and over		10.1	100.0	20.9	1.0	3.8	74.4			13.6	100.0	42.2	4.7	2.5	43.3	7.2
No Answer		14.5	100.0	66.1	2.3	1.1	30.3	1.1		11.3	100.0	48.7	12.6	2.9	37.8	
OCCUPATION																
Professional/Management		49.3	100.0	18.7	6.8	6.8	38.5	1.9		50.0	100.0	18.8	6.9	2.0	36.5	.9
Clerical and Sales		10.7	100.0	31.3	12.0	6.9	52.3			24.3	100.0	51.9	9.5	2.9	37.1	3.1
Craftsmen and Laborers		19.1	100.0	37.4	35.3	10.7	9.8	.8		12.8	100.0	77.1	11.5	2.8	6.7	1.9
Service and Private		1.9	100.0	*	*	*	*	*		3.7	100.0	*	*	*	*	*
Other		8.3	100.0							8.3	100.0	57.5	26.0	8.9	7.3	1.3
NO. ON TRIP																
1 Person		48.5	100.0	27.6	17.6	6.5	45.5	1.9		53.6	100.0	35.5	12.3	6.1	47.9	2.3
2 Persons		27.9	100.0	48.5	11.6	8.3	12.7	1.2		30.1	100.0	70.2	11.8	4.2	7.8	2.6
3-4 Persons		17.8	100.0	*	*	*	*	*		17.8	100.0	91.1	2.6	-	5.9	1.1
5 or More		6.0	100.0							8.3	100.0					
EDUCATION																
None or Elementary		5.3	100.0	*	*	*	*	*		3.1	100.0	73.4	17.2	8.0	1.4	
High School		25.5	100.0	45.1	31.1	11.8	12.0			21.5	100.0	60.8	12.5	3.3	13.0	1.9
College		67.5	100.0	53.9	5.1	5.7	35.4	1.9		68.1	100.0	48.1	5.9	2.1	40.0	2.4
No Answer		3	100.0	*	*	*	*	*		4	100.0	*	*	*	*	*

*Insufficient number of observations to publish

Table 101. SUMMARY - Boston/Providence - OUTBOUND - Person-Trips to Bgpt/NHaven by Transport Mode: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS		1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1969 TOTAL PERSON-TRIPS		1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	1	100.0	100.0	90.3	3.6	6.2			1	100.0	100.0	91.6	1.2	2.4	1.2	3.6
1st Quarter		29.4	100.0							27.9	100.0					
2nd Quarter		28.5	100.0	91.6	3.2	5.1				23.2	100.0	92.6	1.1	1.6	1.1	1.5
3rd Quarter		30.5	100.0							13.8	100.0					
4th Quarter		13.1	100.0							20.4	100.0					
REASON																
Business		44.9	100.0							41.0	100.0					
Visit		25.7	100.0							34.0	100.0					
Pleasure		8.9	100.0	91.5	2.6	5.8				22.9	100.0	75.0	1.0	2.0	1.0	21.0
Personal/Family Affairs		6.1	100.0							8.7	100.0					
Student		12.4	100.0							2.4	100.0					
Other and No Answer			100.0	*	*	*	*	*			100.0	*	*	*	*	*
HOUSEHOLD INCOME																
Under $6,000		13.2	100.0							2.4	100.0					
$6,000 to $8,999		9	100.0	*	*	*	*	*		1.2	100.0					
$9,000 to $7,999		2.7	100.0							8.6	100.0					
$7,500 to $9,999		10.8	100.0							21.6	100.0	91.1	8	1.6	5	
$10,000 to $14,999		46.1	100.0							35.2	100.0					
$15,000 to $24,999		16.0	100.0	76.0	22.3	1.8				14.9	100.0					
$25,000 and over		2.7	100.0							2.4	100.0					
No Answer		8.8	100.0	*	*	*	*	*		13.3	100.0	*	*	*	*	*
OCCUPATION																
Professional/Managerial		38.6	100.0							46.6	100.0					
Clerical and Sales		32.0	100.0							9.6	100.0					
Craftsmen and Laborers		18.1	100.0	90.6	2.1	1.3				27.8	100.0	88.1	5	5.0	2.5	2.5
Service and Private		2.6	100.0							16.9	100.0					
Other		7.8	100.0							1.2	100.0					
NO. ON TRIP																
1 Person		63.5	100.0	88.8	5.6	5.6				48.3	100.0					
2 Persons		12.4	100.0							21.5	100.0	88.3	1	1.6	1	2.0
3-4 Persons		16.0	100.0	*	*	*	*	*		16.9	100.0					
5 or More		8.1	100.0							7.3	100.0					
EDUCATION																
None or Elementary		17.3	100.0	*	*	*	*	*		1.2	100.0	*	*	*	*	*
High School		65.5	100.0	88.7		6.3	*	*		40.9	100.0	93.9	1.5	1.0	1.6	2.1
College		19.4	100.0	*	*	*	*	*		57.8	100.0					
No Answer		1.8	100.0								100.0	*	*	*	*	*

TRAVEL PROFILES	1970 TOTAL PERSON-TRIPS		1970 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1971 TOTAL PERSON-TRIPS		1971 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	1	100.0	100.0	90.3	2.6	1.2			2	100.0	100.0	95.7	1.9	1	.4	.4
1st Quarter		21.6	100.0							26.7	100.0					
2nd Quarter		32.9	100.0							21.1	100.0	97.1	1.4		.9	.7
3rd Quarter		25.6	100.0	95.8	3.3	1.2				25.5	100.0	98.1	2.2	1.1		
4th Quarter		19.7	100.0							27.6	100.0					
REASON																
Business		55.7	100.0	88.0		2.0				48.7	100.0	88.2		1		
Visit		17.0	100.0							15.2	100.0					
Pleasure		15.7	100.0							6.1	100.0					
Personal/Family Affairs		6.1	100.0	*	8	*	*	*		12.6	100.0	*	*	*	*	*
Student		2.5	100.0							2.6	100.0					
Other and No Answer			100.0							-	100.0					
HOUSEHOLD INCOME																
Under $6,000		3.7	100.0							3.8	100.0					
$6,000 to $8,999		6.1	100.0	*	*	*	*	*		1.6	100.0					
$9,000 to $7,499		6.1	100.0							1.9	100.0	97.5	9.8		2.3	4
$7,500 to $9,999		6.5	100.0							6.3	100.0					
$10,000 to $14,999		35.6	100.0							35.2	100.0					
$15,000 to $24,999		11.9	100.0	95.7	3.6	1.7				57.4	100.0	98.1	*	2	*	*
$25,000 and over		1.1	100.0							3.5	100.0	*	*	*	*	*
No Answer		6.9	100.0	*	*	*	*	*		1.0	100.0					
OCCUPATION																
Professional/Managerial		36.4	100.0							63.4	100.0	98.5	1.7	8		1
Clerical and Sales		31.5	100.0							23.2	100.0	97.8	2.2			
Craftsmen and Laborers		17.0	100.0	95.8	2.5	1				10.1	100.0					
Service and Private		16.3	100.0								100.0	*	*	*	*	*
Other		6.7	100.0							3.3	100.0					
NO. ON TRIP																
1 Person		72.8	100.0	88.3		1.1				70.2	100.0	95.2	2.8	1	8	6
2 Persons		14.6	100.0							26.1	100.0					
3-4 Persons		12.4	100.0	*	*	*	*	*		6.5	100.0	*	*	*	*	*
5 or More		-	100.0							3.2	100.0					
EDUCATION																
None or Elementary		35.5	100.0	*	*	*	*	*		4	100.0	*	*	*	*	*
High School		35.5	100.0	83.8		4.7	1.6			34.0	100.0					
College		27.6	100.0							61.5	100.0	91.8	5	6	5	5
No Answer			100.0	*	*	*	*	*			100.0	*	*	*	*	*

* Insufficient number of observations to publish.

Table 102. SUMMARY - Boston - INBOUND -
Person-Trips from New York City by Transport Mode: 1968-1971

TRAVEL PROFILES	1968 TOTAL PERSON-TRIPS		1968 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT						1969 TOTAL PERSON-TRIPS		1969 PERCENT DISTRIBUTION BY TYPE OF TRANSPORT					
	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other	Millions	Percent	Total %	Auto	Bus	Rail	Air	Other
ANNUAL TOTAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1st Quarter		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2nd Quarter		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3rd Quarter		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4th Quarter		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
REASON																
Business		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Visit		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Pleasure		[illegible]	[illegible]							[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Personal/Family Affairs		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Student		[illegible]	[illegible]							[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Other and No Answer			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
HOUSEHOLD INCOME																
Under $5,000		[illegible]	[illegible]							[illegible]	[illegible]					
$5,000 to $6,999		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
$7,000 to $7,499		[illegible]	[illegible]							[illegible]	[illegible]					
$7,500 to $9,999		[illegible]	[illegible]							[illegible]	[illegible]					
$10,000 to $14,999		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
$15,000 to $24,999		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
$25,000 and over		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
No Answer		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
OCCUPATION																
Professional/Managerial		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Clerical and Sales		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]					
Craftsmen and Laborers		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Service and Private		[illegible]	[illegible]							[illegible]	[illegible]					
Other		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]					
NO. ON TRIP																
1 Person		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2 Persons		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3-4 Persons		[illegible]	[illegible]							[illegible]	[illegible]					
5 or More		[illegible]	[illegible]							[illegible]	[illegible]					
EDUCATION																
None or Elementary		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
High School		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
College		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
No Answer		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

	1970								1971							
ANNUAL TOTAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1st Quarter		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2nd Quarter		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3rd Quarter		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4th Quarter		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
REASON																
Business		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Visit		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Pleasure		[illegible]	[illegible]							[illegible]	[illegible]					
Personal/Family Affairs		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Student		[illegible]	[illegible]							[illegible]	[illegible]					
Other and No Answer		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
HOUSEHOLD INCOME																
Under $5,000		[illegible]	[illegible]							[illegible]	[illegible]					
$5,000 to $6,999		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
$7,000 to $7,499		[illegible]	[illegible]							[illegible]	[illegible]					
$7,500 to $9,999		[illegible]	[illegible]							[illegible]	[illegible]					
$10,000 to $14,999		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
$15,000 to $24,999		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
$25,000 and over		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
No Answer		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
OCCUPATION																
Professional/Managerial		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Clerical and Sales		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Craftsmen and Laborers		[illegible]	[illegible]							[illegible]	[illegible]					
Service and Private		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Other		[illegible]	[illegible]							[illegible]	[illegible]					
NO. ON TRIP																
1 Person		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2 Persons		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3-4 Persons		[illegible]	[illegible]							[illegible]	[illegible]					
5 or More		[illegible]	[illegible]							[illegible]	[illegible]					
EDUCATION																
None or Elementary		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
High School		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
College		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
No Answer		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

*Insufficient number of observations to report

Table 103. SUMMARY - Quarterly - Boston/Providence - OUTBOUND - Person-Trips to NECRA Destinations by Transport Mode: 1968-1971

103.0 Total NECRA Person-Trips

1968-1971 BY QUARTERS	PERSON-TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Estimate	Percent	Total %	Boston Sub	Prov Sub Trans	NYC Metro	Upper Upstate	Southern Prov
1968 TOTAL	17	100.0	100.0	10.0	10.0	61.1	7.4	[illegible]
1st Quarter		20.3	100.0	9.7	8.1	61.5	8.5	[illegible]
2nd Quarter		22.7	100.0	11.7	11.6	60.2	8.9	[illegible]
3rd Quarter		27.4	100.0	9.0	10.1	60.7	7.5	[illegible]
4th Quarter		29.1	100.0	12.2	10.0	60.2	7.0	[illegible]
1969 TOTAL	18	100.0	100.0	14.3	8.0	60.3	5.8	[illegible]
1st Quarter		22.6	100.0	11.1	8.1	57.2	9.3	[illegible]
2nd Quarter		23.6	100.0	15.5	10.0	57.2	6.0	[illegible]
3rd Quarter		20.8	100.0	10.0	7.0	62.1	8.3	[illegible]
4th Quarter		28.7	100.0	14.1	5.0	63.9	6.5	[illegible]
1970 TOTAL	15	100.0	100.0					[illegible]
1st Quarter		24.6	100.0	10.0	6.1	60.9	8.5	[illegible]
2nd Quarter		20.8	100.0	10.5	9.0	63.7	11.1	[illegible]
3rd Quarter		27.0	100.0	11.0	10.1	57.3	1.2	[illegible]
4th Quarter		26.6	100.0	14.3	6.2	60.6	5.5	[illegible]
1971 TOTAL	16	100.0	100.0	13.3	9.2	62.0	12.0	[illegible]
1st Quarter		20.0	100.0	8.6	9.0	61.5	11.9	[illegible]
2nd Quarter		20.0	100.0	15.4	12.2	60.5	13.0	[illegible]
3rd Quarter		28.7	100.0	15.5	9.6	61.0	12.5	[illegible]
4th Quarter		30.6	100.0	8.1	8.0	63.7	14.5	[illegible]

103.1 Auto-Trips (Person)

1968-1971 BY QUARTERS	PERSON-TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Estimate	Percent	Total %	Boston Sub	Prov Sub Trans	NYC Metro	Upper Upstate	Southern Prov
1968 TOTAL	9	100.0	100.0	7.9	9.2	60.4	12.2	[illegible]
1st Quarter		23.1	100.0	6.1	6.7	60.6	15.0	[illegible]
2nd Quarter		23.5	100.0	6.5	8.8	63.0	16.7	[illegible]
3rd Quarter		28.6	100.0	8.1	9.2	61.0	11.4	[illegible]
4th Quarter		24.8	100.0	11.7	10.0	60.0	7.2	[illegible]
1969 TOTAL	11	100.0	100.0	6.8	7.9	58.6	8.8	[illegible]
1st Quarter		17.8	100.0	1.6	6.8	56.5	9.0	[illegible]
2nd Quarter		24.0	100.0	9.1	11.0	52.8	9.1	[illegible]
3rd Quarter		32.5	100.0	9.8	7.2	61.4	6.8	[illegible]
4th Quarter		25.7	100.0	6.8	6.3	63.2	7.6	[illegible]
1970 TOTAL	8	100.0	100.0	8.4	9.9	63.4	13.1	[illegible]
1st Quarter		27.5	100.0	7.2	6.5	60.6	12.9	[illegible]
2nd Quarter		18.5	100.0	11.1	9.8	67.7	20.9	[illegible]
3rd Quarter		31.3	100.0	9.7	10.5	67.7	11.2	[illegible]
4th Quarter		27.6	100.0	10.1	7.5	62.3	8.8	[illegible]
1971 TOTAL	12	100.0	100.0	7.5	5.8	67.5	10.7	[illegible]
1st Quarter		20.0	100.0	6.7	6.7	63.3	10.0	[illegible]
2nd Quarter		21.9	100.0	10.3	9.1	67.4	10.8	[illegible]
3rd Quarter		28.0	100.0	6.8	3.7	58.8	21.9	[illegible]
4th Quarter		30.0	100.0	7.5	5.0	67.5	10.7	[illegible]

103.2 Bus Trips (Person)

1968-1971 BY QUARTERS	PERSON-TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Estimate	Percent	Total %	Boston Sub	Prov Sub Trans	NYC Metro	Upper Upstate	Southern Prov
1968 TOTAL	1	100.0	100.0	1	10.0	70.0	3.0	[illegible]
1st Quarter		17.9	100.0	*	*	*	*	[illegible]
2nd Quarter		21.7	100.0	*	*	*	*	[illegible]
3rd Quarter		26.6	100.0	*	*	*	*	[illegible]
4th Quarter		33.8	100.0	*	*	*	*	[illegible]
1969 TOTAL	1	100.0	100.0	0.1	5.1	63.6	1.0	[illegible]
1st Quarter		20.3	100.0	5.3		60.7		[illegible]
2nd Quarter		21.2	100.0	*	*	*	*	[illegible]
3rd Quarter		17.2	100.0	*	*	*	*	[illegible]
4th Quarter		21.3	100.0	*	*	*	*	[illegible]
1970 TOTAL	2	100.0	100.0	0.0		72.2	-	[illegible]
1st Quarter		25.6	100.0	*	*	*	*	[illegible]
2nd Quarter		23.6	100.0	*	*	*	*	[illegible]
3rd Quarter		17.1	100.0	*	*	*	*	[illegible]
4th Quarter		33.8	100.0	*	*	*	*	[illegible]
1971 TOTAL	1	100.0	100.0	3.5	7.8	77.4	4.3	[illegible]
1st Quarter		23.3	100.0	2.7	10.0	60.0	5.6	[illegible]
2nd Quarter		23.5	100.0	*	*	*	*	[illegible]
3rd Quarter		27.8	100.0		12.5	67.5		[illegible]
4th Quarter		16.5	100.0	*	*	*	*	[illegible]

103.3 Rail Trips (Person)

1968-1971 BY QUARTERS	PERSON-TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Estimate	Percent	Total %	Boston Sub	Prov Sub Trans	NYC Metro	Upper Upstate	Southern Prov
1968 TOTAL	1	100.0	100.0	7.0	7.0	71.1	9.2	[illegible]
1st Quarter		30.5	100.0	*	*	*	*	[illegible]
2nd Quarter		18.4	100.0	*	*	*	*	[illegible]
3rd Quarter		14.5	100.0	*	*	*	*	[illegible]
4th Quarter		17.1	100.0	*	*	*	*	[illegible]
1969 TOTAL	1	100.0	100.0	13.5	4.1	63.5	3.7	[illegible]
1st Quarter		25.1	100.0	*	*	*	*	[illegible]
2nd Quarter		14.0	100.0	*	*	*	*	[illegible]
3rd Quarter		14.0	100.0	*	*	*	*	[illegible]
4th Quarter		25.1	100.0	*	*	*	*	[illegible]
1970 TOTAL	1	100.0	100.0	6.1	12.2	16.0	3.7	[illegible]
1st Quarter		20.0	100.0	*	*	*	*	[illegible]
2nd Quarter		16.9	100.0	*	*	*	*	[illegible]
3rd Quarter		11.0	100.0	*	*	*	*	[illegible]
4th Quarter		25.1	100.0	*	*	*	*	[illegible]
1971 TOTAL	1	100.0	100.0	6.3	20.9	61.5	1.5	[illegible]
1st Quarter		25.5	100.0	*	*	*	*	[illegible]
2nd Quarter		25.2	100.0	*	*	*	*	[illegible]
3rd Quarter		21.5	100.0	*	*	*	*	[illegible]
4th Quarter		13.0	100.0	*	*	*	*	[illegible]

103.4 Air Trips (Person)

1968-1971 BY QUARTERS	PERSON-TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Estimate	Percent	Total %	Boston Sub	Prov Sub Trans	NYC Metro	Upper Upstate	Southern Prov
1968 TOTAL	6	100.0	100.0	14.3	11.5	73.0		[illegible]
1st Quarter		20.9	100.0	14.5	10.0	65.0		[illegible]
2nd Quarter		21.2	100.0	20.0	9.2	67.5		[illegible]
3rd Quarter		23.1	100.0	12.0	11.5	76.3		[illegible]
4th Quarter		34.8	100.0	11.1	7.0	73.0	-	[illegible]
1969 TOTAL	5	100.0	100.0	27.0	9.0	60.4	2	[illegible]
1st Quarter		25.1	100.0	20.0	11.2	58.7	1	[illegible]
2nd Quarter		25.7	100.0	27.1	9.5	60.0		[illegible]
3rd Quarter		23.7	100.0	20.4	8.0	63.3		[illegible]
4th Quarter		25.5	100.0	25.0	4.0	60.0		[illegible]
1970 TOTAL	6	100.0	100.0	25.7	7.0	56.1	5	[illegible]
1st Quarter		25.7	100.0	40.3	6.2	40.5	1.0	[illegible]
2nd Quarter		24.0	100.0	27.0	16.0	40.0	1.0	[illegible]
3rd Quarter		25.2	100.0	21.7	4.7	71.7		[illegible]
4th Quarter		24.6	100.0	40.0	6.0	50.0		[illegible]
1971 TOTAL	5	100.0	100.0	27.0	12.4	50.6	2	[illegible]
1st Quarter		22.1	100.0	20.3	17.1	61.0	2	[illegible]
2nd Quarter		22.6	100.0	20.4	11.0	60.3	-	[illegible]
3rd Quarter		27.1	100.0	17.1	11.1	71.7	-	[illegible]
4th Quarter		30.1	100.0	10.3	10.0	70.7	-	[illegible]

103.5 Other Trips (Person)

1968-1971 BY QUARTERS	PERSON-TRIPS		PERCENT DISTRIBUTION TO NEC REPORTING AREA DESTINATIONS					
	Estimate	Percent	Total %	Boston Sub	Prov Sub Trans	NYC Metro	Upper Upstate	Southern Prov
1968 TOTAL		100.0	100.0	11.1	11.1	72.2		[illegible]
1st Quarter		20.3	100.0	*	*	*	*	[illegible]
2nd Quarter		5.6	100.0	*	*	*	*	[illegible]
3rd Quarter		20.3	100.0	*	*	*	*	[illegible]
4th Quarter		27.8	100.0	*	*	*	*	[illegible]
1969 TOTAL	-	100.0	100.0	20.0		60.0	5.1	[illegible]
1st Quarter		66.6	100.0	*	*	*	*	[illegible]
2nd Quarter		2.0	100.0	*	*	*	*	[illegible]
3rd Quarter		27.3	100.0	*	*	*	*	[illegible]
4th Quarter		26.7	100.0	*	*	*	*	[illegible]
1970 TOTAL	-	100.0	100.0	10.5	20.3	67.0		[illegible]
1st Quarter		25.2	100.0	*	*	*	*	[illegible]
2nd Quarter		16.8	100.0	*	*	*	*	[illegible]
3rd Quarter		21.1	100.0	*	*	*	*	[illegible]
4th Quarter		35.8	100.0	*	*	*	*	[illegible]
1971 TOTAL	-	100.0	100.0	4.5	16.1	61.3	3.2	[illegible]
1st Quarter		25.0	100.0	*	*	*	*	[illegible]
2nd Quarter		21.0	100.0	*	*	*	*	[illegible]
3rd Quarter		16.1	100.0	*	*	*	*	[illegible]
4th Quarter		35.1	100.0	*	*	*	*	[illegible]

* [illegible]

** [illegible]

Table 104. SUMMARY - Reasons for Travel - Boston/Providence - OUTBOUND - Person-Trips to NECRA Destinations by Transport Mode: 1968-1971

104.0 Total NECRA Person-Trips

NECRA Destination	Person-Trips		Percent Distribution by Reason for Travel					
	Millions	Percent	Home %	Business	Work	Pleasure	Student	Personal & Other
1968 TOTAL	1.7	100.0	100.0	40.1	27.3	16.7	2.3	8.6
Short Haul		10.7	100.0	35.6	42.4	6.7	0	5.4
Photo/Bikes/Trim		10.0	100.0	43.1	35.1	5.0	9.7	6.6
NYC/NEMJ		60.0	100.0	40.3	24.8	25.4	4	7.0
Sight/Hills		7.0	100.0	40.9	35.0	6.0	12.4	6.0
Boston/Plus		11.0	100.0	99	99	99	99	99
1969 TOTAL	1.8	100.0	100.0	38.6	35.0	10.7	6.3	6.7
Short Haul		14.3	100.0	40.2	39.6	20.1	4	10.5
Photo/Bikes/Trim		6.3	100.0	27.0	15.9	13.0	-	12.0
NYC/NEMJ		50.9	100.0	20.3	26.5	21.2	5.0	9.2
Sight/Hills		5.7	100.0	0	0	0	0	0
Boston/Plus		11.0	100.0	00	00	00	00	00
1970 TOTAL	1.8	100.0	100.0	44.0	35.0	14.0	1.0	10.0
Short Haul		16.0	100.0	47.2	25.7	9.3	-	17.7
Photo/Bikes/Trim		0.5	100.0	27.6	53.0	7.0	2.6	8.8
NYC/NEMJ	-	47.0	100.0	35.1	31.5	16.1	1.5	9.9
Sight/Hills		7.7	100.0	35.7	17.0	15.7	2.5	8.1
Boston/Plus		9.1	100.0	00	00	00	00	00
1971 TOTAL	1.8	100.0	100.0	40.5	35.1	17.3	3.6	10.3
Short Haul		12.4	100.0	44.0	35.0	16.1	4.0	1.0
Photo/Bikes/Trim		0.3	100.0	40.3	30.0	11.1	1.5	9.7
NYC/NEMJ		53.7	100.0	35.6	35.1	16.3	1	10.6
Sight/Hills		12.5	100.0	45.7	16.2	6.1	12.5	3.0
Boston/Plus		12.0	100.0	00	00	00	00	00

104.1 Auto Trips (Person)

NECRA Destination	Person-Trips		Percent Distribution by Reason for Travel					
	Millions	Percent	Home %	Business	Work	Pleasure	Student	Personal & Other
1968 TOTAL	0	100.0	100.0	35.1	37.0	10.0	2.3	14.5
Short Haul		0.3	100.0	*	*	*	*	*
Photo/Bikes/Trim		0.5	100.0	*	*	*	*	*
NYC/NEMJ		0.0	100.0	10.0	45.0	35.0		10.0
Sight/Hills		1.2	100.0	40.0	25.0	0.0	12.0	0.0
Boston/Plus		20.0	00	00	00	00	00	00
1969 TOTAL	1.1	100.0	100.0	21.0	31.1	30.0	11.0	10.0
Short Haul		7.0	100.0	*	*	*	*	*
Photo/Bikes/Trim		0.2	100.0	*	*	*	*	*
NYC/NEMJ		0.0	100.0	20.0	30.0	71.0	0.0	13.2
Sight/Hills		0.5	100.0	*	*	*	*	*
Boston/Plus		17.4	100.0	00	00	00	00	00
1970 TOTAL	0	100.0	100.0	31.1	35.0	30.0	2.0	12.0
Short Haul		0.2	100.0	*	*	*	*	*
Photo/Bikes/Trim		11.3	100.0	*	*	*	*	*
NYC/NEMJ		0.0	100.0	11.0	40.1	22.1	2.2	16.1
Sight/Hills		13.5	100.0	*	*	*	*	*
Boston/Plus		17.1	100.0	00	00	00	00	00
1971 TOTAL	1.2	100.0	100.0	30.2	35.0	30.6	2.1	13.5
Short Haul		7.7	100.0	*	*	*	*	*
Photo/Bikes/Trim		0.0	100.0	*	*	*	*	*
NYC/NEMJ		0.9	100.0	10.0	40.7	21.2	-	14.2
Sight/Hills		10.0	100.0	40.4	14.2	2.7	2.1	12.0
Boston/Plus		10.5	100.0	00	00	00	00	00

104.2 Bus Trips (Person)

NECRA Destination	Person-Trips		Percent Distribution by Reason for Travel					
	Millions	Percent	Home %	Business	Work	Pleasure	Student	Personal & Other
1968 TOTAL	1	100.0	100.0	13.1	20.2	40.0	4.4	8.0
Short Haul		0.7	100.0	*	*	*	*	*
Photo/Bikes/Trim		12.1	100.0	*	*	*	*	*
NYC/NEMJ		70.0	100.0	0.7	31.0	53.0	-	5.0
Sight/Hills		4.4	100.0	*	*	*	*	*
Boston/Plus		-	100.0	00	00	00	00	00
1969 TOTAL	1	100.0	100.0	0.4	23.0	20.0	20.0	11.0
Short Haul		0.2	100.0	*	*	*	*	*
Photo/Bikes/Trim		0.0	100.0	*	*	*	*	*
NYC/NEMJ		65.7	100.0	*	*	*	*	*
Sight/Hills		1.2	100.0	*	*	*	*	*
Boston/Plus		10.0	100.0	00	00	00	00	00
1970 TOTAL	2	100.0	100.0	40.5	20.0	20.0	1.7	1.7
Short Haul		0.1	100.0	*	*	*	*	*
Photo/Bikes/Trim			100.0	*	*	*	*	*
NYC/NEMJ		00.0	100.0	20.0	10.2	20.4	2.4	1.2
Sight/Hills			100.0	*	*	*	*	*
Boston/Plus		21.2	100.0	00	00	00	00	00
1971 TOTAL	1	100.0	100.0	12.0	41.0	20.0	-	0.1
Short Haul		0.0	100.0	*	*	*	*	*
Photo/Bikes/Trim		0.0	100.0	*	*	*	*	*
NYC/NEMJ		70.5	100.0	11.0	0.0	0.0	-	0.2
Sight/Hills		0.0	100.0	*	*	*	*	*
Boston/Plus		0.1	100.0	00	00	00	00	00

104.3 Rail Trips (Person)

NECRA Destination	Person-Trips		Percent Distribution by Reason for Travel					
	Millions	Percent	Home %	Business	Work	Pleasure	Student	Personal & Other
1968 TOTAL	1	100.0	100.0	*	*	*	*	*
Short Haul		3.0	100.0	*	*	*	*	*
Photo/Bikes/Trim		0.0	100.0	*	*	*	*	*
NYC/NEMJ		90.0	100.0	*	*	*	*	*
Sight/Hills		6.1	100.0	*	*	*	*	*
Boston/Plus		7.3	100.0	00	00	00	*	00
1969 TOTAL	1	100.0	100.0	*	*	*	*	*
Short Haul		12.0	100.0	*	*	*	*	*
Photo/Bikes/Trim		4.0	100.0	*	*	*	*	*
NYC/NEMJ		60.2	100.0	*	*	*	*	*
Sight/Hills		3.2	100.0	*	*	*	*	*
Boston/Plus		17.0	100.0	00	00	00	*	00
1970 TOTAL	1	100.0	100.0	*	*	*	*	*
Short Haul		0.0	100.0	*	*	*	*	*
Photo/Bikes/Trim		13.4	100.0	*	*	*	*	*
NYC/NEMJ		70.0	100.0	*	*	*	*	*
Sight/Hills		3.6	100.0	*	*	*	*	*
Boston/Plus		1.7	100.0	00	00	*	*	00
1971 TOTAL	1	100.0	100.0	*	*	*	*	*
Short Haul		0.3	100.0	*	*	*	*	*
Photo/Bikes/Trim		27.0	100.0	*	*	*	*	*
NYC/NEMJ		60.4	100.0	*	*	*	*	*
Sight/Hills		1.0	100.0	*	*	*	*	*
Boston/Plus		10.5	100.0	00	00	*	*	00

104.4 Air Trips (Person)

NECRA Destination	Person-Trips		Percent Distribution by Reason for Travel					
	Millions	Percent	Home %	Business	Work	Pleasure	Student	Personal & Other
1968 TOTAL	0	100.0	100.0	41.0	40.0	4.0	1.0	2.0
Short Haul		10.1	100.0	45.0	35.0	3.0	1.3	3.0
Photo/Bikes/Trim		12.3	100.0	*	*	*	*	*
NYC/NEMJ		71.0	100.0	0.0	6.1	5.0	1	2.3
Sight/Hills		-	100.0	*	*	*	*	*
Boston/Plus		-	100.0	00	00	00	00	00
1969 TOTAL	0	100.0	100.0	7.0	12.1	0.0	7	4.0
Short Haul		0.3	100.0	7.0	10.1	4.0	0	7.3
Photo/Bikes/Trim		0.0	100.0	*	*	*	*	*
NYC/NEMJ		0.7	100.0	7.0	0.6	10.7	0	2.2
Sight/Hills		2	100.0	-	100.0			
Boston/Plus			100.0	00	00	00	00	00
1970 TOTAL	0	100.0	100.0	7.0	12.0	0.7	2	0.0
Short Haul		0.1	100.0	0.0	12.0	3.7	-	11.0
Photo/Bikes/Trim		7.0	100.0	*	*	*	*	*
NYC/NEMJ		0.7	100.0	10.0	0.2	40.0	-	0.2
Sight/Hills		3	100.0	*	*	*	*	*
Boston/Plus		-	100.0	00	00	00	00	00
1971 TOTAL	0	100.0	100.0	7.0	10.1	1.0	1.0	0.7
Short Haul		7.3	100.0	0.2	20.2	1.0	0.0	0.7
Photo/Bikes/Trim		13.1	100.0	*	*	*	*	*
NYC/NEMJ		0.2	100.0	7.0	10.0	2.3	-	0.7
Sight/Hills		2	100.0	*	*	*	*	*
Boston/Plus		-	100.0	00	00	00	00	00

104.5 Other Trips (Person)

NECRA Destination	Person-Trips		Percent Distribution by Reason for Travel					
	Millions	Percent	Home %	Business	Work	Pleasure	Student	Personal & Other
1968 TOTAL	-	100.0	100.0	*	*	*	*	*
Short Haul		12.0	100.0	*	*	*	*	*
Photo/Bikes/Trim		12.0	100.0	*	*	*	*	*
NYC/NEMJ		70.0	100.0	*	*	*	*	*
Sight/Hills		-	100.0	*	*	*	*	*
Boston/Plus		-	100.0	00	00	00	00	00
1969 TOTAL	-	100.0	100.0	*	*	*	*	*
Short Haul		0.0	100.0	*	*	*	*	*
Photo/Bikes/Trim		-	100.0	*	*	*	*	*
NYC/NEMJ		0.0	100.0	*	*	*	*	*
Sight/Hills		0.7	100.0	*	*	*	*	*
Boston/Plus		2.0	100.0	00	00	00	00	00
1970 TOTAL	-	100.0	100.0	*	*	*	*	*
Short Haul		13.0	100.0	*	*	*	*	*
Photo/Bikes/Trim		27.0	100.0	*	*	*	*	*
NYC/NEMJ		0.3	100.0	*	*	*	*	*
Sight/Hills		-	100.0	*	*	*	*	*
Boston/Plus		-	100.0	00	00	00	00	00
1971 TOTAL	-	100.0	100.0	*	*	*	*	*
Short Haul		7.0	100.0	*	*	*	*	*
Photo/Bikes/Trim		10.5	100.0	*	*	*	*	*
NYC/NEMJ		0.0	100.0	*	*	*	*	*
Sight/Hills		3.2	100.0	*	*	*	*	*
Boston/Plus		10.0	100.0	00	00	00	00	00

* Insufficient number of observations to analyze

** Data Reporting from data suppressed

APPENDIX A

GLOSSARY OF TERMS

NECRA HOUSEHOLD INFORMATION

Household

Travel reports were obtained from a sample of households located in the Northeast Corridor Reporting Areas. A household comprises all persons who occupy a "housing unit;" that is, a house, an apartment, or other group of rooms, or a room that constitutes separate living quarters. The term "household," is more inclusive than "family," as it includes not only persons related by blood, marriage, or adoption, but also unrelated persons, if any, who regularly live in the housing unit.

Occupation of Head of Household

The heads of households were classified into 12 classes and combined into five main groups, as follows:

1. *Professional/Managerial*, which includes (a) professional and technical workers, (b) farmers and farm managers, and (c) other managers.
2. *Clerical and Sales*, which includes (a) clerical and Kindred workers and (b) sales workers.
3. *Craftsmen and Laborers*, which includes (a) craftsmen, (b) operatives, (c) farm laborers, and (d) others.
4. *Service and Private*, which includes (a) service workers, and (b) private household workers.
5. *Other*, which includes retired, unemployed and those heads of households whose occupations were not reported, as well

as members of the household who were in the Armed Forces and who took trips while not under military orders.

Income

Income in the household was determined from Bureau of Census demographic records summarized in the following categories:

Under $4,000
$ 4,000 to $ 5,999
$ 6,000 to $ 7,499
$ 7,500 to $ 9,999
$10,000 to $14,999
$15,000 to $24,999
$25,000 and over

Origin

The Northeast Corridor Reporting Areas consisted of eleven major metropolitan areas stretching almost continuously from the Washington, D.C. area to the Boston, Massachusetts area. Ten of these metropolitan areas are Standard Metropolitan Statistical Areas (SMSA's), and one, Northeast New Jersey, is composed of three SMSA's and two counties. Person trips originating in these areas are further separated into those that terminate within major metropolitan areas and those that terminate outside these metropolitan areas. See Table A in Chapter 1, for a description and listing of the eleven metropolitan areas and their grouping into five major Northeast Corridor Reporting Areas.

Education

The education of the head of household was determined from Bureau of Census demographic records, summarized in the following categories:

None or Elementary
High School
College
No Answer

TRIP INFORMATION (NUMBERS REFER TO QUESTIONNAIRE - APPENDIX D)

Q.1 Destination of Trip

If more than one place was visited, the destination was the farthest point visited.

The questionnaire requested the city or state or county of destination, farthest place visited, for each trip. This information was used to identify Northeast Corridor Reporting Area destinations and all other destinations outside the Northeast Corridor. (Straight line miles or the person-miles were not tabulated.)

Q.2 Seasonality

The survey forms requested the month that the trip ended. In reviewing the data, information was grouped by quarters, using the adjusted results for the full year.

Q.3 Number of Persons on the Trip

This term is used as a measure of the size of the travel party in terms of the number of persons from a household who went together on a trip. The term *travel party* is widely used in travel publications, but it usually refers to the total number in the traveling group irrespective of the relationship among the individuals. In this report, the number of persons on a trip was based on the total from reporting households in order to avoid duplicate counting, because the other households also had a chance of being drawn in the sample.

Q.4 Mode of Transport

Information was collected for the following means of transport, not including local transportation.

Auto
Bus
Rail
Airline - Commercial
Other - describe

Q.5 Reason for Trip

Respondent was asked to indicate the main reason for taking the specific trip by checking one of the six following items:

Business (including convention)
Visit relatives or friends
Other pleasure
Personal or family affairs
Student going to school
Other - Describe

Generally, the explanation of "other" indicated that the purpose could be classified in one of the other items and was accordingly changed during the edit process. If two or more items were checked, a single main purpose was selected, usually on the basis of comments or answers to other questions on the form.

The main purpose for the trip was ascribed to each person on the trip. If a trip was taken by the head of the household, his wife, and child to visit friends and relatives, three person-trips were counted for the visit. Similarly, if the trip had been primarily for business, three person trips were counted for business. It is assumed that the main purpose was the reason that "sparked" the trip.

Q.6 Was this a Commuting Trip?

Information was compiled separately for commuting and non-commuting trips. Reported commuting trips have been excluded in this report for the NECTS.

APPENDIX B

1967 CENSUS OF TRANSPORTATION PROGRAM

The census of transportation together with the censuses of business, manufacturers, and mineral industries comprise the economic census program of the Bureau of the Census. This program is required by law under Title 13 of the United States Code, Sections 131 and 224. The last economic census collected statistics for the year 1967. Currently, an economic census is in process for 1972. Future censuses are scheduled by law at 5-year intervals.

A large segment of transportation data is available from regulatory and other government agencies and private organizations. For that reason, the statutory provisions concerning the census of transportation directed the Bureau to collect the kinds of data that were not publicly available from other sources. The objective was to avoid duplication and fill important gaps in transportation information.

The census of transportation was undertaken for the first time on a national basis in 1963. The 1967 census was taken under three separate surveys - National Travel, Truck Inventory and Use, and Commodity Transportation - each on a sample basis. The surveys are independent of each other, and the results are published in three distinct series of reports, described below.

VOLUME I - NATIONAL TRAVEL SURVEY

The 1967 National Travel Survey (NTS) was concerned with the volume and characteristics of travel by residents of the United States during the year 1967. The survey consisted of a nationwide

probability sample of about 18,000 households who reported quarterly by mail. The NTS data show about 18,000 households who reported quarterly by mail. The NTS data show the estimated number of households in which someone took one or more trips, persons who took at least one trip, person trips, person nights, and person-miles. Data are shown by such travel characteristics as means of transport, purpose of trip, duration of trip, distance, size of party, type of lodging, origin and destination regions, and by such household characteristics as family income level, occupation and education of household head, and age of traveler.

VOLUME II - TRUCK INVENTORY AND USE SURVEY

This survey presents data on the nation's truck resources, other than vehicles owned by Federal, state, and local government agencies. The survey consists of a probability sample of motor truck licenses in each of the 50 States and the District of Columbia. The data show the number of trucks and tractor-trailer combinations, truck miles, and average miles per truck by such characteristics as major use, body type, body size, vehicle-size class, year model, type of fuel, range of operation, vehicle type and axle arrangement, products carried, and maintenance.

Data are published for each of the 50 states, the District of Columbia, the nine geographic divisions, and the United States as a whole.

VOLUME III - COMMODITY TRANSPORTATION SURVEY

This survey presents data on the transportation and geographic distribution of commodities shipped intercity by the industrial sector of the United States. A probability sample of about 1.4

million bills of lading or other shipping documents was selected from the files of approximately 13,000 manufacturers throughout the country representing the universe of about 100,000 plants with total employment of 20 or more employees. The data are classified as follows:

1. Shipper groups and shipper classes;
2. Geographic areas, such as production areas, geographic divisions, and selected States; and
3. Commodity groups.

Data are shown for tons and ton miles by means of transport, length of haul, commodity, weight, origin and destination areas, size of plant based on total employment, and availability of transport facilities. Percentage distributions of shipments by means of transport, distance shipped, and availability of transportation facilities are also presented for smaller manufacturing establishments.

APPENDIX C

BUREAU OF CENSUS PRIMARY SAMPLING UNITS (PSU'S)

The current Bureau of Census Population Survey sample is located in 449 sample areas comprising 863 counties and independent cities with coverage in every State and the District of Columbia. In all, some 60,000 housing units or other living quarters are designated for the sample each month; about 52,500 of them, containing about 105,000 persons 16 years and over, are occupied by households eligible for interview. The remainder are units found to be vacant, converted to non-residential use, containing persons with residence elsewhere, and others for which no interview is required. Of the occupied units eligible for enumeration, about 4 to 6 percent are not interviewed in a given month, because the residents are not found at home after repeated calls, are temporarily absent, or are unavailable for other reasons.[1/]

Selection of sample areas

The entire area of the United States, consisting of 3,128 counties and independent cities, was divided into 1,913 primary sampling units. With some minor exceptions, a primary sampling unit (PSU) consists of a county or a number of contiguous counties. Each of the 212 standard metropolitan statistical areas (SMSA's) constituted a separate PSU. Outside SMSA's, counties normally were

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[1/] The detailed description of the sample design and technical phases of the program in U.S. Bureau of the Census, Technical Paper No. 7, "The Current Population Survey-A Report on Methodology," Washington, D.C., 1963, is still largely applicable to the present survey.

U.S. Bureau of the Census, Concepts and Methods Used in MANPOWER STATISTICS from the CURRENT POPULATION SURVEY, BLS Report No. 313,

combined, except where the geographic area of the single county was excessive. In combining counties to form PSU's each PSU was defined so as to be as heterogeneous as possible. Greater heterogeneity could be accomplished by including more counties. However, another important consideration was to have the PSU sufficiently compact in area so that a small sample spread throughout it could be efficiently canvassed without undue travel cost. A typical primary sampling unit, for example, included both urban and rural residents of both high and low economic levels and provided, to the extent feasible, diverse occupations and industries.

The PSU's were then grouped into 357 strata. Among these PSU's, 107 of the largest Standard Metropolitan Statistical Areas (including all those with more than 250,000 inhabitants) and five other areas (not SMSA's) were strata by themselves. In general, however, a stratum consisted of a set of PSU's as much alike as possible in various characteristics, such as geographic region, population density, rate of growth in the 1950-1960 decade, proportion nonwhite, principal industry, type of agriculture, and so on. Except for the 112 areas mentioned above, each of which is a complete stratum, the strata were established so that their sizes in terms of 1960 population were approximately equal. Where a PSU was a stratum by itself, it automatically fell in the sample. The other 245 strata were divided into two random halves, one half containing 122 strata and the other half containing the remaining 123 strata. In each of the 122 strata, one PSU was selected in a random manner for inclusion in the sample, the selection having been made in such a way that the probability of selection of any one unit was proportionate to its 1960 population. For example, within a

stratum the chance that a PSU with a population of 50,000 would be selected was twice that of a unit with a population of 25,000.

In each of the 123 strata, two PSU's were selected independently with replacement for inclusion in the sample, again in such a way that the probability of selection of each PSU was proportionate to its 1960 population. Since within each such stratum the two PSU's were selected with replacement, it sometimes happended that the same PSU was selected both times. This occurred in 31 cases; in the other 92 strata two separate PSU's were selected, giving a total of 184.

The resulting 449 areas are those in which the survey is being conducted. For the most part, these areas would remain in the sample until the results of the next decennial census are available.

Selection of sample households

The overall sampling ratio used at the time (1967) in the 449-area design was 1 in 1,170. The sampling ratio was modified slightly over time, as the size of the sample was held relatively constant despite the overall growth of the population. The within-PSU sampling ratio was determined in such a way that the overall sampling rate for each household included in the survey was equal to 1 in 1,170.

Within each of the 449 PSU's, the number of households to be enumerated each month was determined by the application of the within-PSU sampling ratio rather than through the assignment of a fixed quota. This procedure made it possible for the sample to reflect any shifts in population. For example, if on the basis of the 1960 Census a sample ratio of 1 in every 150 were used in a sample area, the number of households found in the sample would be

larger than that obtained by a fixed quota in areas where the number of households had increased since the census. In areas where the number of households had declined, the number of sample households selected would be smaller. In this way, the sample properly reflected the changing distribution of the population and avoided the distortion which would result from the application of fixed quotas of households, or persons, based on the population at an earlier data.

Within each designated PSU, several stages of sampling could be used in selecting the units to be enumerated. The first step was the selection of a sample of census enumeration districts (ED's), which are administrative units used in the 1960 census and contain, on the average, about 250 households. These were selected systematically from a geographically arranged listing, so that the sample ED's were spread over the entire PSU. The probability of selection of any one ED was proportionate to its 1960 population.

The next step was to select a cluster of approximately six households to be enumerated within each designated ED. This was done, wherever possible, from the list of addresses for the ED compiled during the 1960 Census or, if the addresses were incomplete or inadequate, by area sampling methods. The address lists were used in about two-thirds of the cases, primarily in urban areas, whereas area sampling was applied in the remainder. Prior to the updating of the sample in 1961-1963, area sampling was used throughout. The change to list sampling, were feasible, was made because it permits a greater control over cluster size and thereby results in somewhat reduced sampling errors; it is also a more economical procedure. In using the census lists, a systematic sample of

clusters of 18 consecutive addresses was selected from the ED and every third address within the cluster was designated for the current sample. This provided a slightly more reliable sample than would have been the case for a cluster of six consecutive units, and the remaining 12 units in the larger cluster were available for future samples.

The list sample was supplemented by a selection of the appropriate proportion of units newly constructed in the PSU since the census date, obtained mainly from records of building permits maintained by the offices responsible for issuing permits in that area. A special procedure of updating parts of the census lists was also followed to reflect units missed in the census or new construction in areas where there was no adequate system of building permits.

In those enumeration districts where area sampling methods were used--mainly rural areas--the ED's were subdivided into segments, that is, small land areas with well-defined boundaries having in general an expected "size" of about six housing units or other living quarters. Where roads, streams, and other terrain features that could be used to subdivide an enumeration district were insufficient, some of the resultant segments could be several times the desired average "size" of six households. For each subdivided enumeration district, one segment was designated for the sample, with the probability of selection proportionate to the estimated "size" of the segment. Where available advance information indicated that a selected segment contained about six households, all units within the segment boundaries were included in the sample. In cases where the advance information indicated a segment

"size" of several times six units, a field listing was made of all living quarters in the segment and a systematic sample drawn so as to achieve the equivalent of a segment which was canvassed completely.

APPENDIX D

NORTHEAST CORRIDOR TRAVEL SURVEY - CENSUS REPORTING FORMS

[illegible]

[illegible]

[illegible]

[illegible]

1971 [illegible] TRAVEL SURVEY

[illegible]

[illegible]

SECTION 1

The purpose of this survey is to provide a record of all trips by members of this household ending in 1971—from NEW YEAR'S DAY to the end of the year.

A report form will be mailed to you every three months until the end of the year to bring the travel information up to date.

A person takes a "trip" each time he or she goes to a place at least 50 miles away from home in one day or is out of town (even a short distance) one or more nights. Each trip starts at home and ends at home. This is true even for occasions that involve extended periods of time—such as students attending college, persons employed on out-of-town projects, etc. Such a trip starts when the person last left home and ends on his return.

Do not include travel as part of an operating crew of a train, plane, bus, truck, or ship.

Telephone No. [illegible]

[illegible]

See Section 1, item 1.

2. Since you last reported:

a. Has anyone in this household taken a one-day trip to a place at least 50 miles from home and returned the same day?

1 ☐ Yes 2 ☐ No

b. Has anyone in this household been out-of-town one or more nights?

1 ☐ Yes 2 ☐ No

If "Yes" to EITHER or BOTH questions, please describe each trip in SECTION 2.

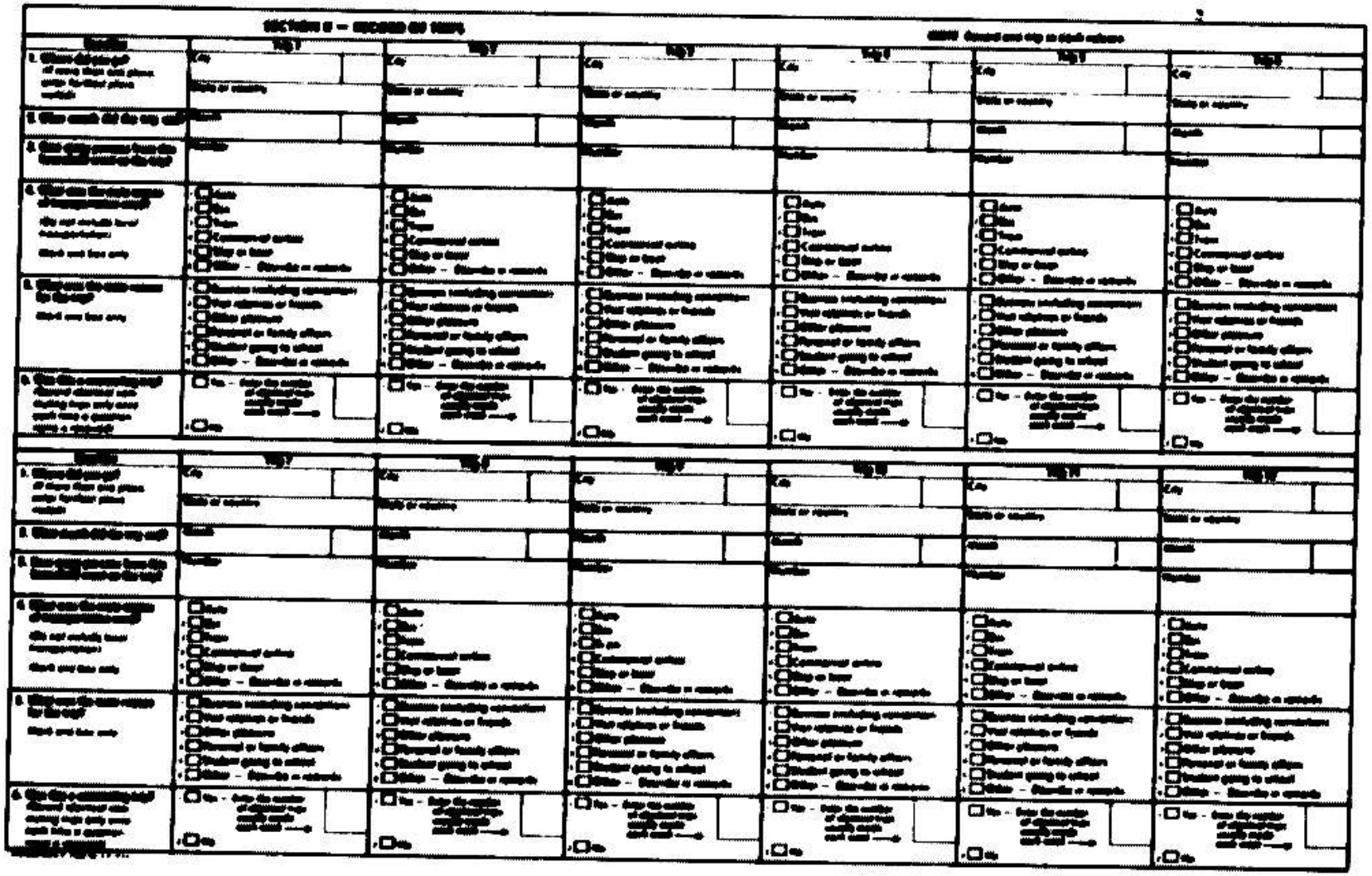
If "No" to both questions, STOP here and return the questionnaire.

1. Information reported previously is summarized below. If more than [illegible] trips have been reported earlier, only the last [illegible] are shown.

Destination	Month

Remarks

[illegible]



1972 NORTHEAST CORRIDOR

TRAVEL SURVEY

[illegible]

[illegible]

The purpose of this survey is to provide a record of all trips by members of this household during 1972 — from NEW YEARS DAY to the end of the year.

A report form will be mailed to you every three months until the end of the year to bring the travel information up to date.

A person takes a "trip" each time he or she goes to a place or from 50 miles away from home in one day or as part of travelling a short distance one or more nights. Each trip starts at home and ends at home. This is true even for vacations that involve extended periods of time, such as students attending college, persons employed at out-of-town jobs, etc. Each a trip starts when the person has left home and ends on his return.

Do not include travel as part of an operating crew of a train, plane, bus, truck, or ship.

[illegible]

1. [illegible]

[illegible]	[illegible]

[illegible]

[illegible]

[illegible]

SECTION 3 — RECORD OF TRIPS						
Question	Trip 1	Trip 2	Trip 3	Trip 4	Trip 5	Trip 6
1. Where did you go?	City State or country	City State or country	City State or country	City State or country	City State or country	City State or country
2. What month did this trip start?	Month	Month	Month	Month	Month	Month
3. How many persons from this household took this trip?	Number	Number	Number	Number	Number	Number
4. What was the main mode of transportation used? (Do not include local transportation. Mark one box only.)	☐ Auto ☐ Bus ☐ Train ☐ Commercial airline ☐ Ship or boat ☐ Other: Specify in remarks	☐ Auto ☐ Bus ☐ Train ☐ Commercial airline ☐ Ship or boat ☐ Other: Specify in remarks	☐ Auto ☐ Bus ☐ Train ☐ Commercial airline ☐ Ship or boat ☐ Other: Specify in remarks	☐ Auto ☐ Bus ☐ Train ☐ Commercial airline ☐ Ship or boat ☐ Other: Specify in remarks	☐ Auto ☐ Bus ☐ Train ☐ Commercial airline ☐ Ship or boat ☐ Other: Specify in remarks	☐ Auto ☐ Bus ☐ Train ☐ Commercial airline ☐ Ship or boat ☐ Other: Specify in remarks
5. What was the main reason for this trip? (Mark one box only.)	☐ Business including conventions ☐ Visit relatives or friends ☐ Other pleasure ☐ Personal or family affairs ☐ Student going to school ☐ Other: Specify in remarks	☐ Business including conventions ☐ Visit relatives or friends ☐ Other pleasure ☐ Personal or family affairs ☐ Student going to school ☐ Other: Specify in remarks	☐ Business including conventions ☐ Visit relatives or friends ☐ Other pleasure ☐ Personal or family affairs ☐ Student going to school ☐ Other: Specify in remarks	☐ Business including conventions ☐ Visit relatives or friends ☐ Other pleasure ☐ Personal or family affairs ☐ Student going to school ☐ Other: Specify in remarks	☐ Business including conventions ☐ Visit relatives or friends ☐ Other pleasure ☐ Personal or family affairs ☐ Student going to school ☐ Other: Specify in remarks	☐ Business including conventions ☐ Visit relatives or friends ☐ Other pleasure ☐ Personal or family affairs ☐ Student going to school ☐ Other: Specify in remarks
6. Was this a vacation trip? (Exclude business conventions, visits only to relatives or friends, or attendance at a conventions or seminars)	☐ Yes: Enter the number of nights you actually spent each night → ☐ No	☐ Yes: Enter the number of nights you actually spent each night → ☐ No	☐ Yes: Enter the number of nights you actually spent each night → ☐ No	☐ Yes: Enter the number of nights you actually spent each night → ☐ No	☐ Yes: Enter the number of nights you actually spent each night → ☐ No	☐ Yes: Enter the number of nights you actually spent each night → ☐ No

Question	Trip 7	Trip 8	Trip 9	Trip 10	Trip 11	Trip 12
1. Where did you go?	City State or country	City State or country	City State or country	City State or country	City State or country	City State or country
2. What month did this trip start?	Month	Month	Month	Month	Month	Month
3. How many persons from this household took this trip?	Number	Number	Number	Number	Number	Number
4. What was the main mode of transportation used? (Do not include local transportation. Mark one box only.)	☐ Auto ☐ Bus ☐ Train ☐ Commercial airline ☐ Ship or boat ☐ Other: Specify in remarks	☐ Auto ☐ Bus ☐ Train ☐ Commercial airline ☐ Ship or boat ☐ Other: Specify in remarks	☐ Auto ☐ Bus ☐ Train ☐ Commercial airline ☐ Ship or boat ☐ Other: Specify in remarks	☐ Auto ☐ Bus ☐ Train ☐ Commercial airline ☐ Ship or boat ☐ Other: Specify in remarks	☐ Auto ☐ Bus ☐ Train ☐ Commercial airline ☐ Ship or boat ☐ Other: Specify in remarks	☐ Auto ☐ Bus ☐ Train ☐ Commercial airline ☐ Ship or boat ☐ Other: Specify in remarks
5. What was the main reason for this trip? (Mark one box only.)	☐ Business including conventions ☐ Visit relatives or friends ☐ Other pleasure ☐ Personal or family affairs ☐ Student going to school ☐ Other: Specify in remarks	☐ Business including conventions ☐ Visit relatives or friends ☐ Other pleasure ☐ Personal or family affairs ☐ Student going to school ☐ Other: Specify in remarks	☐ Business including conventions ☐ Visit relatives or friends ☐ Other pleasure ☐ Personal or family affairs ☐ Student going to school ☐ Other: Specify in remarks	☐ Business including conventions ☐ Visit relatives or friends ☐ Other pleasure ☐ Personal or family affairs ☐ Student going to school ☐ Other: Specify in remarks	☐ Business including conventions ☐ Visit relatives or friends ☐ Other pleasure ☐ Personal or family affairs ☐ Student going to school ☐ Other: Specify in remarks	☐ Business including conventions ☐ Visit relatives or friends ☐ Other pleasure ☐ Personal or family affairs ☐ Student going to school ☐ Other: Specify in remarks
6. Was this a vacation trip? (Exclude business conventions, visits only to relatives or friends, or attendance at a conventions or seminars)	☐ Yes: Enter the number of nights you actually spent each night → ☐ No	☐ Yes: Enter the number of nights you actually spent each night → ☐ No	☐ Yes: Enter the number of nights you actually spent each night → ☐ No	☐ Yes: Enter the number of nights you actually spent each night → ☐ No	☐ Yes: Enter the number of nights you actually spent each night → ☐ No	☐ Yes: Enter the number of nights you actually spent each night → ☐ No