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**Selected  
Characteristics of  
Travel to Work in 21  
Metropolitan  
Areas: 1975**

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### **SYMBOLS USED IN TABLES**

- Represents zero.
- B** Base less than 5,000.
- ...** Not applicable.

# Selected Characteristics of Travel to Work in 21 Metropolitan Areas: 1975

(Data from the Travel-to-Work Supplement to the Annual Housing Survey)

## INTRODUCTION

This report presents results from the Travel-to-Work Supplement to the Bureau's Annual Housing Survey, initiated in 1975 under the sponsorship of the U.S. Department of Transportation (DOT).

Travel-to-work data for the following standard metropolitan statistical areas (SMSA's) are included in this report:

- Atlanta, Ga.
- Chicago, Ill.
- Cincinnati, Ohio-Ky.-Ind.
- Colorado Springs, Colo.
- Columbus, Ohio
- Hartford, Conn.
- Kansas City, Mo.-Kans.
- Madison, Wis.
- Miami, Fla.
- Milwaukee, Wis.
- New Orleans, La.
- Newport News-Hampton, Va.
- Paterson-Clifton-Passaic, N.J.
- Philadelphia, Pa.-N.J.
- Portland, Oreg.-Wash.
- Rochester, N.Y.
- San Antonio, Tex.
- San Bernardino-Riverside-Ontario, Calif.
- San Diego, Calif.
- San Francisco-Oakland, Calif.
- Springfield-Chicopee-Holyoke, Mass.-Conn.

The data presented here are based on the first 4 months of interviews (conducted during the period of April through July 1975) from Group II of the survey's SMSA sample, which represents about one-third of the final sample from that group. Because the findings are more susceptible to sampling error than the complete 12-month data, any interpretation of the data should be made with care.

## MAJOR MODE OF TRANSPORTATION TO WORK

The great majority of the workers in the surveyed metropolitan areas (86 percent of all workers using vehicles) used an

automobile or truck to get to work in 1975 (table A); 68 percent drove alone, while 18 percent traveled in carpools. In contrast, 12 percent of those using vehicles rode on public transportation, and another 2 percent used other means such as bicycles and motorcycles. Five percent of all workers walked to work, while 2 percent worked at home.

**Table A. Major Mode of Transportation To Work,  
For 21 SMSA's: 1975**

[For meaning of symbols, see text]

Mode	Number (thousands)	Percent <sup>1</sup>
All workers.....	12,931	...
Not working at home.....	12,256	...
Workers using vehicles	11,650	100
Auto or truck <sup>2</sup> .....	10,040	86
Drives alone.....	7,877	68
Carpool.....	2,100	18
Shares driving.....	731	6
Drives others.....	541	5
Rides with someone..	829	7
Public transportation <sup>3</sup> ..	1,432	12
Bus or streetcar.....	1,018	9
Subway or elevated....	177	2
Railroad.....	224	2
Other means <sup>4</sup> .....	*179	2
Bicycle.....	*86	1
Walks only.....	605	[5]
Works at home.....	219	[2]
Not reported.....	457	[4]

<sup>1</sup>Percent of workers using vehicles, except percents in square brackets [ ], which are of all workers.

<sup>2</sup>Includes a small number of workers using auto or truck but not specifying type of riding arrangement.

<sup>3</sup>Includes workers using taxicab.

<sup>4</sup>Includes workers using motorcycle and all other means not listed.

Note: Degree of sampling error of the data is indicated with asterisks. In general, the larger the number of asterisks, the lower the reliability. For complete explanation, see section of text on reliability and limitations of the data.

**Public transportation.** The survey data indicate that commuting by public transportation is most common in very large metropolitan areas. The highest rates of travel to work by public transportation occurred in the three largest SMSA's covered in survey Group II, Chicago, San Francisco-Oakland, and Philadelphia, and also in New Orleans (table B). The share of workers commuting by public transportation in these areas ranged from 21 percent in the Chicago SMSA to 14 percent in the New Orleans SMSA. To some extent, the variation among SMSA's in the use of public transportation reflects differences in the type of transportation available. For example, only Chicago, Philadelphia, and San Francisco-Oakland had large numbers of workers traveling to work by railroad; and only workers living in the Paterson-Clifton-Passaic SMSA, in addition to these three areas, had access to subway or elevated service.

Bus or streetcar systems made up practically the entirety of public transportation available in most of the 21 SMSA's; in fact, even in the areas with several types of transit, more workers rode buses or streetcars than any other individual public mode. New Orleans evidenced one of the highest rates of transit use among the SMSA's surveyed despite having only bus or streetcar service. However, in most of the other areas with only bus or streetcar service, the proportion of all vehicle users riding this mode of transportation to work was significantly less than 10 percent.

**Use of automobiles and trucks.** More than 75 percent of the workers in each SMSA using vehicles to get to work used an automobile or truck (table 1). The metropolitan areas with the highest percentages of workers using public transportation—Chicago, San Francisco-Oakland, Philadelphia,

**Table B. Workers Using Public Transportation, for 21 SMSA's and SMSA Transportation Groups: 1975**

[Workers in thousands. SMSA's as of 1970 census; titles abbreviated for convenience. For explanation of transportation groups and meaning of symbols, see text]

SMSA's and SMSA groups	Workers using vehicles									
	Total		Public transportation							
			Total <sup>1</sup>		Bus or streetcar		Subway or elevated		Railroad	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Total, 21 SMSA's.....	11 650	100	1,432	12	1,018	9	177	2	224	2
Group A.....	4,372	100	806	18	444	10	*168	4	*187	4
Paterson.....	449	100	*48	11	**37	8	***2	1	**9	2
Philadelphia.....	1,536	100	264	17	*149	10	*58	4	*57	4
Chicago.....	2,388	100	493	21	*259	11	*108	5	*122	5
Group B.....	1,569	100	*215	14	*169	11	***8	1	**36	2
San Francisco-Oakland.....	1,172	100	*212	18	*166	14	**8	1	**36	3
San Bernardino.....	397	100	***3	1	***3	1	-	-	-	-
Group C-North.....	2,449	100	*159	6	*157	6	-	-	-	-
Hartford.....	255	100	*18	7	*18	7	-	-	-	-
Rochester, N.Y.....	308	100	**18	6	**18	6	-	-	-	-
Columbus, Ohio.....	341	100	**19	6	**19	5	-	-	-	-
Cincinnati.....	510	100	**35	7	**35	7	-	-	-	-
Milwaukee.....	525	100	**46	9	**46	9	-	-	-	-
Kansas City.....	510	100	**22	4	**21	4	-	-	-	-
Group C-South and West.....	2,752	100	228	8	224	8	-	-	-	-
Atlanta.....	594	100	*57	10	*55	9	-	-	-	-
Miami.....	502	100	**40	8	**40	8	-	-	-	-
New Orleans.....	384	100	*55	14	*53	14	-	-	-	-
San Antonio.....	315	100	**16	5	**16	5	-	-	-	-
Portland, Oreg.....	420	100	**33	8	**32	8	-	-	-	-
San Diego.....	536	100	**28	5	**28	5	-	-	-	-
Group D.....	508	100	*25	5	*24	5	-	-	-	-
Springfield, Mass.....	174	100	**8	4	**7	4	-	-	-	-
Madison.....	121	100	**10	8	**10	8	-	-	-	-
Newport News-Hampton.....	110	100	**6	5	**6	5	-	-	-	-
Colorado Springs.....	103	100	***1	1	***1	1	-	-	-	-

<sup>1</sup> Includes workers using taxicab.

Note: Degree of sampling error of the data is indicated with asterisks. In general, the larger the number of asterisks, the lower the reliability. For complete explanation, see section of text on reliability and limitations of the data.

and New Orleans—also exhibited lower rates of automobile or truck use than most of the other SMSA's. Use of automobiles and trucks was also relatively low in Madison, the main location of the University of Wisconsin, where it was offset by comparatively higher rates of bicycling and walking to work than in most of the 20 other SMSA's, and a fairly high rate of commuting by bus.

**Carpooling.** Workers living in the San Francisco-Oakland metropolitan area evidenced a lower percentage of carpooling

(14 percent) than workers residing in the other surveyed SMSA's. On the other hand, no SMSA had a higher rate of ride-sharing than Newport News-Hampton (27 percent), although a statistically comparable carpooling rate (24 percent) was found in both the Kansas City and Rochester SMSA's. When carpoolers are viewed as a proportion of all workers who use automobiles and trucks (table C), the data show that in each SMSA fewer than one worker in three drove or rode to work with others.

**Table C. Incidence of Carpooling Among Workers Commuting by Automobile or Truck, for 21 SMSA's and SMSA Transportation Groups: 1975**

[Workers in thousands. SMSA's as of 1970 census; titles abbreviated for convenience. For explanation of transportation groups, see text]

SMSA's and SMSA groups	Workers commuting by auto or truck					
	Total <sup>1</sup>		Drives alone		Carpool	
	Number	Percent	Number	Percent	Number	Percent
Total, 21 SMSA's.....	10,040	100	7,877	78	2,100	21
Group A.....	3,522	100	2,788	79	710	20
Paterson.....	395	100	315	80	*74	19
Philadelphia.....	1,255	100	995	79	253	20
Chicago.....	1,872	100	1,478	79	*383	20
Group B.....	1,313	100	1,078	82	*226	17
San Francisco-Oakland.....	931	100	765	82	*159	17
San Bernardino.....	383	100	314	82	*68	18
Group C-North.....	2,263	100	1,714	76	537	24
Hartford.....	235	100	181	77	*52	22
Rochester, N.Y.....	284	100	210	74	*73	26
Columbus, Ohio.....	317	100	249	79	*65	21
Cincinnati.....	472	100	360	76	*108	23
Milwaukee.....	472	100	*356	75	*115	24
Kansas City.....	483	100	359	74	*124	26
Group C-South and West.....	2,473	100	1,950	79	509	21
Atlanta.....	533	100	430	81	97	18
Miami.....	454	100	356	78	*95	21
New Orleans.....	323	100	241	75	*81	25
San Antonio.....	297	100	231	78	*66	22
Portland, Oreg.....	378	100	299	79	*76	20
San Diego.....	489	100	*393	80	*94	19
Group D.....	468	100	347	74	118	25
Springfield, Mass.....	163	100	122	75	*40	25
Madison.....	104	100	78	75	*26	25
Newport News-Hampton.....	102	100	*72	71	*30	29
Colorado Springs.....	98	100	76	78	*22	22

<sup>1</sup>Includes a small number of workers using auto or truck but not specifying type of riding arrangement.

Note: Degree of sampling error of the data is indicated with asterisks. In general, the larger the number of asterisks, the lower the reliability. For complete explanation, see section of text on reliability and limitations of the data.

**Use of trucks.** Across all 21 metropolitan areas in 1975, 8 percent of the workers using vehicles used a truck to get to work. However, trucks were a much more important mode in several of the Southwestern and Western SMSA's. When viewed in comparison to the other SMSA's (table D), the data suggest that the rate of truck usage was significantly higher in San Bernardino-Riverside-Ontario, Portland, Colorado Springs, and San Antonio than in most of the other surveyed metropolitan areas.

## CHANGES IN MAJOR MODE OF TRANSPORTATION TO WORK

**Change in use of public transportation: 1970 to 1975.**  
Comparison of the survey data with data from the 1970

census indicates that the use of public transportation decreased by just over 3 percentage points among the 21 SMSA's as a group from 1970 to 1975 (table 2). Statistically significant declines occurred in 14 of the 21 surveyed SMSA's. Although no SMSA seems to have had a larger decline than New Orleans, the results were probably affected by a 3-month disruption in public transportation service due to a labor dispute which had ended just prior to the survey enumeration in that area. The apparent increases in the use of public transportation in the San Francisco-Oakland, Portland, and Madison areas were not statistically significant.

**Recent changes in major mode of transportation to work.**  
Most workers surveyed had not changed their mode of commuting in the 12 months prior to the survey. Across the

**Table D. Workers Commuting by Automobile and Truck, for 21 SMSA's and SMSA Transportation Groups: 1975**

[Workers in thousands. SMSA's as of 1970 census; titles abbreviated for convenience. For explanation of transportation groups, see text]

SMSA's and SMSA groups	Workers commuting by-			Truck as percent of-	
	All vehicles	Auto	Truck	All vehicles	Auto and truck
Total, 21 SMSA's.....	11,650	9,153	887	8	9
Group A.....	4,372	3,342	*180	4	5
Paterson.....	449	378	**17	4	4
Philadelphia.....	1,536	1,168	*87	6	7
Chicago.....	2,388	1,796	**76	3	4
Group B.....	1,569	1,139	*174	11	13
San Francisco-Oakland.....	1,172	827	*104	9	11
San Bernardino.....	397	312	*71	18	19
Group C-North.....	2,449	2,077	*186	8	8
Hartford.....	255	222	**13	5	6
Rochester, N.Y.....	308	258	**26	8	9
Columbus, Ohio.....	341	290	**27	8	9
Cincinnati.....	510	430	***41	8	9
Milwaukee.....	525	448	**24	5	5
Kansas City.....	510	429	*54	11	11
Group C-South and West.....	2,752	2,167	306	11	12
Atlanta.....	594	474	*59	10	11
Miami.....	502	418	**36	7	8
New Orleans.....	384	286	*37	10	11
San Antonio.....	315	251	*46	15	15
Portland, Oreg.....	420	313	*65	15	17
San Diego.....	536	*425	*64	12	13
Group D.....	508	427	*41	8	9
Springfield, Mass.....	174	154	**10	6	6
Madison.....	121	97	**7	6	7
Newport News-Hampton.....	110	94	**9	8	9
Colorado Springs.....	103	83	*15	15	15

Note: Degree of sampling error of the data is indicated with asterisks. In general, the larger the number of asterisks, the lower the reliability. For complete explanation, see section of text on reliability and limitations of the data.

21 SMSA's, 98 percent of the 1975 workers who had used an automobile or truck to get to work in 1974 were still using that mode 1 year later, while 89 percent of those workers who had ridden public transportation remained transit riders (table E). Ten percent of the 1974 public transportation users were using an automobile or truck to get to work in 1975 (6 percent driving alone), while 1 percent of 1974 automobile and truck users had changed to public transportation.

The data indicate that 1 percent of the workers who drove alone in 1974 had changed to carpools by 1975, while 4 percent of those who had been in carpools were driving alone one year later. Among 1975 workers who had been using modes of transportation other than automobiles, trucks, or public transportation in 1974, 11 percent were using an automobile or truck (8 percent driving alone) and 2 percent were riding public transportation in 1975.

**Table E. Mode of Transportation to Work Last Year by Percent Using Current Modes, for 21 SMSA's: 1975**

Mode last year	Current mode						
	All workers <sup>1</sup> (thousands)	Total (percent)	Auto or truck			Public transportation <sup>3</sup>	Other means <sup>4</sup>
			Total <sup>2</sup>	Drives alone	Carpool		
All workers reporting mode used last year.....	12,203	100	81	64	17	11	8
Auto or truck <sup>2</sup> .....	9,809	100	98	77	20	*1	*1
Drives alone.....	7,737	100	98	97	*1	*1	*1
Carpool.....	1,990	100	97	*4	94	**2	**1
Public transportation <sup>3</sup> .....	1,414	100	*10	*6	*3	89	**2
Other means <sup>4</sup> .....	980	100	*11	*8	**3	**2	87

<sup>1</sup>Includes all workers who reported current mode.

<sup>2</sup>Includes a small number of workers using auto or truck but not specifying type of riding arrangement.

<sup>3</sup>Includes bus or streetcar, subway or elevated, railroad, and taxicab.

<sup>4</sup>Includes bicycle, motorcycle, walks to work, works at home, and all other means not listed.

Note: Degree of sampling error of the data is indicated with asterisks. In general, the larger the number of asterisks, the lower the reliability. For complete explanation, see section of text on reliability and limitations of the data.

**Table F. Median Distance From Home to Work, for 21 SMSA's and SMSA Transportation Groups: 1975**

[Workers in thousands. SMSA's as of 1970 census; titles abbreviated for convenience.  
For explanation of transportation groups, see text]

SMSA's and SMSA groups	Total workers <sup>1</sup>	Median distance (miles)	SMSA's and SMSA groups	Total workers <sup>1</sup>	Median distance (miles)
Total, 21 SMSA's.....	11,355	7.5	Group C-North--Con.		
			Milwaukee.....	535	6.1
			Kansas City.....	479	7.8
Group A.....	4,383	7.6	Group C-South and West....	2,570	8.2
Paterson.....	462	6.9	Atlanta.....	542	9.8
Philadelphia.....	1,531	7.5	Miami.....	472	8.3
Chicago.....	2,389	7.7	New Orleans.....	357	5.7
Group B.....	1,505	7.3	San Antonio.....	282	7.7
San Francisco-Oakland....	1,119	7.6	Portland, Oreg.....	404	7.5
San Bernardino.....	385	6.2	San Diego.....	513	9.2
Group C-North.....	2,395	7.2	Group D.....	503	5.8
Hartford.....	255	7.0	Springfield, Mass.....	178	4.9
Rochester, N.Y.....	322	6.7	Madison.....	121	4.9
Columbus, Ohio.....	324	7.6	Newport News-Hampton....	107	7.2
Cincinnati.....	478	8.4	Colorado Springs.....	98	6.8

<sup>1</sup>Includes workers not working at home who reported distance traveled to work.

## TRIP LENGTH AND TRIP DURATION

**Trip length.** The median trip from home to work for the 21 SMSA's as a group was 7.5 miles in 1975 (table F). The data show that the Atlanta SMSA had the longest median trip (9.8 miles); however, it was not significantly different from that of workers living in the San Diego SMSA (9.2 miles). In contrast, the shortest median work trips, 4.9 miles, occurred in the Madison, and Springfield-Chicopee-Holyoke metropolitan areas. Median commuting distance in each of the large, transit-oriented SMSA's (Chicago, Philadelphia, and San Francisco-Oakland) was about the same (7.5 miles).

Across the surveyed SMSA's as a group, work trips made by carpool were generally somewhat longer than trips of workers who drove alone; median trip length for workers who drove alone was 7.7 miles, while the median work trip of persons in carpools was 9.1 miles (table G). Comparing

**Table G. Median Distance From Home to Work by Major Mode of Transportation, for 21 SMSA's: 1975**

Mode	Median distance (miles)
All workers not working at home.....	7.5
Workers using vehicles.....	8.0
Auto or truck <sup>1</sup> .....	8.0
Drives alone.....	7.7
Carpool.....	9.1
Shares driving.....	12.5
Drives others.....	9.1
Rides with someone.....	6.6
Public transportation <sup>2</sup> .....	8.9
Bus or streetcar.....	7.0
Subway or elevated.....	10.1
Railroad.....	24.4
Other means <sup>3</sup> .....	**3.1
Walks only.....	*0.6
Not reported.....	6.7
Totals:	
Auto.....	7.9
Truck.....	8.7

<sup>1</sup>Includes a small number of workers using auto or truck but not specifying type of riding arrangement.

<sup>2</sup>Includes workers using taxicab.

<sup>3</sup>Includes workers using bicycle, motorcycle, and all other means not listed.

Note: Degree of sampling error of the data is indicated with asterisks. In general, the larger the number of asterisks, the lower the reliability. For complete explanation, see section of text on reliability and limitations of the data.

types of pooling arrangements, workers who usually rode to work with someone else typically had the shortest trip, while those who shared driving had the longest.

Workers whose major mode of transportation to work was a bus or streetcar evidenced the shortest median trip length among those riding public transportation (7 miles), significantly shorter, in fact, than the median auto or truck trip (8 miles) as well. The median trip for those whose major mode was the subway or elevated was about 10 miles, while the median commuting trip for railroad users was about 24 miles. Workers using other means—mostly bicycles and motorcycles—traveled a median distance of about 3 miles to work, while those who walked generally worked less than a mile from their residence. It is important to note that the distance reported by respondents who used vehicles is for the entire trip, including the distance between the worker's home and the point where he or she boards the vehicle, and the distance between the point of leaving the vehicle and the job site.

Table H, covering the four largest SMSA's surveyed, presents data which offer a slightly different perspective on trip length—that of total commuter miles traveled. Workers living in the Chicago SMSA traveled the greatest total distance getting to work of the 4 SMSA's—about 23 million miles, while workers in the Philadelphia SMSA traveled about 13 million miles, in the San Francisco-Oakland SMSA about 11 million miles, and in the Atlanta SMSA about 6 million miles on a typical commuting day.

More than two-thirds of the total commuting mileage in each of these large metropolitan areas was attributable to workers using automobiles and trucks; more than half of the mileage in each of the areas resulted from workers who drove alone. Commuters whose principal mode was public transportation accounted for about 25 percent of the commuter mileage in the Chicago area, but only 9 percent in Atlanta. While the proportion of total commuter mileage in the two SMSA's resulting from bus or streetcar users was not significantly different, Chicago's additional public transportation mileage was attributable to almost 4 million miles of commuter travel by workers whose principal mode was subway, elevated, or railroad.

**Trip duration.** The median trip from home to work took almost 21 minutes for the surveyed SMSA's as a group (table 1). Workers living in the Chicago SMSA appear to have experienced the longest median trip duration (23.3 minutes), although this was not significantly different from that of workers living in the Atlanta SMSA (22.8 minutes). Workers living in the San Bernardino-Riverside-Ontario SMSA, in contrast, appear to have had the shortest median trip duration (15.7 minutes), although the median trip of workers living in the Springfield-Chicopee-Holyoke SMSA (16.4 minutes) was statistically comparable.

Across the SMSA's as a group, work trips made by carpool typically took more time than trips of workers who drove alone; median trip duration for workers who drove alone was

**Table H. Total Commuter Miles Traveled From Home to Work By Major Mode of Transportation, For Four SMSA's: 1975**

[For meaning of symbols, see text]

Mode	Total commuter miles							
	Chicago		Philadelphia		San Francisco-Oakland		Atlanta	
	Number (thousands)	Percent	Number (thousands)	Percent	Number (thousands)	Percent	Number (thousands)	Percent
All workers not working at home.....	22,833	100	13,383	100	10,989	100	5,768	100
Automobile or truck <sup>1</sup> .....	15,877	70	10,250	77	8,374	76	5,066	88
Drives alone.....	12,139	53	7,776	58	6,459	59	3,964	69
Carpool.....	3,650	16	*2,434	18	1,880	17	1,050	18
Public transportation <sup>2</sup> .....	5,830	26	*2,566	19	2,085	19	*506	9
Bus or streetcar.....	*1,844	8	*1,084	8	*1,224	11	*499	9
Subway or elevated.....	*1,021	4	**533	4	**56	1	-	-
Railroad.....	*2,936	13	*948	7	*802	7	-	-
Other means <sup>3</sup> .....	**186	1	**151	1	**210	2	**44	1
Not reported.....	*941	4	**415	3	**320	3	*151	3

<sup>1</sup>Includes a small number of workers using auto or truck but not specifying type of riding arrangement.

<sup>2</sup>Includes workers using taxicab.

<sup>3</sup>Includes workers using bicycle, motorcycle, and all other means not listed.

Note: Degree of sampling error of the data is indicated with asterisks. In general, the larger the number of asterisks, the lower the reliability. For complete explanation, see section of text on reliability and limitations of the data.

19.5 minutes, while the median work trip of persons in carpools took 22.5 minutes (table J). Comparing types of carpooling arrangements, workers who usually traveled to work with someone else typically had trips of the shortest duration, while those who shared driving had the longest. This outcome is consistent with the data in table G, which show that workers who usually rode with someone else also had the shortest median trip length, while those who shared driving had the longest.

Among workers who used public transportation, those riding a bus or streetcar in the surveyed metropolitan areas had the shortest median trip duration (about 33 minutes). However, while the median trip of workers using the bus or streetcar typically covered less distance than the median trip made by automobile or truck (table G), the work trip using the public mode took significantly longer to complete than trips made either by workers driving alone or in carpools. The median trip for workers who used the subway or elevated lasted about 41 minutes, while the median trip made by railroad took almost 53 minutes. Workers using other means typically took just over 16 minutes to get to work, and those who walked generally traveled about 10 minutes

between their home and workplace. Again, it is important to note that the trip duration reported by respondents who used vehicles is for the entire trip, and includes waiting time and the time required to get to work after leaving the vehicle.

Table K presents data on the total time expended in commuting to work on a typical day by workers living in the four largest surveyed SMSA's. Converting the total minutes to hours, the data show that about 1,056,000 hours were spent commuting to work by workers living in the Chicago SMSA, about 624,000 hours in the Philadelphia SMSA, about 435,000 hours in the San Francisco-Oakland SMSA, and about 219,000 hours by workers living in the Atlanta area.

About 60 percent or more of the total time spent getting to work in each of the four areas was due to automobile or truck travel. In the Chicago SMSA about one-third of the total time expended commuting was by workers using public transportation, whereas in Atlanta only 17 percent of the total commuter time was spent by public transportation passengers.

**Table I. Median Time Taken To Get To Work, For 21 SMSA's And SMSA Transportation Groups: 1975**

[Workers in thousands. SMSA's as of 1970 census; titles abbreviated for convenience.  
For explanation of transportation groups, see text]

SMSA's and SMSA groups	Total workers <sup>1</sup>	Median time taken (minutes)	SMSA's and SMSA groups	Total workers <sup>1</sup>	Median time taken (minutes)
Total, 21 SMSA's.....	11,529	20.8	Group C-North--Con.		
			Milwaukee.....	536	19.1
Group A.....	4,441	22.5	Kansas City.....	488	20.4
Paterson.....	468	20.0	Group C-South and West....	2,626	20.8
Philadelphia.....	1,557	22.1	Atlanta.....	554	22.8
Chicago.....	2,416	23.3	Miami.....	489	22.0
Group B.....	1,529	20.0	New Orleans.....	368	21.3
San Francisco-Oakland....	1,144	21.3	San Antonio.....	295	19.5
San Bernardino.....	386	15.7	Portland, Oreg.....	406	19.1
Group C-North.....	2,425	19.8	San Diego.....	515	19.6
Hartford.....	256	18.8	Group D.....	508	17.7
Rochester, N.Y.....	324	18.5	Springfield, Mass.....	180	16.4
Columbus, Ohio.....	330	20.1	Madison.....	121	17.2
Cincinnati.....	491	21.2	Newport News-Hampton....	109	19.5
			Colorado Springs.....	98	18.3

<sup>1</sup>Includes workers not working at home who reported time taken to get to work.

**Table J. Median Time Taken to Get to Work By Major Mode of Transportation, For 21 SMSA's: 1975**

Mode	Median time taken (minutes)	Mode	Median time taken (minutes)
All workers not working at home.....	20.8	Public transportation--Con.	
Workers using vehicles.....	21.5	Subway or elevated.....	41.2
Auto or truck <sup>1</sup> .....	20.1	Railroad.....	52.8
Drives alone.....	19.5	Other means <sup>3</sup> .....	16.5
Carpool.....	22.5	Walks only.....	9.8
Shares driving.....	26.0	Not reported.....	20.3
Drives others.....	23.7		
Rides with someone.....	19.0	Totals:	
Public transportation <sup>2</sup> .....	36.7	Auto.....	20.1
Bus or streetcar.....	33.1	Truck.....	20.0

<sup>1</sup>Includes a small number of workers using auto or truck but not specifying type of riding arrangement.

<sup>2</sup>Includes workers using taxicab.

<sup>3</sup>Includes workers using bicycle, motorcycle, and all other means not listed.

**Table K. Total Commuter Minutes Traveled From Home to Work By Major Mode of Transportation,  
For Four SMSA's: 1975**

[For meaning of symbols, see text]

Mode	Total commuter minutes							
	Chicago		Philadelphia		San Francisco-Oakland		Atlanta	
	Number (thousands)	Percent	Number (thousands)	Percent	Number (thousands)	Percent	Number (thousands)	Percent
All workers not working at home.....	63,368	100	37,453	100	26,115	100	13,123	100
Automobile or truck <sup>1</sup> .....	38,667	61	24,628	66	16,752	64	10,389	79
Drives alone.....	29,428	46	18,509	49	12,914	49	8,086	62
Carpool.....	8,983	14	6,027	16	3,749	14	2,203	17
Public transportation <sup>2</sup> .....	20,310	32	10,291	27	7,488	29	2,239	17
Bus or streetcar.....	8,933	14	*5,566	15	5,501	21	2,221	17
Subway or elevated.....	*4,260	7	*2,398	6	***264	1	-	-
Railroad.....	*6,983	11	*2,322	6	**1,706	7	-	-
Other means <sup>3</sup> .....	**1,796	3	**1,193	3	**1,170	4	**179	1
Not reported.....	**2,595	4	**1,341	4	**708	3	**317	2

<sup>1</sup>Includes a small number of workers using auto or truck but not specifying type of riding arrangement.

<sup>2</sup>Includes workers using taxicab.

<sup>3</sup>Includes workers using bicycle, motorcycle, and all other means not listed.

Note: Degree of sampling error of the data is indicated with asterisks. In general, the larger the number of asterisks, the lower the reliability. For complete explanation, see section of text on reliability and limitations of the data.

## BACKGROUND AND STRUCTURE OF THE SURVEY

**The Annual Housing Survey.** The Annual Housing Survey consists of a national sample of approximately 75,000 households, and a metropolitan area sample of about 140,000 households spread over 20 SMSA's (for operational reasons, the 1975-76 enumeration covered 21 areas). These SMSA's comprise one-third of a list of 60 SMSA's arranged in a 3-year cycle, so that, in all, about 420,000 metropolitan

housing units are surveyed in a 3-year period. Each of the three survey groups of SMSA's contains four very large SMSA's, with approximately 15,000 sample housing units equally divided between the central city and the SMSA balance. The remaining SMSA's each contain about 5,000 sample housing units distributed in proportion to the actual distribution of housing units between the central city and the SMSA balance. The survey coverage relates to each SMSA as defined for the 1970 census. Below is a list of the SMSA's in each group and the period in which they were or will be surveyed for the Travel-to-Work Supplement:

SURVEY GROUP I (1977 to 1978)	SURVEY GROUP II (1975 to 1976)	SURVEY GROUP III (1976 to 1977)
Albany-Schenectady-Troy, N.Y.	Atlanta, Ga. <sup>1</sup>	Allentown-Bethlehem-Easton, Pa.-N.J.
Anaheim-Santa Ana-Garden Grove, Calif.	Chicago, Ill. <sup>1</sup>	Baltimore, Md.
Boston, Mass. <sup>1</sup>	Cincinnati, Ohio-Ky.-Ind.	Birmingham, Ala.
Dallas, Tex.	Colorado Springs, Colo.	Buffalo, N.Y.
Detroit, Mich. <sup>1</sup>	Columbus, Ohio	Cleveland, Ohio
Fort Worth, Tex.	Hartford, Conn.	Denver, Colo.
Los Angeles-Long Beach, Calif. <sup>1</sup>	Kansas City, Mo.-Kans.	Grand Rapids, Mich.
Madison, Wis. <sup>2</sup>	Miami, Fla.	Honolulu, Hawaii
Memphis, Tenn.-Ark.	Milwaukee, Wis.	Houston, Tex. <sup>1</sup>
Minneapolis-St. Paul, Minn.	New Orleans, La.	Indianapolis, Ind.
Newark, N.J.	Newport News-Hampton, Va.	Las Vegas, Nev.
Orlando, Fla.	Paterson-Clifton-Passaic, N.J.	Louisville, Ky.-Ind.
Phoenix, Ariz.	Philadelphia, Pa.-N.J. <sup>1</sup>	New York, N.Y. <sup>1</sup>
Pittsburgh, Pa.	Portland, Oreg.-Wash.	Oklahoma City, Okla.
Saginaw, Mich.	Rochester, N.Y.	Omaha, Nebr.-Iowa
Salt Lake City, Utah	San Antonio, Tex.	Providence-Pawtucket-Warwick, R.I.-Mass.
Spokane, Wash.	San Bernardino-Riverside-Ontario, Calif.	Raleigh, N.C.
Tacoma, Wash.	San Diego, Calif.	Sacramento, Calif.
Washington, D.C.-Md.-Va. <sup>1</sup>	San Francisco-Oakland, Calif. <sup>1</sup>	St. Louis, Mo.-Ill. <sup>1</sup>
Wichita, Kans.	Springfield-Chicopee-Holyoke, Mass.-Conn.	Seattle-Everett, Wash. <sup>1</sup>

<sup>1</sup> Sample size of 15,000 housing units; all others are 5,000 housing units.

<sup>2</sup> Included with Group II for the first (1975-76) enumeration.

The Travel-to-Work Supplement was first included for the Group II SMSA sample, the field enumeration of which ran from April 1975 through March 1976. It was also used in the 1975 Annual Housing Survey national sample which was completed in the late fall of that year. The Madison SMSA was included in Group II for the first enumeration, rather than in Group I, resulting in coverage of 21 metropolitan areas. Coverage of another 20 SMSA's (Group III) was undertaken from April 1976 through March 1977, and interviewing in the final 20 SMSA's (Group I repeated), including Madison again, will be completed during the period of April 1977 through March 1978. A facsimile of the Travel-to-Work Supplement can be found in appendix A.

**Standard metropolitan statistical areas.** The definitions of standard metropolitan statistical areas used in the Annual Housing Survey correspond to the 243 SMSA's used in the 1970 census. Changes in SMSA definition criteria, boundaries, and titles made after February 1971 are not reflected in this series of reports.

Except in the New England States, for purposes of the 1970 census and the Annual Housing Survey, a standard metropolitan statistical area was defined essentially as a county or group of contiguous counties containing at least one city of 50,000 inhabitants or more, or "twin cities" with a combined population of at least 50,000, and contiguous counties if, according to certain criteria, they were socially and economically integrated with the central county. In the New England States, SMSA's consist of towns and cities instead of counties. Each 1970 census SMSA included at least one central city, and the complete title of an SMSA identified the central city or cities.

**SMSA transportation groupings.** The groupings of SMSA's shown in the tables in this report conform to a Department of Transportation categorization of major SMSA's by transportation characteristics. The 21 SMSA's in Survey Group II fall into four DOT categories. Transportation Group A, representing the largest metropolitan areas having major public transportation networks, includes Chicago, Philadelphia, and Paterson-Clifton-Passaic (part of the New York-Newark-Jersey City metropolitan region). Transportation Group B, representing very large metropolitan areas with less developed public transportation systems, includes San Francisco-Oakland and San Bernardino-Riverside-Ontario (part of the Los Angeles-Long Beach-Anaheim metropolitan region). Transportation Group C, representing other large and medium-sized metropolitan areas with well-established public transportation systems, has been subdivided into two regional groups; C-North includes Hartford, Rochester (N.Y.), Columbus (Ohio), Cincinnati, Milwaukee, and Kansas City, and C-South and West includes Atlanta, Miami, New Orleans, San Antonio, Portland, and San Diego.

For Transportation Groups A, B, C-North, and C-South and West, it is believed the Annual Housing Survey SMSA's are broadly representative of the entire group, although no statistical tests to this effect have yet been made. The final

group, Transportation Group D, represents medium-sized and smaller SMSA's primarily oriented to automobile transportation. The four SMSA's in Survey Group II that fall in this category, Springfield-Chicopee-Holyoke, Madison, Newport News-Hampton, and Colorado Springs, are too few in number to be regarded as representative of all SMSA's in the transportation group.

**Issuance of results.** A preliminary and a final report will be published for each of the SMSA survey groups, as well as a report for the 1975 national survey. While the preliminary reports will be limited to Travel-to-Work Supplement data for entire SMSA's, final tabulations will cross-classify commuters and characteristics of the commuting trip by the socioeconomic characteristics obtainable from the Annual Housing Survey, which include age, sex, race, household relationship, and income. There are also questions on additional items related to commuting, such as the number of automobiles and trucks available, parking availability at the residence, and degree of satisfaction with public transportation. Some data tabulated by workplace will also be included in the final report.

**Symbols used in this report.** A dash "-" means rounds to or represents zero. The symbol (B) signifies that the base for the median is less than 5,000. Three dots "..." mean not applicable.

## RELIABILITY AND LIMITATIONS OF THE DATA

The particular sample used for this survey is one of a large number of possible samples of the same size that could have been selected using the same sample design. Even if the same questionnaires, instructions, and enumerators were used, results from each of the different samples would differ from each other. Therefore, the results from a particular sample are estimates of those that would have been obtained from a complete enumeration.

The average of all possible samples is assumed to approximate the result of a complete enumeration. The average deviation (from all possible samples) of an estimate from the average of the estimate (derived from all possible samples) is defined as the sampling error. The standard error of a survey estimate attempts to measure this variation and thus is a measure of the precision with which an estimate from a sample approximates the average result of all possible samples.

Because they are based on roughly one-third the number of cases in the entire sample, the data presented in this report are more susceptible to sampling error than the final data will be. To stress the fact that the survey results in this preliminary form must be used with caution, asterisks are used with the data tables to indicate the relative standard errors of the numbers. For numbers without asterisks, the relative standard error is less than 5 percent, indicating essentially that the chances are 68 out of 100 that a complete census would produce a result differing by less than

5 percent. Likewise, one asterisk indicates numbers whose relative standard error is between 5 and 10 percent, two asterisks indicate numbers with a relative standard error between 10 and 25 percent, and three asterisks indicate numbers with a relative standard error greater than 25 percent.

Asterisks have been assigned to all numbers, medians, and means shown in the tables. However, percentages are assigned asterisks only when the numerator from which the particular percentage was derived is not shown in the same table. For columns of percentages where no asterisks have been assigned, the relative standard error of each percentage is no greater than the magnitude of the relative standard error of its numerator. A complete explanation of the sample design and sampling errors will be included in the final report for the Group II SMSA's. However, if standard error tables applicable to this report are desired, they may be obtained from the Statistical Methods Division, U.S. Bureau of the Census, Washington, D.C. 20233. All comparisons made in the text of the current report are significant within two standard errors.

In addition to sampling error, the data presented in this report may vary somewhat from the final results for several other reasons. First, the use of four reference months may introduce a seasonal bias into transportation use characteristics or a bias due to possible temporary disruptions in one or more modes. Second, the weighting procedure used for the data is not as complex as that which will be reflected in the final data, thus introducing the possibility of additional variation between the two tabulations. Third, these tabulations were prepared before the data had received a final edit. They may, therefore, be somewhat affected by such factors as response inconsistency and other errors of collection.

Reliability of the data on length and duration of the commuting trip may also have been affected by response accuracy. Where the respondent for a particular household provided information on time and distance to work for other

workers residing in the household, he or she may have only been able to provide estimates based on limited knowledge. Similarly, while most respondents could be expected to know approximately how many minutes it usually takes to get to work, many workers, especially those using public transportation, may not know the exact number of miles their commuting trip covers.

Finally, care must be taken in comparing data on major mode of transportation from the Travel-to-Work Supplement with 1970 census data on the same topic. Whereas the census asked workers to specify the principal means of transportation they used to get to work on the last day of the reference week prior to the census date (April 1, 1970), the Travel-to-Work Supplement asks respondents to specify their usual mode of transportation to work, regardless of any possible deviation from that pattern which may have occurred during the week prior to interview.

The Travel-to-Work Supplement and the 1970 census also are based on different universes. While the 1970 census refers to the entire population, the Travel-to-Work Supplement is based on the population in households (including the military population in households) and excludes persons living in group quarters such as college dormitories and military barracks. Since such persons typically exhibit a high rate of walking to work, comparisons of percentage distributions of mode use in 1970 and 1975 in this report are made on the basis of workers using vehicles, rather than on a worker total.

Because only persons who were actually working are included in the survey, 1970-75 comparisons of worker totals are affected not only by the inclusion of group quarters residents in 1970, but also by the increase in unemployment in nearly all SMSA's between 1970 and 1975. For these reasons, it is probably more valid to compare the proportion of workers using a particular mode in 1975 with the corresponding proportion in 1970, rather than the 1970-75 numeric change.

**Table 1. MAJOR MODE OF TRANSPORTATION TO WORK, FOR 21 SMSA's AND SMSA TRANSPORTATION GROUPS: 1975**

[Workers in thousands. SMSA's as of 1970 census; titles abbreviated for convenience. For explanation of transportation groups and meaning of symbols, see text]

Mode	Total, 21 SMSA's		Total, Group A		Paterson		Philadelphia		Chicago	
	Number	Percent <sup>1</sup>	Number	Percent <sup>1</sup>	Number	Percent <sup>1</sup>	Number	Percent <sup>1</sup>	Number	Percent <sup>1</sup>
All workers.....	12,931	...	4,978	...	530	...	1,743	...	2,705	...
Not working at home.....	12,256	...	4,652	...	475	...	1,641	...	2,536	...
Workers using vehicles.....	11,650	100	4,372	100	449	100	1,536	100	2,388	100
Auto or truck <sup>2</sup> .....	10,040	86	3,522	81	395	88	1,255	82	1,872	78
Drives alone.....	7,877	68	2,788	64	315	70	995	65	1,478	62
Carpool.....	2,100	18	710	16	*74	16	253	16	*383	16
Shares driving.....	731	6	*243	6	*22	5	*100	7	*120	5
Drives others.....	541	5	*183	4	*21	5	*61	4	*101	4
Rides with someone.....	829	7	*284	6	*31	7	*92	6	*162	7
Public transportation <sup>3</sup> .....	1,432	12	806	18	*48	11	264	17	493	21
Bus or streetcar.....	1,018	9	444	10	*37	8	*149	10	*259	11
Subway or elevated.....	177	2	*168	4	*2	1	*58	4	*108	5
Railroad.....	224	2	*187	4	*9	2	*57	4	*122	5
Other means <sup>4</sup> .....	*179	2	*44	1	*5	1	*16	1	*23	1
Bicycle.....	*86	1	*22	1	*4	1	*6	-	*13	1
Walks only.....	605	[5]	*279	[6]	*26	[5]	*105	[6]	*148	[5]
Works at home.....	219	[2]	*75	[2]	*4	[1]	*34	[2]	*37	[1]
Not reported.....	457	[4]	*251	[5]	*51	[10]	*69	[4]	*131	[5]
Totals:										
Auto.....	9,153	79	3,342	76	378	84	1,168	76	1,796	75
Truck.....	887	8	*180	4	*17	4	*87	6	*76	3
			Total, Group B	San Francisco-Oakland	San Bernardino		Total, Group C-North		Hartford	
All workers.....	1,735	...	1,303	...	432	...	2,691	...	283	...
Not working at home.....	1,646	...	1,236	...	410	...	2,569	...	269	...
Workers using vehicles.....	1,569	100	1,172	100	397	100	2,449	100	255	100
Auto or truck <sup>2</sup> .....	1,313	84	931	79	383	96	2,263	92	235	92
Drives alone.....	1,078	69	765	65	314	79	1,714	70	181	71
Carpool.....	*226	14	*159	14	*68	17	537	22	*52	21
Shares driving.....	*87	6	*63	5	*25	6	*181	7	*23	9
Drives others.....	*59	4	*41	3	*18	4	*137	6	*11	4
Rides with someone.....	*81	5	*55	5	*25	6	219	9	*18	7
Public transportation <sup>3</sup> .....	*215	14	*212	18	*3	1	*159	6	*18	7
Bus or streetcar.....	*169	11	*166	14	*3	1	*157	6	*18	7
Subway or elevated.....	*8	1	*8	1	-	-	-	-	-	-
Railroad.....	*36	2	*36	3	-	-	-	-	-	-
Other means <sup>4</sup> .....	*41	3	*29	2	*11	3	*27	1	*3	1
Bicycle.....	*19	1	*15	1	*4	1	*13	1	*2	1
Walks only.....	*77	[4]	*63	[5]	*3	[3]	*20	[4]	*13	[5]
Works at home.....	*38	[2]	*28	[2]	*10	[2]	*48	[2]	*6	[2]
Not reported.....	*52	[3]	*39	[3]	*12	[3]	*75	[3]	*9	[3]
Totals:										
Auto.....	1,139	73	827	71	312	79	2,077	85	222	87
Truck.....	*174	11	*104	9	*71	18	*186	8	*13	5
			Rochester, N.Y.	Columbus, Ohio	Cincinnati		Milwaukee		Kansas City	
All workers.....	350	...	373	...	546	...	589	...	550	...
Not working at home.....	328	...	357	...	527	...	562	...	527	...
Workers using vehicles.....	308	100	341	100	510	100	525	100	510	100
Auto or truck <sup>2</sup> .....	284	92	317	93	472	93	472	90	483	95
Drives alone.....	210	68	249	73	360	71	*356	68	359	70
Carpool.....	*73	24	*65	19	*108	21	*115	22	*124	24
Shares driving.....	*23	7	*19	5	*34	7	*30	6	*52	10
Drives others.....	*19	6	*20	6	*30	6	*34	6	*23	5
Rides with someone.....	*32	10	*27	8	*5	9	*51	10	*48	9
Public transportation <sup>3</sup> .....	*18	6	*19	6	*35	7	*46	9	*22	4
Bus or streetcar.....	*18	6	*19	5	*35	7	*46	9	*21	4
Subway or elevated.....	-	-	-	-	-	-	-	-	-	-
Railroad.....	-	-	-	-	-	-	-	-	-	-
Other means <sup>4</sup> .....	*6	2	*5	1	*3	1	*6	1	*5	1
Bicycle.....	*4	1	*3	1	-	-	*3	1	*2	-
Walks only.....	*20	[6]	*16	[4]	*17	[3]	*37	[6]	*17	[3]
Works at home.....	*5	[1]	*8	[2]	*8	[1]	*10	[2]	*11	[2]
Not reported.....	*17	[5]	*9	[2]	*12	[2]	*17	[3]	*12	[2]
Totals:										
Auto.....	258	84	290	85	430	84	448	85	429	84
Truck.....	*26	8	*27	8	*41	8	*24	5	*4	11

See footnotes at end of table.

**Table 1. MAJOR MODE OF TRANSPORTATION TO WORK, FOR 21 SMSA's AND SMSA TRANSPORTATION GROUPS: 1975—Continued**

[Workers in thousands. SMSA's as of 1970 census; titles abbreviated for convenience. For explanation of transportation groups and meaning of symbols, see text]

Mode	Total, Group C-South and West		Atlanta		Miami		New Orleans	
	Number	Percent <sup>1</sup>	Number	Percent <sup>1</sup>	Number	Percent <sup>1</sup>	Number	Percent <sup>1</sup>
All workers.....	2,962	...	631	...	551	...	415	...
Not working at home.....	2,851	...	607	...	523	...	402	...
Workers using vehicles.....	2,752	100	594	100	502	100	384	100
Auto or truck <sup>2</sup> .....	2,473	90	533	90	454	90	323	84
Drives alone.....	1,950	71	430	72	356	71	241	63
Carpool.....	509	18	97	16	*95	19	*81	21
Shares driving.....	*179	6	*40	7	**20	4	**22	6
Drives others.....	*135	5	*22	4	*33	6	**25	6
Rides with someone.....	196	7	*35	6	*43	8	*35	9
Public transportation <sup>3</sup> .....	228	8	*57	10	**40	8	*55	14
Bus or streetcar.....	224	8	*55	9	**40	8	*53	14
Subway or elevated.....	-	-	-	-	-	-	-	-
Railroad.....	-	-	-	-	-	-	-	-
Other means <sup>4</sup> .....	*51	2	**5	1	**8	2	**7	2
Bicycle.....	*23	1	**3	-	**3	1	**3	1
Walks only.....	*99	[3]	*13	[2]	*21	[4]	*17	[4]
Works at home.....	*45	[2]	*6	[1]	*6	[1]	*4	[1]
Not reported.....	*66	[2]	*18	[3]	*22	[4]	*9	[2]
Totals:								
Auto.....	2,167	79	474	80	418	83	286	74
Truck.....	306	11	*59	10	*36	7	*37	10
			San Antonio	Portland, Oreg.	San Diego		Total, Group D	
All workers.....	330	...	458	...	578	...	565	...
Not working at home.....	324	...	440	...	556	...	539	...
Workers using vehicles.....	315	100	420	100	536	100	508	100
Auto or truck <sup>2</sup> .....	297	94	378	90	489	91	468	92
Drives alone.....	231	73	299	71	*393	73	347	68
Carpool.....	*66	21	*76	18	*94	17	118	23
Shares driving.....	*19	6	*26	6	*52	10	*41	8
Drives others.....	*18	6	*22	5	*15	3	*28	5
Rides with someone.....	*29	9	*28	7	*27	5	*49	10
Public transportation <sup>3</sup> .....	*16	5	*33	8	*28	5	*25	5
Bus or streetcar.....	*16	5	*32	8	*28	5	*24	5
Subway or elevated.....	-	-	-	-	-	-	-	-
Railroad.....	-	-	-	-	-	-	-	-
Other means <sup>4</sup> .....	**3	1	*10	2	*20	4	*16	3
Bicycle.....	**2	-	*6	1	*8	2	*9	2
Walks only.....	*9	[3]	*19	[4]	*20	[3]	*31	[5]
Works at home.....	*4	[1]	*11	[2]	*14	[2]	*13	[2]
Not reported.....	*2	[1]	*7	[2]	*8	[1]	*13	[2]
Totals:								
Auto.....	251	80	313	74	*25	79	427	84
Truck.....	*6	15	*5	15	*4	12	*41	8
			Springfield, Mass.	Madison	Newport News-Hampton		Colorado Springs	
All workers.....	198	...	139	...	117	...	112	...
Not working at home.....	185	...	132	...	115	...	107	...
Workers using vehicles.....	174	100	121	100	110	100	103	100
Auto or truck <sup>2</sup> .....	163	94	104	86	102	93	98	95
Drives alone.....	122	70	78	64	*72	65	76	73
Carpool.....	*40	23	*26	21	*30	27	*22	21
Shares driving.....	*9	5	*8	7	*15	13	*9	9
Drives others.....	*9	5	*7	6	*5	5	*6	6
Rides with someone.....	*22	13	*10	9	*10	9	*7	7
Public transportation <sup>3</sup> .....	*8	4	*10	8	*6	5	*1	1
Bus or streetcar.....	*7	4	*10	8	*6	5	*1	1
Subway or elevated.....	-	-	-	-	-	-	-	-
Railroad.....	-	-	-	-	-	-	-	-
Other means <sup>4</sup> .....	*3	2	*7	6	*2	2	*4	3
Bicycle.....	*1	1	*6	5	*1	1	*1	1
Walks only.....	*11	[6]	*11	[8]	*4	[4]	*4	[4]
Works at home.....	*3	[1]	*6	[4]	*1	[1]	*4	[3]
Not reported.....	*10	[5]	*1	[1]	*1	[1]	*1	[1]
Totals:								
Auto.....	154	88	97	80	94	85	83	81
Truck.....	*10	6	*7	6	*9	8	*15	15

<sup>1</sup>Percent of all workers using vehicles, except percents in square brackets [ ], which are of all workers.

<sup>2</sup>Includes a small number of workers using auto or truck but not specifying type of riding arrangement. For auto and truck totals, see last two lines of table.

<sup>3</sup>Includes workers using taxicab.

<sup>4</sup>Includes workers using motorcycle and all other means not listed.

Note: Degree of sampling error of the data is indicated with asterisks. In general, the larger the number of asterisks, the lower the reliability. For complete explanation, see section of text on reliability and limitations of the data.

**Table 2. CHANGE IN COMMUTER USE OF PUBLIC TRANSPORTATION, FOR 21 SMSA's AND SMSA TRANSPORTATION GROUPS: 1970-1975**

[Workers in thousands. SMSA's as of 1970 census; titles abbreviated for convenience. For explanation of transportation groups and meaning of symbols, see text]

SMSA's and SMSA groups	1975				1970			1970-1975	
	Vehicle users				Vehicle users			Change in use of public transportation	
	Total	Using public transportation			Total	Using public transportation			
		Total	Percent of total vehicle users	Standard error of percent		Total	Percent of total vehicle users <sup>1</sup>	Percentage-point difference <sup>2</sup>	Standard error of difference
Total, 21 SMSA's...	11,650	1,432	12.3	0.2	11,560	1,811	15.7	-3.4	0.2
GROUP A.....	4,372	806	18.4	0.5	4,746	1,120	23.6	-5.2	0.5
Paterson.....	449	48	10.7	0.9	521	82	15.7	-5.0	0.9
Philadelphia.....	1,536	264	17.2	0.7	1,668	385	23.1	-5.9	0.7
Chicago.....	2,388	493	20.7	0.8	2,557	654	25.6	-4.9	0.8
GROUP B.....	1,569	215	13.7	0.7	1,514	198	13.1	* +0.6	0.7
San Francisco-Oakland..	1,172	212	18.1	0.9	1,155	195	16.9	* +1.2	0.9
San Bernardino.....	397	3	0.7	0.2	359	3	1.0	* -0.3	0.2
GROUP C-North.....	2,449	159	6.5	0.3	2,368	223	9.4	-2.9	0.3
Hartford.....	255	18	7.0	0.5	260	28	10.7	-3.7	0.5
Rochester, N.Y.....	308	18	6.0	0.7	312	28	8.9	-2.9	0.7
Columbus, Ohio.....	341	19	5.6	0.6	329	29	8.8	-3.2	0.6
Cincinnati.....	510	35	6.9	0.7	476	42	8.9	-2.0	0.7
Milwaukee.....	525	46	8.8	0.9	507	67	13.3	-4.5	0.9
Kansas City.....	510	22	4.4	0.6	485	28	5.8	-1.4	0.6
GROUP C-South and West...	2,752	228	8.3	0.3	2,461	241	9.8	-1.5	0.3
Atlanta.....	594	57	9.6	0.5	556	55	9.9	* -0.3	0.5
Miami.....	502	40	8.0	0.7	474	46	9.7	-1.7	0.7
New Orleans.....	384	55	14.2	1.1	339	74	21.9	-7.7	1.1
San Antonio.....	315	16	5.0	0.6	281	18	6.6	-1.6	0.6
Portland, Oreg.....	420	33	7.8	0.8	359	24	6.6	* +1.2	0.8
San Diego.....	536	28	5.2	0.7	452	23	5.2	-	0.7
GROUP D.....	508	25	4.9	0.3	471	29	6.2	-1.3	0.3
Springfield, Mass.....	174	8	4.4	0.5	188	11	5.6	-1.2	0.5
Madison.....	121	10	8.3	0.9	99	8	8.1	* +0.2	0.9
Newport News-Hampton...	110	6	5.2	0.7	103	9	9.0	-3.8	0.7
Colorado Springs.....	103	1	1.2	0.4	82	1	1.7	* -0.5	0.4

<sup>1</sup>Standard error of percents is less than 0.05 in each case.

<sup>2</sup>Percentage point differences are statistically significant except where preceded by an asterisk (\*). A percentage point difference is significant if it is twice as large as its standard error.

**Table 3. MEDIAN DISTANCE FROM HOME TO WORK BY MAJOR MODE OF TRANSPORTATION, FOR 21 SMSA's AND SMSA TRANSPORTATION GROUPS: 1975**

[Workers in thousands. SMSA's as of 1970 census; titles abbreviated for convenience. For explanation of transportation groups and meaning of symbols, see text]

Median distance by mode	SMSA's and SMSA Groups							
	Total, 21 SMSA's	Group A	Paterson	Philadelphia	Chicago	Group B	San Francisco-Oakland	San Bernardino
<b>NUMBER (Thousands)</b>								
Total workers not working at home who reported distance.....	11,355	4,383	462	1,531	2,389	1,505	1,119	385
<b>MEDIAN DISTANCE (Miles)</b>								
All workers not working at home..	7.5	7.6	6.9	7.5	7.7	7.3	7.6	6.2
Workers using vehicles.....	8.0	8.3	7.5	8.3	8.4	7.8	8.2	6.7
Auto or truck <sup>1</sup> .....	8.0	7.8	6.9	8.0	7.9	7.9	8.3	6.8
Drives alone.....	7.7	7.6	6.7	7.7	7.7	7.5	7.8	*6.5
Carpool.....	9.1	8.9	**7.5	9.3	*8.8	*10.3	*11.8	**8.6
Shares driving.....	12.5	*12.6	*10.5	*11.8	*13.8	*15.2	*15.5	*14.4
Drives others.....	9.1	*9.5	*8.2	*9.7	*9.6	*9.3	*10.1	**6.8
Rides with someone.....	6.6	*5.8	*5.1	*6.5	*5.5	*8.3	*9.5	*4.4
Public transportation <sup>2</sup> .....	8.9	10.8	*19.2	9.6	10.8	*8.2	*8.2	(B)
Bus or streetcar.....	7.0	*7.5	*18.2	*7.1	*7.1	*6.5	*6.6	(B)
Subway or elevated.....	10.1	10.3	(B)	*10.4	*10.1	*7.8	*7.8	-
Railroad.....	24.4	*24.2	*25.7	*16.5	*28.8	*25.8	*25.8	-
Other means <sup>3</sup> .....	*3.1	3.0	(B)	**4.5	**2.8	*2.8	*2.7	**4.0
Walks only.....	*0.6	0.6	*0.6	*0.6	*0.6	0.7	*0.7	*0.6
Not reported.....	6.7	*6.8	*7.2	*5.7	*7.3	*6.1	*7.1	*4.0
Totals:								
Auto.....	7.9	7.8	6.9	8.0	7.9	7.8	8.2	*6.9
Truck.....	8.7	*7.6	**7.6	*7.5	*7.7	*8.4	*9.4	*6.1
<b>SMSA's and SMSA Groups--Continued</b>								
	Group C-North	Hartford	Rochester, N.Y.	Columbus, Ohio	Cincinnati	Milwaukee	Kansas City	
<b>NUMBER (Thousands)</b>								
Total workers not working at home who reported distance.....	2,395	255	322	324	478	535	479	
<b>MEDIAN DISTANCE (Miles)</b>								
All workers not working at home..	7.2	7.0	6.7	7.6	8.4	6.1	7.8	
Workers using vehicles.....	7.7	7.5	7.4	7.9	8.6	6.7	8.1	
Auto or truck <sup>1</sup> .....	7.9	7.7	7.7	8.2	8.8	7.0	8.3	
Drives alone.....	7.7	7.2	7.8	8.1	8.5	6.9	7.8	
Carpool.....	8.8	*9.6	*7.5	*8.9	*10.2	*7.3	*10.0	
Shares driving.....	12.1	*12.6	*11.3	*11.2	*13.2	*10.4	*13.1	
Drives others.....	*9.3	*7.9	*6.9	*10.2	*10.6	*8.2	*11.9	
Rides with someone.....	*5.9	*6.5	*4.9	*6.7	*8.2	*4.6	*5.7	
Public transportation <sup>2</sup> .....	*5.6	*4.8	*4.7	*6.2	*7.2	*5.0	*5.5	
Bus or streetcar.....	*5.7	*4.9	*4.7	*6.2	*7.2	*5.0	*5.9	
Subway or elevated.....	-	-	-	-	-	-	-	
Railroad.....	-	-	-	-	-	-	-	
Other means <sup>3</sup> .....	**2.8	(B)	**2.2	(B)	(B)	**2.6	(B)	
Walks only.....	*0.6	*0.7	*0.6	*0.7	*0.6	*0.6	*0.6	
Not reported.....	*6.4	*5.9	*5.5	*10.1	*10.9	*4.7	*7.3	
Totals:								
Auto.....	7.9	7.6	7.6	8.1	8.7	7.0	8.3	
Truck.....	*9.0	*9.6	*9.5	*10.7	*10.6	*6.6	*8.1	

See footnotes at end of table.

**Table 3. MEDIAN DISTANCE FROM HOME TO WORK BY MAJOR MODE OF TRANSPORTATION,  
FOR 21 SMSA'S AND SMSA TRANSPORTATION GROUPS: 1975—Continued**

[Workers in thousands. SMSA's as of 1970 census; titles abbreviated for convenience. For explanation of transportation groups and meaning of symbols, see text]

Median distance by mode	SMSA's and SMSA Groups						
	Group C- South and West	Atlanta	Miami	New Orleans	San Antonio	Portland, Oreg.	San Diego
<b>NUMBER (Thousands)</b>							
Total workers not working at home who reported distance.....	2,570	542	472	357	282	404	513
<b>MEDIAN DISTANCE (Miles)</b>							
All workers not working at home..	8.2	9.8	8.3	5.7	7.7	7.5	9.2
Workers using vehicles.....	8.5	10.0	8.7	6.1	7.9	7.9	9.6
Auto or truck <sup>1</sup> .....	8.7	10.1	8.8	6.3	8.0	8.1	9.9
Drives alone.....	8.4	9.7	8.5	*5.8	8.0	7.9	9.4
Carpool.....	9.7	11.6	*9.8	*7.6	*8.3	*8.8	*12.4
Shares driving.....	12.4	*14.2	**11.7	*9.0	**8.6	**10.5	14.6
Drives others.....	*9.0	*11.3	**9.0	**7.5	**9.0	*9.1	*8.9
Rides with someone.....	*8.1	*8.4	**9.3	*6.6	*8.0	*7.2	*10.2
Public transportation <sup>2</sup> .....	*7.5	*10.1	*8.0	*5.1	**6.2	*7.3	*7.7
Bus or streetcar.....	7.6	*10.2	*8.0	*5.1	**6.2	*7.4	*7.9
Subway or elevated.....	-	-	-	-	-	-	-
Railroad.....	-	-	-	-	-	-	-
Other means <sup>3</sup> .....	**3.9	(B)	(B)	(B)	(B)	**2.4	**4.8
Walks only.....	*0.6	*0.6	*0.6	*0.6	*0.6	*0.6	*0.7
Not reported.....	**7.7	**10.0	*7.7	**6.6	(B)	*7.1	**6.2
<b>Totals:</b>							
Auto.....	8.6	10.0	8.8	*6.1	7.7	8.0	9.9
Truck.....	9.4	*10.5	*8.9	*8.2	*10.0	*8.5	*10.2
	<b>SMSA's and SMSA Groups--Continued</b>						
	Group D	Springfield, Mass.	Madison	Newport News- Hampton	Colorado Springs		
<b>NUMBER (Thousands)</b>							
Total workers not working at home who reported distance.....	503		178	121	107		98
<b>MEDIAN DISTANCE (Miles)</b>							
All workers not working at home..	5.8		4.9	4.9	7.2		6.8
Workers using vehicles.....	6.3		*5.4	*5.5	7.4		7.1
Auto or truck <sup>1</sup> .....	6.5		5.6	*6.0	7.5		7.1
Drives alone.....	6.2		*5.4	*5.7	7.1		6.8
Carpool.....	7.5		*6.3	*7.0	*8.6		*8.2
Shares driving.....	*10.0		**10.0	*8.9	*10.7		*9.8
Drives others.....	*7.2		*6.5	*6.5	*7.8		*8.0
Rides with someone.....	*5.4		*4.7	*5.4	*6.6		*5.9
Public transportation <sup>2</sup> .....	*4.7		*4.1	*4.6	*6.1		(B)
Bus or streetcar.....	**4.8		*4.1	*4.7	*6.4		(B)
Subway or elevated.....	-		-	-	-		-
Railroad.....	(B)		(B)	-	-		-
Other means <sup>3</sup> .....	**3.2		**4.0	*2.4	**4.0		**4.3
Walks only.....	0.7		*0.6	*0.7	*0.6		*0.6
Not reported.....	**4.5		*4.2	(B)	(B)		(B)
<b>Totals:</b>							
Auto.....	6.5		5.6	6.1	7.5		7.0
Truck.....	*7.2		*6.0	**5.3	*8.1		*7.8

<sup>1</sup>Includes a small number of workers using auto or truck but not specifying type of riding arrangement. For auto and truck totals, see last two lines of table.

<sup>2</sup>Includes workers using taxicab.

<sup>3</sup>Includes workers using bicycle, motorcycle, and all other means not listed.

Note: Degree of sampling error of the data is indicated with asterisks. In general, the larger the number of asterisks, the lower the reliability. For complete explanation, see section of text on reliability and limitations of the data.

**Table 4. MEDIAN TIME TAKEN TO GET TO WORK BY MAJOR MODE OF TRANSPORTATION,  
FOR 21 SMSA'S AND SMSA TRANSPORTATION GROUPS: 1975**

[Workers in thousands. SMSA's as of 1970 census; titles abbreviated for convenience. For explanation of transportation groups and meaning of symbols, see text]

Median time by mode	SMSA's and SMSA Groups							
	Total, 21 SMSA's	Group A	Paterson	Philadelphia	Chicago	Group B	San Francisco- Oakland	San Bernardino
NUMBER (Thousands)								
Total workers not working at home who reported time taken....	11,529	4,441	468	1,557	2,416	1,529	1,144	386
MEDIAN TIME TAKEN (Minutes)								
All workers not working at home..	20.8	22.5	20.0	22.1	23.3	20.0	21.3	15.7
Workers using vehicles.....	21.5	23.6	20.5	23.2	24.4	20.5	21.9	16.2
Auto or truck <sup>1</sup> .....	20.1	21.0	18.8	21.0	21.5	18.8	19.8	16.1
Drives alone.....	19.5	20.5	18.2	20.3	21.0	18.0	18.9	15.7
Carpool.....	22.5	23.3	*21.1	24.2	23.2	23.2	24.7	*18.6
Shares driving.....	26.0	27.8	**24.3	27.5	*28.8	*26.6	*27.8	*23.1
Drives others.....	23.7	*25.9	**23.2	*26.8	*26.0	*22.0	*23.3	**17.4
Rides with someone.....	19.0	18.4	**17.2	*19.2	*18.2	*20.4	*22.8	**14.1
Public transportation <sup>2</sup> .....	36.7	41.2	*59.1	37.3	42.0	34.3	34.4	(B)
Bus or streetcar.....	33.1	35.1	*53.6	33.9	34.4	32.5	32.6	(B)
Subway or elevated.....	41.2	41.7	(B)	42.5	41.0	*32.5	*32.7	-
Railroad.....	52.8	53.8	**75.5	*40.2	58.3	*48.2	*48.2	-
Other means <sup>3</sup> .....	16.5	18.1	(B)	*19.2	*18.2	*16.0	*15.5	*16.6
Walks only.....	9.8	*10.1	**10.2	*9.3	*10.7	*11.1	*11.3	**10.2
Not reported.....	20.3	21.5	*21.3	*19.7	*23.1	*18.1	*20.5	**12.3
Totals:								
Auto.....	20.1	21.1	18.8	21.1	21.5	18.9	19.7	16.4
Truck.....	20.0	*19.5	**19.3	*18.6	*20.6	*18.4	20.3	*14.3
SMSA's and SMSA Groups--Continued								
	Group C- North	Hartford	Rochester, N.Y.	Columbus, Ohio	Cincinnati	Milwaukee	Kansas City	
NUMBER (Thousands)								
Total workers not working at home who reported time taken....	2,425	256	324	330	491	536	488	
MEDIAN TIME TAKEN (Minutes)								
All workers not working at home..	19.8	18.8	18.5	20.1	21.2	19.1	20.4	
Workers using vehicles.....	20.3	19.3	19.2	20.5	21.5	19.8	20.9	
Auto or truck <sup>1</sup> .....	19.8	18.8	18.9	20.1	21.0	19.0	20.6	
Drives alone.....	19.2	17.8	18.7	19.7	20.0	18.6	19.8	
Carpool.....	21.7	21.8	19.3	22.0	24.2	20.2	22.7	
Shares driving.....	25.0	25.3	*23.4	*24.3	*26.2	*23.5	26.5	
Drives others.....	23.4	*21.8	*19.0	*24.1	*27.1	*22.9	*24.8	
Rides with someone.....	18.3	*17.2	*16.4	*19.3	*21.5	*16.5	*18.3	
Public transportation <sup>2</sup> .....	29.7	26.4	*25.0	*29.4	*30.3	*32.4	*30.8	
Bus or streetcar.....	29.9	26.6	*25.2	*29.7	*30.4	*32.4	*31.6	
Subway or elevated.....	-	-	-	-	-	-	-	
Railroad.....	-	-	-	-	-	-	-	
Other means <sup>3</sup> .....	**13.5	(B)	**9.2	(B)	(B)	**11.3	(B)	
Walks only.....	*9.6	*9.7	*9.8	*8.4	*12.6	*8.9	*9.0	
Not reported.....	*18.3	*17.9	*17.5	*19.1	*21.2	*16.5	*19.5	
Totals:								
Auto.....	19.8	18.7	18.8	20.0	21.0	19.0	20.6	
Truck.....	20.2	*20.2	*20.3	*22.6	*21.2	*17.1	*19.8	

See footnotes at end of table.

**Table 4. MEDIAN TIME TAKEN TO GET TO WORK BY MAJOR MODE OF TRANSPORTATION,  
FOR 21 SMSA's AND SMSA TRANSPORTATION GROUPS: 1975—Continued**

[Workers in thousands. SMSA's as of 1970 census; titles abbreviated for convenience. For explanation of transportation groups and meaning of symbols, see text]

Median time by mode	SMSA's and SMSA Groups						
	Group C- South and West	Atlanta	Miami	New Orleans	San Antonio	Portland, Oreg.	San Diego
<b>NUMBER (Thousands)</b>							
Total workers not working at home who reported time taken....	2,626	554	489	368	295	406	515
<b>MEDIAN TIME TAKEN (Minutes)</b>							
All workers not working at home..	20.8	22.8	22.0	21.3	19.5	19.1	19.6
Workers using vehicles.....	21.2	23.2	22.6	21.8	19.7	19.5	19.9
Auto or truck <sup>1</sup> .....	20.5	22.2	21.8	20.5	19.4	18.9	19.6
Drives alone.....	19.9	21.7	21.1	19.5	19.2	18.5	18.8
Carpool.....	22.9	24.1	*25.2	24.0	20.4	*20.6	22.7
Shares driving.....	25.4	26.8	*28.7	*28.2	**20.2	*22.2	25.9
Drives.....	23.3	*25.6	*26.0	*24.8	*22.5	*20.6	20.7
Rides with someone.....	20.6	*20.2	*23.4	*21.1	19.6	**18.2	19.0
Public transportation <sup>2</sup> .....	33.1	39.3	**34.1	32.0	**32.7	*28.3	**32.2
Bus or streetcar.....	33.3	39.8	**34.1	32.3	**32.7	*28.4	**32.5
Subway or elevated.....	-	-	-	-	-	-	-
Railroad.....	-	-	-	-	-	-	-
Other means <sup>3</sup> .....	*16.5	(B)	**11.8	(B)	(B)	**15.4	17.7
Walks only.....	*8.4	**8.4	**7.8	*8.7	**7.2	*9.2	*8.5
Not reported.....	20.8	*20.6	*21.5	**21.3	(B)	**21.1	19.9
<b>Totals:</b>							
Auto.....	20.4	22.2	21.8	20.4	19.0	18.7	19.5
Truck.....	21.2	22.1	*22.3	*22.0	21.8	*19.8	*20.4
<b>SMSA's and SMSA Groups--Continued</b>							
	Group D	Springfield, Mass.	Madison	Newport News- Hampton	Colorado Springs		
<b>NUMBER (Thousands)</b>							
Total workers not working at home who reported time taken....	508		180	121		109	98
<b>MEDIAN TIME TAKEN (Minutes)</b>							
All workers not working at home..	17.7		16.4	17.2		19.5	18.3
Workers using vehicles.....	18.1		16.9	17.7		19.7	18.6
Auto or truck <sup>1</sup> .....	17.8		16.7	16.8		19.4	18.6
Drives alone.....	17.1		16.1	16.1		18.5	18.0
Carpool.....	19.8		18.2	*19.1		21.8	20.2
Shares driving.....	23.1		*24.8	*21.9		*24.1	*21.7
Drives others.....	19.6		*19.1	*18.0		*20.7	*20.5
Rides with someone.....	17.0		*15.4	*17.0		*19.2	*17.2
Public transportation <sup>2</sup> .....	*26.8		**24.0	*27.1		**27.5	(B)
Bus or streetcar.....	*27.1		*24.7	*26.8		*28.5	(B)
Subway or elevated.....	-		-	-		-	-
Railroad.....	(B)		(B)	-		-	-
Other means <sup>3</sup> .....	*17.3		(B)	*17.0		(B)	(B)
Walks only.....	*9.7		*9.3	*11.0		(B)	(B)
Not reported.....	*16.7		*15.9	(B)		(B)	(B)
<b>Totals:</b>							
Auto.....	17.8		16.7	16.9		19.4	18.3
Truck.....	18.5		*16.3	*15.7		*19.7	*20.0

<sup>1</sup>Includes a small number of workers using auto or truck but not specifying type of riding arrangement. For auto and truck totals, see last two lines of table.

<sup>2</sup>Includes workers using taxicab.

<sup>3</sup>Includes workers using bicycle, motorcycle, and all other means not listed.

Note: Degree of sampling error of the data is indicated with asterisks. In general, the larger the number of asterisks, the lower the reliability. For complete explanation, see section of text on reliability and limitations of the data.

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