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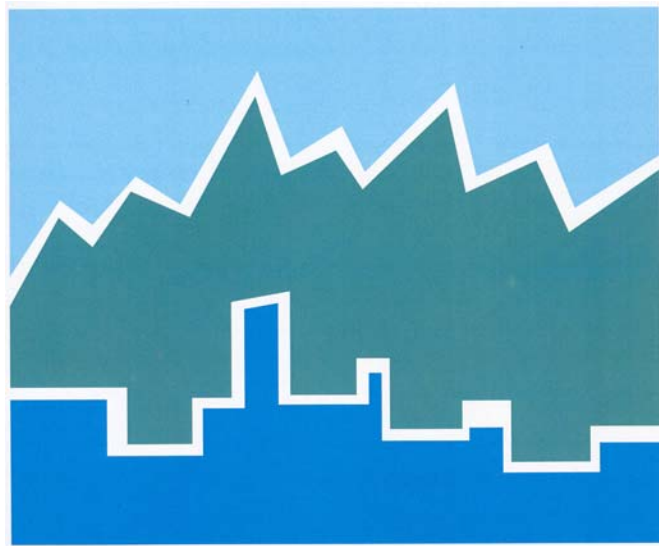
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P.O. Box 2008, Oak Ridge, Tennessee 37831

# **2001 New York State NHTS:**

## *Travel Patterns of Special Populations*

*March 2010*



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# **2001 New York State NHTS: Travel Patterns of Special Populations**

March 2010

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Prepared for  
Office of Transportation Policy and Strategy  
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## ACRONYMS

<b>BTS</b>	Bureau of Transportation Statistics
<b>CATI</b>	Computer-Assisted Telephone Interviewing
<b>DHS</b>	Department of Homeland Security
<b>FHWA</b>	Federal Highway Administration
<b>HH</b>	Households
<b>HUD</b>	Department of Housing and Urban Development
<b>MFI</b>	Median Family Income
<b>MSA</b>	Metropolitan Statistical Area
<b>NHTS</b>	National Household Travel Survey
<b>NHTSA</b>	National Highway Traffic Safety Administration
<b>NPTS</b>	Nationwide Personal Transportation Survey
<b>ORNL</b>	Oak Ridge National Laboratory
<b>POV</b>	Privately Operated Vehicle
<b>PMT</b>	Person Miles of Travel
<b>PT</b>	Person Trip
<b>SOV</b>	Single-Occupancy Vehicle
<b>TRIP</b>	Travel Day Trip
<b>U.S.</b>	United States
<b>USDOT</b>	U. S. Department of Transportation
<b>VMT</b>	Vehicle Miles of Travel
<b>VT</b>	Vehicle Trips



## **Executive Summary**

In 1969, the U. S. Department of Transportation began collecting detailed data on personal travel to address various transportation planning issues. These issues range from assessing transportation investment programs to developing new technologies to alleviate congestion. This 1969 survey was the birth of the Nationwide Personal Transportation Survey (NPTS). The survey was conducted again in 1977, 1983, 1990, 1995 and 2001. Longer-distance travel was collected in 1977 and 1995. In 2001, the survey was renamed the National Household Travel Survey (NHTS). It collected both daily and longer-distance trips in one survey.

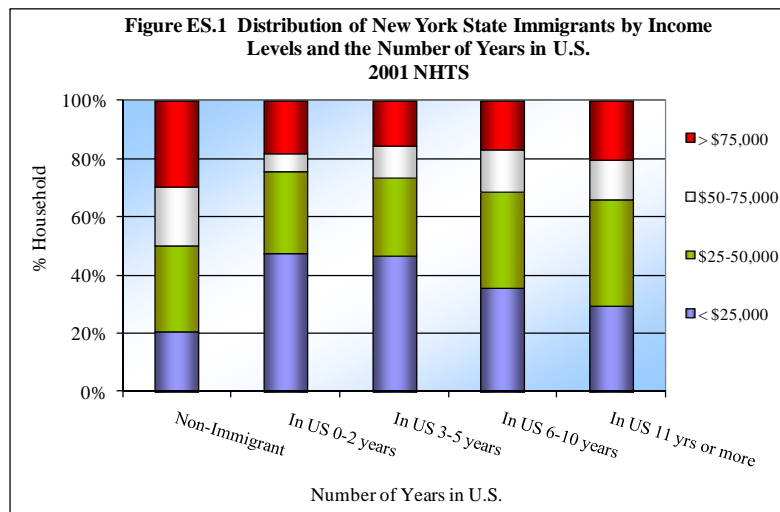
In addition to the number of sample households that the national NPTS/NHTS survey allotted to New York State, the state procured an additional sample of households in both the 1995 and 2001 surveys. In the 1995 survey, New York State (NYS) procured an addition sample of more than 9,000 households; increasing the final New York NPTS sample size to a total of 11,004 households. In 2001, New York State procured 12,000 additional sample households, increasing the final New York NHTS sample size to a total of 13,423 households with usable data. These additional sample households allowed New York State to address transportation planning issues pertinent to geographic areas significantly smaller for which the national NPTS and NHTS data are intended. Specifically, these larger sample sizes enable identification and detailed analysis of differences, if any, in travel patterns that are attributable to demographic characteristics (e.g., gender, age, race and ethnicity), household characteristics (e.g., low income households, zero and one car households), modal characteristics and geographic location.

In this report, travel patterns of special populations are examined and compared to those of the rest of the population. Specifically, this report addresses in detail the travel behavior of the following special populations: (1) ethnic groups and immigrants, (2) the elderly, defined as those who were 65 years old or older, (3) low-income households, and (4) those who worked at home. Focus is given to trip frequency, travel by time of day, trip purpose, and mode choice.

### *New York State Immigrants*

Between 2000 and 2008, New York State experienced a population outflow of 1.5 million to other states – the largest population outflow in the United States. However, the impact of this loss was offset by immigration and a natural increase through births. By 2008, the population size in New York State increased by 2.7% from that in 2000 and almost 22% of the 2008 New York State population were foreign born.

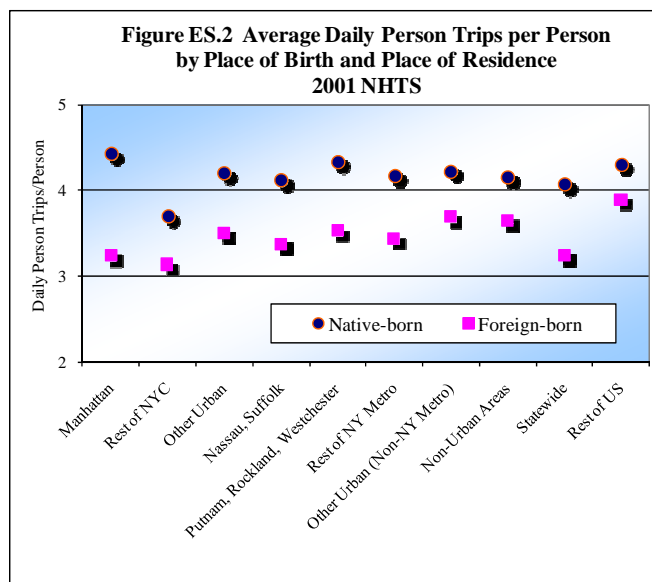
Within the first two years of their immigration to the U.S., almost half of the immigrants lived in poverty with an income of less than \$25,000 a year (Figure ES.1). An immigrant's financial situation typically improved with the increasing number of years residing in the United States. After eleven or more years in the country, the income distribution of the foreign-born population resembled that of the native-born population.



The foreign-born population inflow to New York State was different from that of the rest of the country. Compared to the rest of the country, a significantly greater percentage of the foreign-born population moving into New York State was African Americans – 19.3% vs. 6%. Also noteworthy pattern is the prominence of foreign-born Asians and Hispanics in New York State. Their number significantly surpassed the number of native-born Asians and Hispanics in New York State.

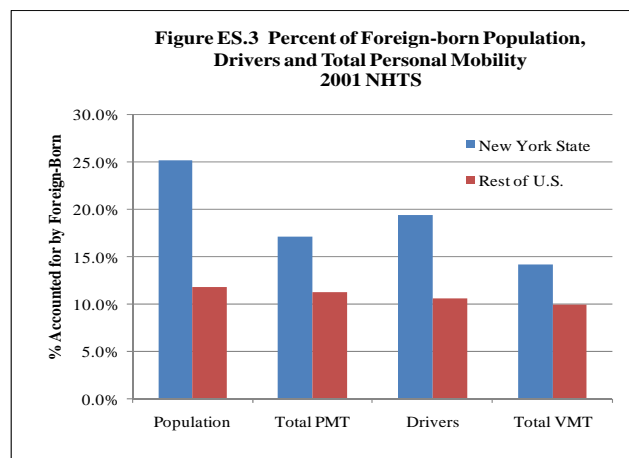
New York State immigrants were different from the rest of the population with respect to the following travel patterns and mobility characteristics:

- Less likely to be licensed to drive.*** In general, the longer the immigrants reside in the U.S., the more likely they became licensed to drive. However, the rate of increase in this license rate, with the number of years in the United States, was significantly slower in New York State than it was in the rest of the country. This was due to the lower license rate of Manhattan residents.
- More likely to not own or have access to a vehicle.*** Immigrant households were more likely not to own or have access to a vehicle as opposed to non-immigrant households. The propensity of not owning a vehicle varies from almost 70% of the Manhattan households to 6-8% of the New York State households. However for households outside New York State, immigrant status had no bearing on the propensity to own a vehicle. One possible explanation for this difference could be the heavy concentration of New York State immigrants in New York City where owning or accessing a vehicle has less impact on one's mobility.
- Less impact on mobility if not owning a vehicle.*** The impact on one's mobility of owning or having access to a vehicle was less severe in New York State than elsewhere. Zero-vehicle immigrant households in New York State were by far less mobile than other households in New York State. However, those households depended on transit and walking as much as their non-immigrant counterparts in order to meet their mobility needs (76.6% vs. 78.1%).
- Overall less mobile than the rest of the residents.*** In general, foreign-born residents tended to take fewer trips, i.e., 20% fewer for those who resided in New York State and almost 10% fewer for those who resided elsewhere (Figure ES.2). This was true for all New York State immigrants regardless of their place of residence. The foreign-born residents traveled more to earn a living and less for social and recreational activities than the native-born residents. These differences were statistically significant.

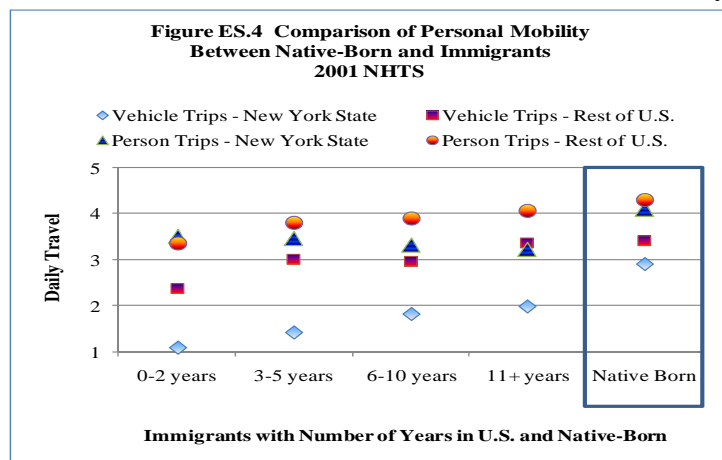


From the perspective of driving, foreign-born drivers tended to drive fewer trips, longer trips and fewer miles than the native-born drivers. However, the difference in driving trends between the foreign-born and native-born drivers was significantly more prominent in New York State than that outside New York State.

As a whole, foreign-born New York residents were disproportionately less mobile than their native-born counterparts. While the foreign-born New York residents accounted for 25% of the total New York population, their share of the total person miles traveled amounted to 17% (Figure ES.3). From the standpoint of driving, foreign-born New York State drivers accounted for 19% of the New York State driver population but only drove 14% of the total number of miles driven by New York drivers. These mobility differences between the native-born and foreign-born populations were not observed outside New York State.



- Mobility changes little even with increasing number of years in the U.S.*** A common perception is that the longer a foreign-born person resides in the U.S. the more their travel resembles someone who is native-born. From the mobility standpoint, the foreign-born residents outside New York State seem to adhere to this perception (Figure ES.4). However, foreign-born New York State residents never seemed to quite reach the mobility level of the native-born residents (Figure ES.4). The reasons for this are unclear. Even after spending more than



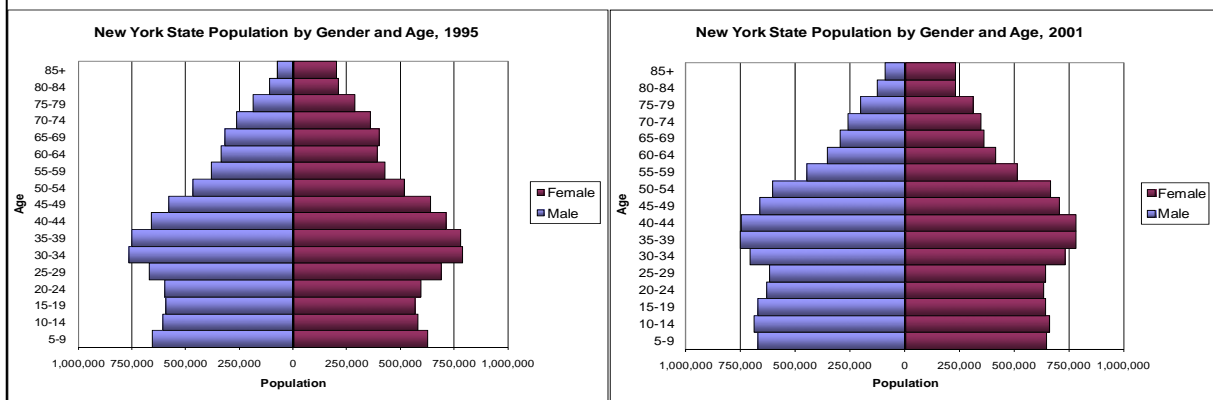
ten years in the country, the foreign-born were still more likely to use public transit than the native-born.

That said, all New York State residents – immigrants and otherwise – identified sharing the road with unsafe drivers (aggressive, distracted, drunk or speeding) as the most severe problem. However, a higher percentage of foreign-born New York residents considered this problem as being more acute than the native-born New York residents.

### *The New York State Elderly Population*

For this analysis, the elderly population is defined as those who are 65 years of age or older. Between 1995 and 2001, the New York State population was slanted toward the older age categories (Figure ES.5). The increases in the older age categories were significantly more prominent in New York State than in the rest of the country. For example, New York State saw a more than 40% increase in its residents between 80 and 84 years of age while the comparable rate for the rest of the U.S. was slightly over 30%.

**Figure ES.5 New York State Population by Gender and Age  
1995 and 2001 NHTS**



The differences between the elderly and the rest of the population were:

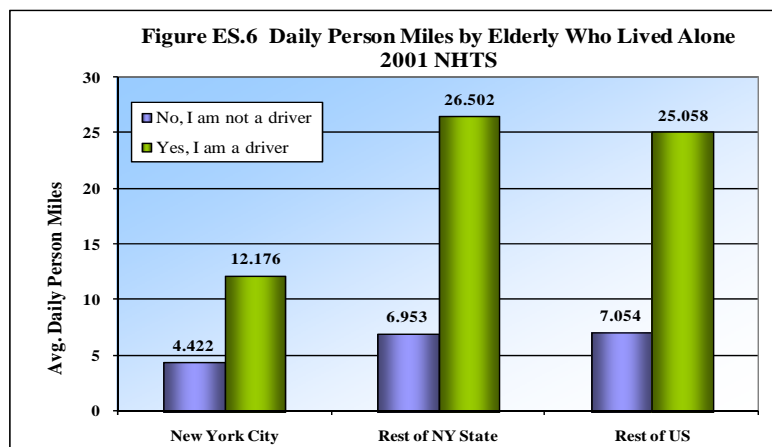
- *The elderly were of lower income and more likely to live alone.* Compared to non-elderly households, the elderly were more likely to live alone or with one

other elderly person, and a significantly greater proportion of elderly households was in the low-income category of less than \$25,000. More than half of the elderly households living in New York rural areas were in the lowest income category (< \$25,000).

- The decision to cease driving and the living arrangements had noticeable mobility impacts.*** Unlike the rest of the population whose mobility depends primarily on household income, employment status and life cycle, the elderly's travel patterns and their propensity to travel are more likely to depend on whether they retain their driver's licenses and whether they live alone or with others. Aging decreases the likelihood of possessing a driver's license. This age effect on the likelihood of possessing a driver's license seems to be more prominent in New York than in the rest of the country. This likelihood also depends on the place of residence. The impact of living in New York City on the likelihood of not possessing a driver's license was most obvious in women 85 years of age or older. Only slightly more than 15% of that age cohorts reportedly had a driver's license.

The elderly's decision to retain their driver's license was partially influenced by their health conditions. Unfortunately, health-related information was very limited in the NHTS survey. The only relevant question in the NHTS survey was "Do you have any medical conditions making travel difficult?" The elderly who lived alone and no longer retained their driving status were, on average, more likely to report medical conditions that made travel difficult than those who lived alone but still maintained their driver status.

Not retaining their driver's license could reduce the elderly's propensity to travel by as much as two-thirds. The elderly who lived alone and no longer retained their driver license traveled only one-third of the miles of those who lived alone and retained their driver's license (Figure ES.6). This was true regardless of the place of residence.





- ***Less mobile in 2001 than in 1995, especially for the elderly living in New York City.*** Throughout the nation, Americans took fewer but longer trips in 2001 than in 1995, i.e., 5% fewer personal trips but with each trip being, on average, almost 10% longer. However, this was not true for the elderly living in New York City. They not only took 30% fewer trips in 2001 than in 1995, their trips were also 50% shorter. It was not clear what contributed to this reduced mobility.

With respect to the driving distance, elderly drivers everywhere drove to locations that were 25% to 40% closer to the origins of their trips than drivers younger than 65 years old.

- ***Avoid traveling during peak hours.*** To avoid congestion, the elderly took the majority of their daily travel between 9 o'clock in the morning and 1 o'clock in the afternoon, with the remaining one-quarter of their travel completed by 4 o'clock in the afternoon. This is in sharp contrast to the temporal patterns of trips taken by those between the ages of 5 and 64.
- ***More likely to be driven by others.*** Does the availability of other drivers in the household have any influence on the mobility of the elderly? If mobility is measured in terms of the number of person trips, then the availability of other drivers present in the household has no influence on elderly mobility. However, if the mobility is measured in terms of the propensity to drive, then the availability of other drivers present in the household reduced the older drivers' need to drive.
- ***Sharing the roads with large trucks is a greater concern.*** Compared to persons 64 years or younger, sharing the roads with unsafe drivers (aggressive, distracted or speeding) and large trucks were viewed by the elderly population as more problematic than other travel concerns. The greatest age-related discrepancy in travel concerns is the elderly's concern about the number of large trucks on the road – probably reflecting the elderly drivers' difficulty in maneuvering their vehicles around large trucks due to their diminished vision and motor skills.

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### ***Low-Income Households***

There are different ways to define a low-income household. This report used the approach developed by the Department of Housing and Urban Development in which the “low-income” and “very low income” definitions are adjusted both for household size and geographic region to account for especially high-cost or low-cost housing markets. Also, because approximately 40% of New York State households would be categorized in the “low income” category that includes the “very low income” category, this report focused on comparing travel patterns and socioeconomic attributes of households that are classified as very low-income to those that are not in the very low-income category.

The following differences were observed:

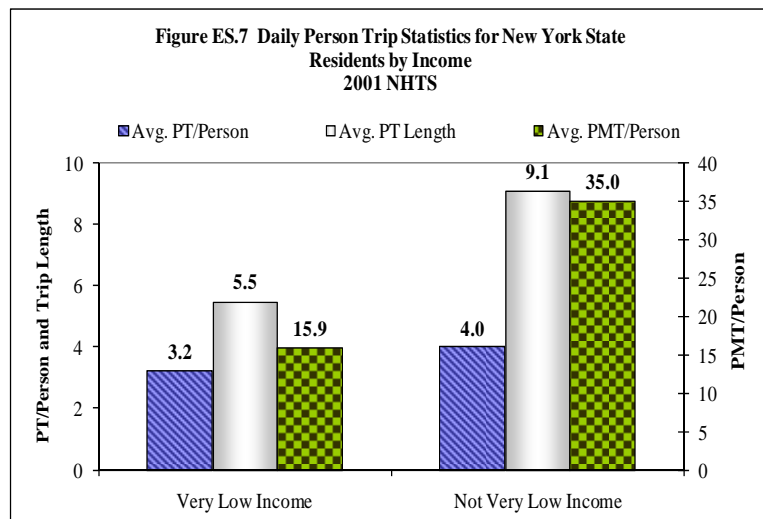
- ***Greater percentage of New York State population was classified as very low income.*** The percentage of very low-income New York residents was greater than that for the rest of the country. This statistic was true for both 1995 and 2001. The greatest concentration of very low-income New York State residents was in New York City, except for those living in Manhattan. Compared to other ethnic groups, significantly greater proportions of African-Americans and Hispanics had very low incomes. In 2001, more than half of the Hispanics living in New York State had very low incomes compared to 40% of Hispanics in the rest of the country.
- ***Very low-income New York households were significantly more likely not to own or have access to a vehicle.*** This difference was primarily due to the large percentage of zero-vehicle and very low-income households in Manhattan. A household generally does not own a vehicle because it cannot afford one. However, this is not true for Manhattan households. Not owning a vehicle in New York State did not necessarily equate to the inability to afford a vehicle.
- ***Greater percentage of New York State children lived in poverty.*** Twenty-nine percent of the children<sup>1</sup> in New York State lived in very low-income households, compared to 24% in the rest of the country.

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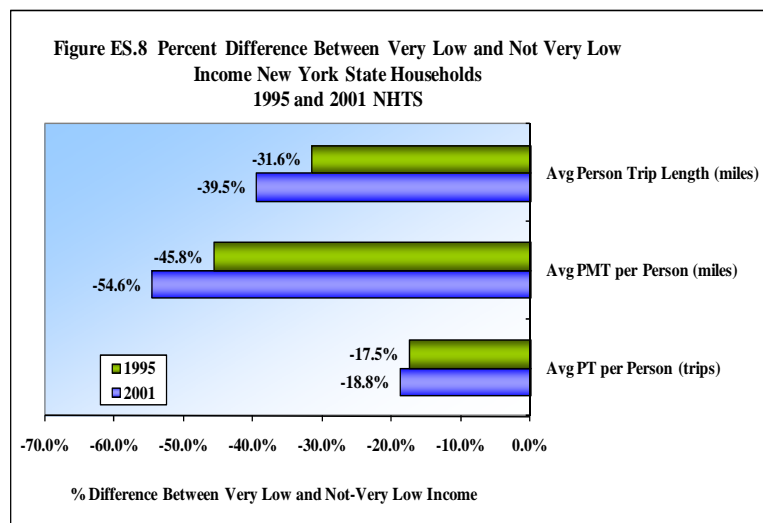
<sup>1</sup> Younger than 16 years old.

The travel patterns unique to the very low-income population were:

- Significantly less mobile and the income-related mobility gap widened over time.** Regardless of how personal mobility was measured (e.g., the tendency to travel, the trip length, or the frequency of trips), those having very low incomes were significantly less mobile than those with higher incomes (Figure ES.7). The very low-income population in New York City was by far the least mobile (measured by the number of trips taken per day) when compared with other New York State residents and residents outside of New York State.



- Seventeen percent of very low-income residents did not travel on the travel day designated in the survey, compared to 11% of those with higher incomes. On average, in New York State individuals having very low income took about 18% fewer trips per day, and at least 30% shorter trips, resulting in at least 45% fewer miles traveled per day than the not-very low income population (Figure ES.8). Across all personal mobility measures, the gaps between those with and without very low incomes widened from 1995 to 2001.



- ***Traveled less for earning a living but more for civil, educational and religious reasons.***
- ***Commutes were significantly shorter and more commutes on weekends.*** The impact of income on personal mobility was remarkably evident in the total number of miles traveled per day. In 2001, very low-income residents traveled 55% fewer miles in a day than those with higher incomes, i.e., 16 miles for very low-income residents and 35 miles for non-very low-income residents. The greatest difference between very low-income residents and non-very low-income residents was in their commutes. While the workers with lower incomes traveled on average only 3.28 miles to and from work in a day, workers with higher incomes commuted three times as much, or 10.58 miles. Of the entire New York State population, very low-income residents in New York City took by far the shortest trips.

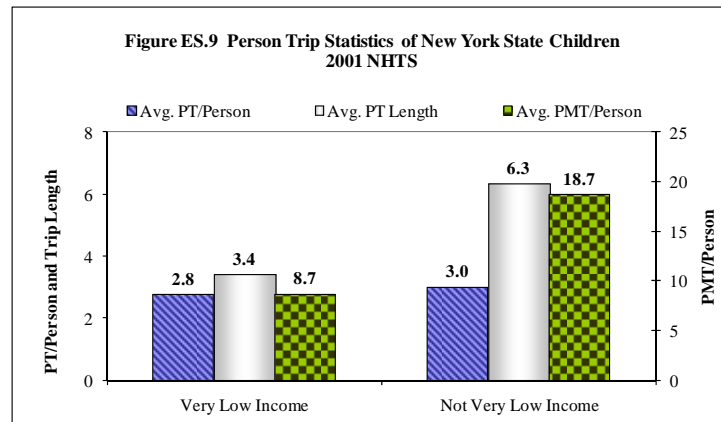
A greater percentage of the weekend travel by workers with lower incomes was for commutes when compared to that of workers with higher incomes, implying that workers with lower incomes were more likely to be employed by lower-paying service sectors than other workers.

- ***More likely to be driver-less, less propensity to drive, and drove shorter trips.*** More than 30% of very low-income households did not have a driver – versus less than 5% in the other households. Drivers with lower incomes were less likely to drive than those with higher incomes on a typical day. If they did drive, their trips were shorter.

Although they drove fewer miles, New York State drivers with lower incomes spent about the same amount of time driving (approximately 80 minutes) per day than the other drivers. Presumably, this was due to the fact that drivers with lower incomes were more likely to reside in more densely populated areas, therefore driving in more congested conditions.

Population density has little impact on the propensity to drive, except in New York City. Only outside New York City did income become a factor that separated drivers with very low incomes from higher incomes with respect to their propensity to drive. Regardless of population density, drivers with very low incomes consistently drove shorter trips than drivers with higher incomes.

- Children in poverty were the least mobile.*** Children living in poverty in New York State were the least mobile of all children. They traveled 53% fewer miles than children of non-very low-income New York households, or only 8.7 miles a day (Figure ES.9). Using transit or walking accounted for more than half of their mobility.
- Less satisfied with the quality of transportation services.*** Based on almost all indicators, residents in New York State with very low incomes were more likely than residents with higher incomes to be dissatisfied with the quality of transportation services.



### ***Work-at-Home Workers and Telecommuters***

For this report, workers are classified into three groups depending on their work location: those who work only at the workplace, those who work only at home (also referred to as “home-based workers”), and those who work both at home and at the workplace (also referred to as “telecommuters”).

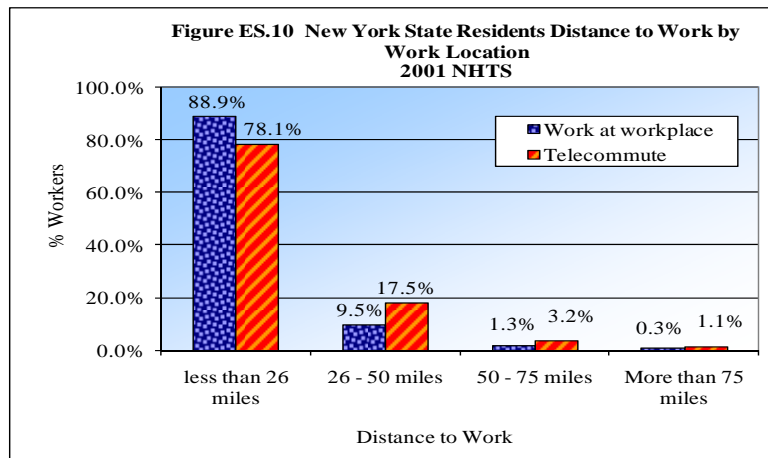
According to The Bureau of Census, nearly 4.2 million people worked at home in 2000, which was up from 3.4 million in 1990. Overall, slightly more than 3% of the workers indicated that they usually worked at home. This rate was slightly lower in New York State than in the nation. The percentage of Manhattan workers who usually worked at home was almost twice that of the rest of the New York State.

More than half of the work-at-home workers were female. However, when compared to their counterparts across the country, female workers in New York State

were less likely to work at home. The percentage of workers who worked at home increased with age. Workers who were 70 years of age or older were almost twice as likely to work at home than workers who were between 60 to 69 years old.

According to the 2001 NHTS, a typical home-based worker was a white male, between the ages of 45 and 64 years old, and financially well off with his household income more than \$80,000. He had access to the internet and accessed it almost every day. There was no significant socio-demographic difference between home-based workers in New York State and those elsewhere in the country. The emergence of the internet and the rapid development of telecommunication technologies in 2000 have enabled more professional and managerial workers to work from home than in 1995.

Based on the 2001 NHTS survey data, New York State telecommuters had to travel a greater distance to work than workers who only worked at their workplace (Figure ES.10). One in every 5 telecommuters commuted to work more than 25 miles each way.



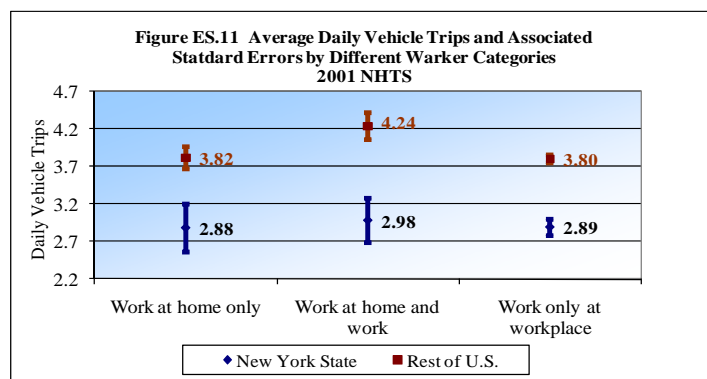
In general, there were not many statistically significant differences in *personal* travel patterns among work-at-home workers, work-at-workplace workers, and telecommuters. However, there were a few exceptions:

1. Work-at-home workers had the least need to leave their homes, and almost 13% of these workers did not travel on their designated travel day compared to 5% for telecommuters and 6% for workers who worked only at their workplace.
2. Workers who worked only at their workplace took significantly fewer trips than telecommuters, reflecting their less flexible daily schedule.
3. Telecommuters traveled significantly more miles in a day than work-at-home workers, or 60 miles and 35 miles, respectively.

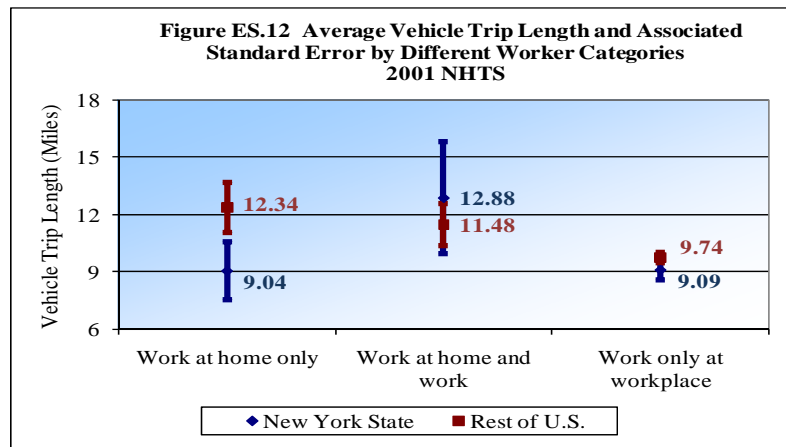
4. The length of the trips taken by work-at-home workers varied widely, perhaps suggesting that these workers had fewer time constraints and were able to travel to out-of-the-way places of their choice.
5. On average, home-based workers spent twenty minutes more traveling in a day than other workers.
6. Telecommuters and workers who only worked at their workplace took a greater percentage of their daily trips to earn a living than work-at-home workers. Also, travel to earn a living took up a greater percentage of the daily travel by workers who only worked at a workplace than that of telecommuters. By working at home, the home-based workers also had greater discretion to travel for family and personal business than other workers.
7. The differences between the telecommuters and the non-telecommuters were in the *distance* and *duration* of their commutes. In New York State, telecommuters traveled a distance of 33% further to work than non-telecommuters, or 13.6 miles vs. 10.2 miles. This difference is statistically significant. Telecommuters not only traveled longer distances but also spent more time commuting than non-telecommuters. The longer commute might have contributed to the telecommuters' decision to telecommute.
8. Work-at-home workers tried to avoid congestion by traveling more between 9 a.m. and 4 p.m.

In New York State, the location of one's workplace (home, workplace or both) had little impact on the frequency of driving. On average, workers drove about 3 trips a day. That said, on average, telecommuters drove to destinations noticeably further away than workers who only worked at their workplace, resulting in telecommuters driving 48% more miles and spending 30% more time driving than workplace-based workers. These differences were statistically significant.

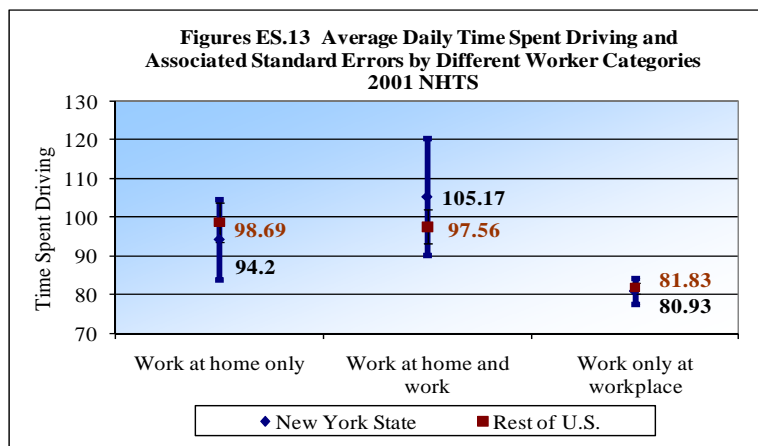
Compared to the rest of the country, workers in New York State took on average one fewer vehicle trips a day than workers living outside New York State (Figure ES.11). This difference is significant for all three worker categories.



Another significant difference between home-based workers in New York State and similar workers residing elsewhere was the average trip length. Vehicle trips taken by home-based workers outside of New York State were 36% longer, or 20 more miles a day, than those taken by similar workers living within New York State – an 80% difference (Figure ES.12).



The New York non-telecommuters' average daily commute distance was 14% shorter than that of non-telecommuters living outside of New York State (Figure ES.13). In general, New York workers spent significantly more time commuting than their non-New York State counterparts. This was true regardless of the telecommute status.



Does the telecommuting arrangement influence how one commutes to work? The answer to this question is “no.” Public transit and walking were more widely used for commuting in New York State than elsewhere, primarily due to persons working in New York City.

Results in this report suggest that each of the special populations has its unique mobility challenges and needs. Moreover, New York State's special populations are different from their cohorts outside New York State in a number of aspects. The 2001 NHTS was instrumental in identifying these differences and the unique challenges.



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## Chapter 1. Introduction

### *1.1 Background and Objectives*

Policymakers rely on transportation statistics, including data on personal travel behavior, to formulate strategic transportation policies, and to improve the safety and efficiency of the U.S. transportation system. Data on personal travel trends are needed to examine the reliability, efficiency, capacity, and flexibility of the Nation's transportation system to meet current demands and accommodate future demands; to assess the feasibility and efficiency of alternative congestion-alleviating technologies (e.g., high-speed rail, magnetically levitated trains, intelligent vehicle and highway systems); to evaluate the merits of alternative transportation investment programs; and to assess the energy-use and air-quality impacts of various policies.

To address these data needs, the U.S. Department of Transportation (USDOT) initiated an effort in 1969 to collect detailed data on personal travel. The 1969 survey was the first Nationwide Personal Transportation Survey (NPTS). The survey was conducted again in 1977, 1983, 1990, 1995, and 2001. Data on *daily* travel were collected in 1969, 1977, 1983, 1990 and 1995. Longer-distance travel was collected in 1977 and 1995. The 2001 National Household Travel Survey (NHTS) collected both daily and longer-distance trips in one survey.

The 2001 survey was sponsored by three USDOT agencies: Federal Highway Administration (FHWA), Bureau of Transportation Statistics (BTS), and National Highway Traffic Safety Administration (NHTSA). The primary objective of the survey was to collect trip-based data on the nature and characteristics of personal travel so that the relationships between the characteristics of personal travel and the demographics of the traveler can be established. Commercial and institutional travel was not part of the survey.

New York State participated in the 2001 NHTS by procuring additional 12,000 sample households. These additional sample households allowed New York State to address transportation planning issues pertinent to geographic areas that are significantly smaller than what the national NHTS data allowed. The final sample size for New York State was 13,423 usable households.

In this report, Oak Ridge National Laboratory (ORNL) identifies and analyzes differences, if any, in travel patterns that are attributable to demographic characteristics (e.g., gender, age, race and ethnicity), household characteristics (e.g., low income households, zero and one car households), modal characteristics and geographic location. Travel patterns of those who work at home are examined and compared to those of conventional workers, as well as those who do not work. Focus is given to trip frequency, travel by time of day, trip purpose, and mode choice.

For example, included in this analysis is the mobility of the elderly population in New York State. The American society is undergoing a major demographic transformation that is resulting in a greater percentage of older individuals in the population. In addition to demographic changes, recent travel surveys show that an increasing number of older individuals are licensed to drive and that they drive more than their same age cohort did a decade ago. Cohort differences in driving are particularly apparent – not only are more of today’s elderly population licensed to drive than their age cohort two decades ago, they also drive more. Equally important are the increase in immigration and in racial and cultural diversity. This report also discusses vehicle availability, socioeconomic characteristics, travel trends (e.g., miles travelled, distance driven, commute patterns), and the transportation accessibility of these populations.

Specifically, this report addresses in detail the travel behavior of the following special populations: (1) the elderly, defined as those who were 65 years old or older, (2) low-income households, (3) ethnic groups and immigrants, and (4) those who worked at home.

## ***1.2 Who Is Included***

The NHTS collected travel data from the civilian, non-institutionalized population of the United States. People living in college dormitories, nursing homes, other medical institutions, prisons, and military bases were excluded from the sample. All household members age 5 or older were eligible to be interviewed in the 1995 NPTS, with the 2001 survey enumerating travel taken by persons younger than five years old as well. For eligible children under age 13, an adult member of the household reported for them.

Large metropolitan areas with subway or elevated rail transit systems were over-sampled in order to increase the number of in-sample transit trips. Furthermore, nine geographic areas (including New York State) purchased NHTS add-on contracts that increased the sample size within their planning areas. The increased sample sizes within these areas provided small-area data for more reliable transportation planning.

### ***1.3 How the Data Were Collected***

The NHTS was conducted as a telephone survey, using Computer-Assisted Telephone Interviewing technology. The sample was a list-assisted telephone number sample. Each household in the sample was assigned a specific 24-hour “Travel Day” and kept diaries to record all travel taken by all household members for the assigned day. Furthermore, a 28-day “Travel Period” was assigned to each household to collect longer-distance travel (over 50 miles from home) for each household member. Information collected for long-distance travel included information on long commutes, airport access, and overnight stays. The assigned travel day was the last day of the assigned travel period.

The households were contacted by an advance letter, followed by a telephone contact. For New York State sample households, a five-dollar incentive was sent along with the letter requesting their participation. After the first telephone interview where household characteristics were collected, travel diaries were mailed to the household so that each household member could record their travel on the assigned Travel Day. Residents of the sampled households were contacted by telephone as soon as possible after the designated travel day to record their travel.

### ***1.4 When the Data Were Collected***

The 2001 NHTS was conducted over a period from April 2001 through May 2002. Travel data were collected for all seven days of the week, including all holidays. The survey was conducted over at least a 12-month period so that data would account for seasonal variations in travel. To correct for this seasonal variation, sample weighting was developed to specifically address this issue. Each household and person weight were adjusted so that the weighted data reflect an equal number of household and person interviews for each month.

### ***1.5 Sample Sizes and Weighted Sums***

For the state of New York, information was gathered for a total of 13,423 households; 30,268 persons; 23,732 vehicles; and 118,200 daily trips. The NHTS uses weights to expand the sample data to estimates for the entire New York State population. The weights reflect the sample design and selection probabilities, over-sampling of certain strata, and adjustments to compensate for survey non-response and non-coverage. It is absolutely necessary to use the survey weights to properly account for the sample design used by the survey.

The weights are multiplicative factors that must be applied to the file variables in order to obtain valid estimates of population values. If the weights are not used, incorrect estimates will result. For example, the overall number of unweighted daily sample trips per household for the state of New York is 8.81, whereas the overall number of weighted daily trips per household is 9.5. Sample errors can be magnified and lead to serious inaccuracies when weights are not used in tabulating these data.

Analysis of any special population requires disaggregation of the survey data in multiple ways. Thus, travel patterns might be estimated from a small sample. In this report, any estimate based on samples less than 10 households, persons, or trips is highlighted in light yellow. This highlighting is to caution the reader that such an estimate is subject to high variability and should not be used as the basis for determining differences in demographic or travel patterns.

### ***1.6 Travel Concepts***

Appendix 1A contains a full glossary of terms used in this report. However, a few basic terms and concepts need to be introduced before data are presented.

**Person Trip** - A trip by one person by any mode of transportation. This is the most basic and universal measure of personal travel. Each record in the Travel Day and Travel Period files in the NHTS dataset represents one person trip. An example of this is if two people are traveling together in one car, two person trips are counted. Based on 2001 NHTS data, residents of New York State made an estimated 24,899 million person-trips that year (Table 1.1).

**Table 1.1 Summary Statistics on Demographic Characteristics and Total Travel  
2001 New York NHTS**

<b>Households</b>	<b>7,183,208</b>
<b>Persons</b>	<b>18,635,650</b>
0-4	1,241,257
<b>Persons 5 Years or Older</b>	<b>17,394,393</b>
5-15	2,805,630
16-19	992,404
20-34	3,810,147
35-54	5,486,605
55-64	1,591,252
65 and over	2,305,198
Not reported	403,158
<b>Persons</b>	<b>18,635,650</b>
Male	8,938,448
Female	9,697,202
<b>Persons 5<sup>+</sup></b>	<b>17,394,393</b>
Male	8,284,292
Female	9,110,101
<b>Drivers</b>	<b>11,167,231</b>
Male	5,729,689
Female	5,437,541
<b>Workers</b>	<b>9,654,253</b>
Male	5,061,833
Female	4,583,420
<b>Total Vehicle Trips (000,000)</b>	<b>10,886</b>
<b>Total Vehicle Miles of Travel (000,000)</b>	<b>95,209</b>
<b>Total Person Trips (000,000)</b>	<b>24,899</b>
<b>Total Person Miles of Travel (000,000)</b>	<b>194,513</b>
<b>Total Person Trips (000,000) excluding 0 – 4 year olds</b>	<b>23,705</b>
<b>Total Person Miles of Travel (000,000) excluding 0 – 4 year olds</b>	<b>186,685</b>

**Person Miles of Travel (PMT)** - The number of miles traveled by each person on a trip.

An example of this is two people taking a six-mile subway trip to the airport result in 12 person miles of travel. A four-mile van trip with a driver and three passengers counts as 16 person miles of travel.

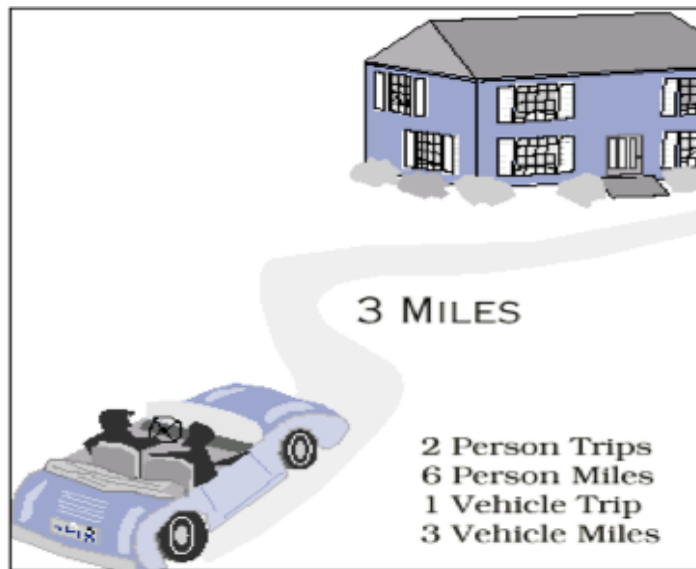
Person-miles are often called passenger miles, particularly in the transit and airline industries. The state of New York had an estimated 194,513 million person-miles of travel during the 2001 NHTS period.

**Vehicle Trip** - A trip by a single privately operated vehicle (POV) regardless of the number of people in the vehicle. For example, two people traveling together in a car would be counted as one vehicle trip. Four people going to a restaurant in a van are considered one vehicle trip. To be counted as a vehicle trip in the NHTS, a trip must be made in a POV and the driver must be a member of a household in the NHTS sample. A POV can be a household-based car, van, sport utility vehicle, pickup truck, other truck, recreational vehicle, motorcycle or other POV. The vehicle does not need to belong to the household.

Trips made in other highway vehicles, such as buses, streetcars, taxis, and school buses are collected in the NHTS. However, these trips are not counted as vehicle trips because these vehicles are not privately operated vehicles. The state of New York had an estimated 10,886 million vehicle-trips during the 2001 NHTS period

**Vehicle Miles of Travel (VMT)** - One vehicle mile of travel is the movement of one POV for one mile, regardless of the number of people in the vehicle. When one person drives her car 12 miles to work, 12 vehicle miles of travel have been made. If two people travel three miles in a pickup truck, three vehicle miles of travel have been made. The distinction among person trip, person miles of travel, vehicle trip and vehicle miles of travel is better illustrated in Figure 1.1. The state of New York had an estimated 95,209 million vehicle-miles of travel during the 2001 NHTS period.

**Figure 1.1 Distinction Between Person Trip, Person Miles of Travel, Vehicle Trip, and Vehicle Miles of Travel**



**Vehicle Occupancy** - For NHTS data, vehicle occupancy is generally computed as person miles of travel per vehicle mile (referred to as the *travel* method). Note that the other commonly-used definition of vehicle occupancy is persons per vehicle trip (referred to as the *trip* method).

Because longer trips often have higher occupancies, the *travel* method generally yields a higher vehicle occupancy rate than the *trip* method. For example, the average person-miles of travel per vehicle mile for the state of New York was 1.6 in 2001 compared to a vehicle occupancy of 1.5 persons per vehicle trip. The calculation of the *travel* method requires that trip miles be reported, thus it is calculated on a slightly smaller number of trips than the *trip* method.

**Daily Trip Rates** - Rather than presenting total travel, much of the data presented in this report are in units of daily trip rate, such as the number of trips taken by an individual on a typical day. Daily trip rates are derived by dividing the total daily travel (e.g., total person trips) by the total number of entities (e.g., households, workers, drivers, persons). This method implies that even if one did not travel on the designated travel day, he/she is included in the calculation.

**Average Daily Person Travel per Person** - The average daily number of person trips or person miles of travel taken by a person. This includes persons who did not travel during the designated travel day. The estimated average daily person trips per person in the state of New York was 3.66. The estimated average daily person miles per person was 28.6 during the 2001 NHTS period.

**Average Daily Vehicle Travel per Driver** - The average number of daily vehicle trips or vehicle miles of travel driven by an individual driver in the state of New York. This includes drivers who did not drive during the designated travel day. On average, a New York driver drove 2.67 trips and 23.36 miles per day.

**Average Daily Journey-to-Work Travel per Worker** - The average number of daily journeys to work or journey-to-work miles of travel taken by a worker. The denominator includes workers who work at home and workers who did not go to work during the designated travel day. On average, a typical New York worker took 1.12 trips to work per day.

**Average Daily Travel per Household** - The average daily number of person trips, vehicle trips, person miles of travel, vehicle miles of travel, or journey-to-work trips taken by a typical household in the state of New York. This includes households that did not travel during the designated travel day. For the state of New York, the estimates are as follows: the average daily person trips per household was 9.5, the average daily person miles per household was 74.1, the average daily vehicle trips per household was 4.15, the average daily vehicle miles per household was 36.31, and the average daily journey-to-work trips taken by a household was 1.5 during the 2001 NHTS period.

**Travel Day section** – In the travel day section, the respondent is asked to report all trips of any length by any mode of travel during a 24-hour period. This reporting provides data on the types of trips made on a daily basis, such as trips to work, or the store, running errands, and visiting friends.

**Travel Day Trip (Trip)** - A travel day trip is defined as any time the survey respondent went from one address to another by private motor vehicle, public transportation, bicycle, walking, or other means.



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## ***1.7 Differences Between the 1995 and 2001 Surveys and the Data Implications***

There are a number of improvements and changes in the 2001 NHTS:

1. Travel taken by persons younger than five years old are enumerated,
2. More emphasis on walk and bike trips by prompting specifically for these trips,
3. If one did not travel on the designated travel day, then information on the most recent trip was collected,
4. Information on access and egress to the transit station was explicitly collected,

In addition, a number of questions were added to the 2001 NHTS to cover emerging trends pertinent to personal travel behavior:

At the Household Level:

- Cell-phone ownership, and
- Number of phone lines owned and how they were used (voice, fax, or modem).

At the Person level:

- Internet access and frequency and location of use,
- Travel disability and its effect on mobility,
- Explicit coding of multiple jobs,
- Broad categories of occupation,
- Immigrant status, and
- Frequency of walk and bike trips during the week prior to the interview day.

At the Individual Daily Trip Level:

- More detail on trip purpose, and
- Access and egress modes to transit stations.

## ***1.8 Definitions of Geography***

This report contains comparative analyses of different New York geographic areas. Below is a description of these areas:

- **Manhattan** includes only New York county;
- **Rest of New York City** consists of the other four boroughs of New York City excluding Manhattan: Kings county, Queens county, Richmond county, and Bronx county;
- **New York City** includes the aforementioned five boroughs: Manhattan/New York, Kings, Queens, Richmond, and Bronx counties;
- **New York Metro** includes the aforementioned five boroughs of New York City, plus Nassau, Suffolk, Putnam, Rockland, and Westchester counties;
- **Other areas** include areas within New York State outside New York Metro.

## ***1.9 Report Organization***

In the next chapter, the socio-economic profiles and the travel trends of New York State immigrant population are compared to the rest of the nation. Chapter 3 highlights the driving and travel trends of elderly New York State residents. Differences in travel patterns with respect to the availability of alternative drivers are analyzed. Furthermore, the elderly population's opinions on the quality of transportation services are examined. Similar topics are covered in Chapters 4 and 5. Chapter 4 focuses on low-income households and Chapter 5 on those who work at home or telecommute. Relevant comparisons between 1995 and 2001 travel patterns are highlighted in the appropriate chapters. Key travel concepts and a glossary of terms used in this report are included in Appendix 1A. Complete statistics and corresponding standard errors for data reported in each chapter are presented in Appendices 2 through 5.

## Chapter 2. Travel Patterns of the Immigrant Population

### 2.1 *Profile of Immigrants*

The total population in the United States increased by more than 22 million between 2000 and 2008, with 14 million from natural increases (i.e., births) and the remaining 8 million from population migration (Table 2.1). During this period, New York State experienced a population outflow of 1.5 million as compared to other states. The impact of this loss was offset by immigration and natural increases (Table 2.1).

**Table 2.1 Population Changes Between April 2000 and June 2008**

Total Population Change*		United States	New York
		<b>22,635,122</b>	<b>513,481</b>
Natural Increase		14,124,166	803,680
Vital Events	Births	34,126,003	2,072,765
	Deaths	20,001,837	1,269,085
Net Migration		8,114,516	-698,895
International**		8,114,516	876,969
Domestic			-1,575,864

\*Total population change includes a residual. This residual represents the change in population that cannot be attributed to any specific demographic component. See State and County Terms and Definitions at <http://www.census.gov/popest/topics/terms/states.html>

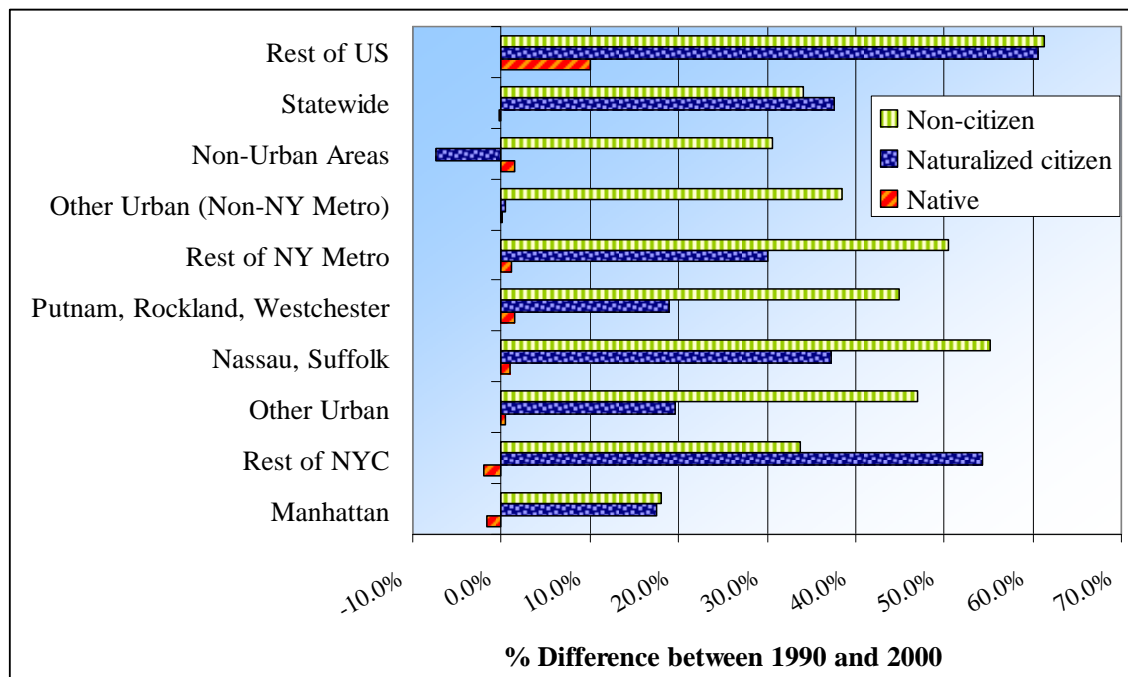
\*\*Net international migration includes the international migration of both native and foreign-born populations. Specifically, it includes: (a) the net international migration of the foreign born, (b) the net migration between the United States and Puerto Rico, (c) the net migration of natives to and from the United States, and (d) the net movement of the Armed Forces population between the United States and overseas.

Note: The April 1, 2000 Population Estimates base reflects changes to the Census 2000 population from the Count Question Resolution program and geographic program revisions.

Source: NST-EST2008-04. Population Division, U.S. Census Bureau. Table 4: Cumulative Estimates of the Components of Resident Population Change for the United States, Regions, States, and Puerto Rico: April 1, 2000 to July 1, 2008.

Immigration has become the determinant factor in population growth.<sup>2</sup> According to the 1990 and 2000 Population Censuses, the four boroughs in New York City, excluding Manhattan, collectively experienced the greatest population growth among all of the New York State areas (Table 2.2). The growth in these four boroughs was primarily due to the migration of foreign born persons (Table 2.2). Contrary to the inflow of foreign born persons, New York City lost 2% of its native population to other areas in New York State or other states (Figure 2.1). In almost all areas of New York State, except Manhattan, non-citizens increased by at least 30% from 1990 to 2000 (Figure 2.1).

**Figure 2.1 Population Changes from 1990 to 2000 by Citizen Status and Area**



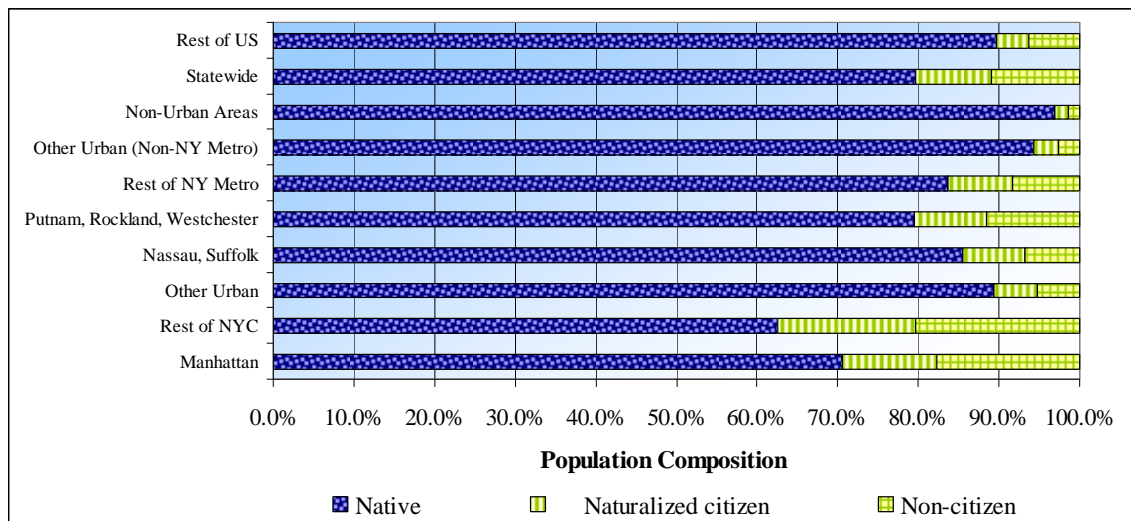
<sup>2</sup> "Immigrants in the United States 1998 -- A Snapshot of America's Foreign-born Population." Steven A. Camarota. January 1999. <http://www.cis.org/articles/1999/back199.html>.

Table 2.2 The 1990 and 2000 Population Breakdown by Area and Immigrant Status

1990 Population Census											
	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	Other Urban (Non-NY Metro)	Non-Urban Areas	Statewide	Rest of US
<b>Total population</b>	1,487,536	5,835,028	7,322,564	8,439,377	2,609,212	1,224,282	3,833,494	4,605,883	2,228,514	17,990,455	230,719,418
Native	1,103,670	4,135,963	5,239,633	7,735,490	2,335,690	1,021,217	3,356,907	4,378,583	2,163,471	15,138,594	213,803,963
Foreign born	383,866	1,699,065	2,082,931	703,887	273,522	203,065	476,587	227,300	65,043	2,851,861	16,915,455
Naturalized citizen	152,980	712,436	865,416	390,524	153,185	98,959	252,144	138,380	41,080	1,297,020	6,699,978
Not a citizen	230,886	986,629	1,217,515	313,363	120,337	104,106	224,443	88,920	23,963	1,554,841	10,215,477
2000 Population Census											
	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	Other Urban (Non-NY Metro)	Non-Urban Areas	Statewide	Rest of US
<b>Total population</b>	1,537,195	6,471,083	8,008,278	8,703,602	2,753,913	1,305,957	4,059,870	4,643,732	2,264,577	18,976,457	262,445,449
Native	1,084,755	4,052,491	5,137,246	7,775,865	2,356,974	1,037,342	3,394,316	4,381,549	2,195,213	15,108,324	235,205,693
Foreign born	452,440	2,418,592	2,871,032	927,737	396,939	268,615	665,554	262,183	69,364	3,868,133	27,239,756
Naturalized citizen	179,785	1,098,902	1,278,687	466,979	210,183	117,748	327,931	139,048	38,078	1,783,744	10,758,882
Not a citizen	272,655	1,319,690	1,592,345	460,758	186,756	150,867	337,623	123,135	31,286	2,084,389	16,480,874
Percent Differences between 1990 and 2000											
	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	Other Urban (Non-NY Metro)	Non-Urban Areas	Statewide	Rest of US
<b>Total population</b>	3.34%	10.90%	9.36%	3.13%	5.55%	6.67%	5.91%	0.82%	1.62%	5.48%	13.75%
Native	-1.71%	-2.02%	-1.95%	0.52%	0.91%	1.58%	1.11%	0.07%	1.47%	-0.20%	10.01%
Foreign born	17.86%	42.35%	37.84%	31.80%	45.12%	32.28%	39.65%	15.35%	6.64%	35.64%	61.03%
Naturalized citizen	17.52%	54.25%	47.75%	19.58%	37.21%	18.99%	30.06%	0.48%	-7.31%	37.53%	60.58%
Not a citizen	18.09%	33.76%	30.79%	47.04%	55.19%	44.92%	50.43%	38.48%	30.56%	34.06%	61.33%

Nine in every ten people outside New York State were native born; while this ratio was four in every five in New York State (Figure 2.2). The four boroughs in New York City excluding Manhattan had the greatest concentration of foreign born, slightly less than 40% as compared to other boroughs (Figure 2.2).

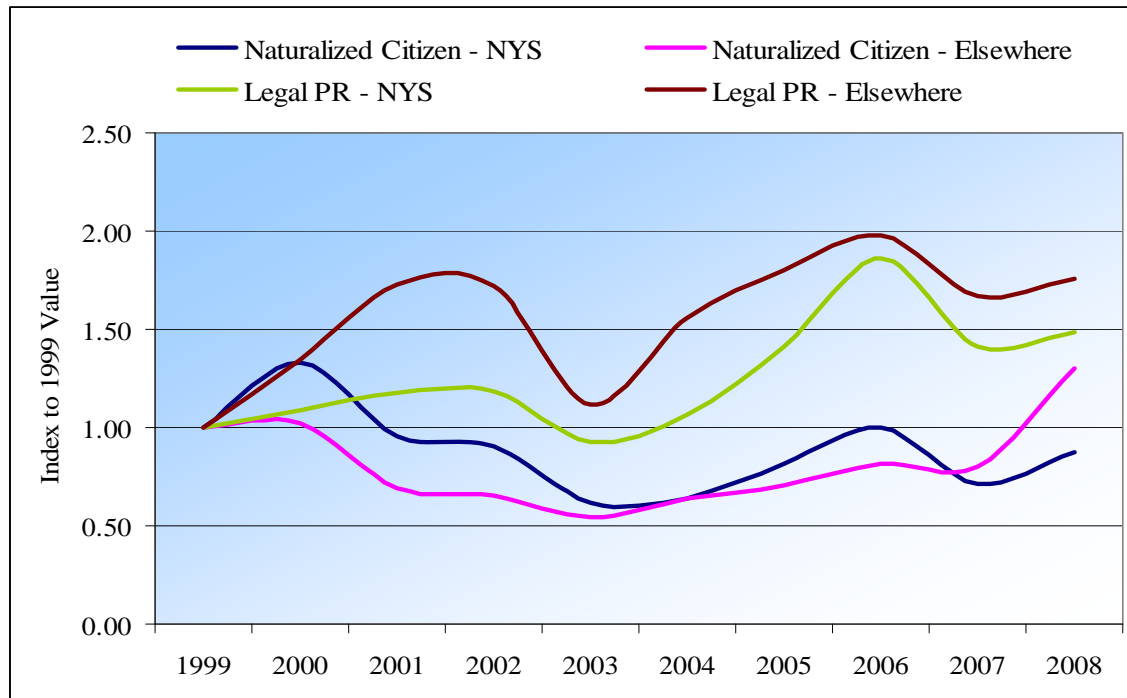
**Figure 2.2 2000 Population Distribution by Citizenship Status  
2000 Population Census**



Source: 2000 Population Census, Bureau of Census.

The terrorist attacks in September 11, 2001 presumably contributed to the decrease in the foreign-born immigration during 2002 and 2004. However, these downward trends began to reverse in 2004 then dropped again in 2006 (Figure 2.3). Despite the increases, the number of naturalized citizens in New York State continued to decrease and never regained its peak in 2000 (Figure 2.3) while the downward trends in the number of legal permanent residents began to reverse in 2005. Compared to New York State, the rest of the country experienced greater percentages of increase (Figure 2.3).

**Figure 2.3 Historical Trends in Immigrants From 1999 to 2008  
New York State vs. Rest of the United States**



Source: Office of Immigration Statistics, U.S. Department of Homeland Security.

The 2001 NHTS survey asked the respondents whether they were born in the U.S. and, for those born outside the U.S., the number of years since their immigration to the U.S. Based on this information, we were able to identify the foreign-born population and to compare their travel patterns to those of native-born residents. It should be pointed out that definitional differences between the NHTS and the Bureau of Census contributed to the discrepancy in various population estimates (Table 2.3). Based on the 2001 NHTS data, the proportion of the foreign-born in New York State was more than twice that in the rest of the country (Table 2.3). No comparisons were made to the 1995 data because the 1995 NHTS did not ask for information pertinent to immigration.

**Table 2.3 Comparisons of Population Estimates  
2000 Population Census and 2001 NHTS**

	New York State		Rest of U.S.	
	Number	Percent	Number	Percent
<b>2000 CENSUS</b>				
<b>Total population</b>	18,976,457	100.0%	262,445,449	100.0%
Native <sup>1</sup>	15,108,324	79.6%	235,205,693	89.6%
Foreign born <sup>2</sup>	3,868,133	20.4%	27,239,756	10.4%
Naturalized citizen	1,783,744	9.4%	10,758,882	4.1%
Not a citizen	2,084,389	11.0%	16,480,874	6.3%
<b>2001 NHTS</b>				
<b>Total population</b>	18,635,650	100.0%	258,567,585	100.0%
Born in U.S.	10,853,903	58.2%	173,581,796	67.1%
Born Outside U.S.	3,664,385	19.7%	23,177,076	9.0%
Data Not Available	4,117,361	22.1%	61,808,713	23.9%

1. Anyone born in the United States or a U.S. island area such as Puerto Rico, or born abroad of a U.S. citizen parent.
2. Anyone who is not a U.S. citizen at birth. This includes naturalized U.S. citizens, lawful permanent residents (immigrants), temporary migrants (such as foreign students), humanitarian migrants (such as refugees), and people illegally present in the United States.

## ***2.2 Socio-Demographic-Economic Profiles of Immigrant Population***

Strictly speaking, immigrants refer to the legal permanent residents who are foreign nationals and have been granted the right to reside permanently in the United States<sup>3</sup>. Since the purpose of this chapter is to better understand the effect of the birth place (outside the U.S.) and the number of years living in the U.S. on travel behavior, our analyses focus on the foreign born population, regardless of their legal immigration status.

<sup>3</sup> <http://www.census.gov/population/www/socdemo/immigration.html>.



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In general, the majority of the foreign-born population was married between the ages of 25 and 44 years old (Table 2.4). From this standpoint, those living in New York State were no different from those living elsewhere, except for the greater propensity of single naturalized citizens living in New York State.

The poverty rate was higher for immigrants than that of the native born. For example, a greater percentage of the immigrant households had income of less than \$25,000 than the non-immigrant households (Table 2.5). Also, the location where the immigrants settled seems related to their financial situation. Based on the 2001 NHTS data, immigrant households in New York City earned significantly less than non-immigrant households, perhaps reflecting the high concentration of immigrants in New York City in lower-paying service occupations. The Department of Homeland Security (DHS) publishes labor market statistics of legal permanent residents. These statistics confirm that, in general, a greater concentration of New York immigrants are in service occupations than immigrants are elsewhere in the country (Figure 2.4).

The DHS data<sup>4</sup> also show that about three-quarters of the female immigrants and slightly more than half of the male immigrants were unemployed. The majority of the unemployed male immigrants were students.

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<sup>4</sup> <http://www.dhs.gov/files/statistics/data/dslpr.shtm>

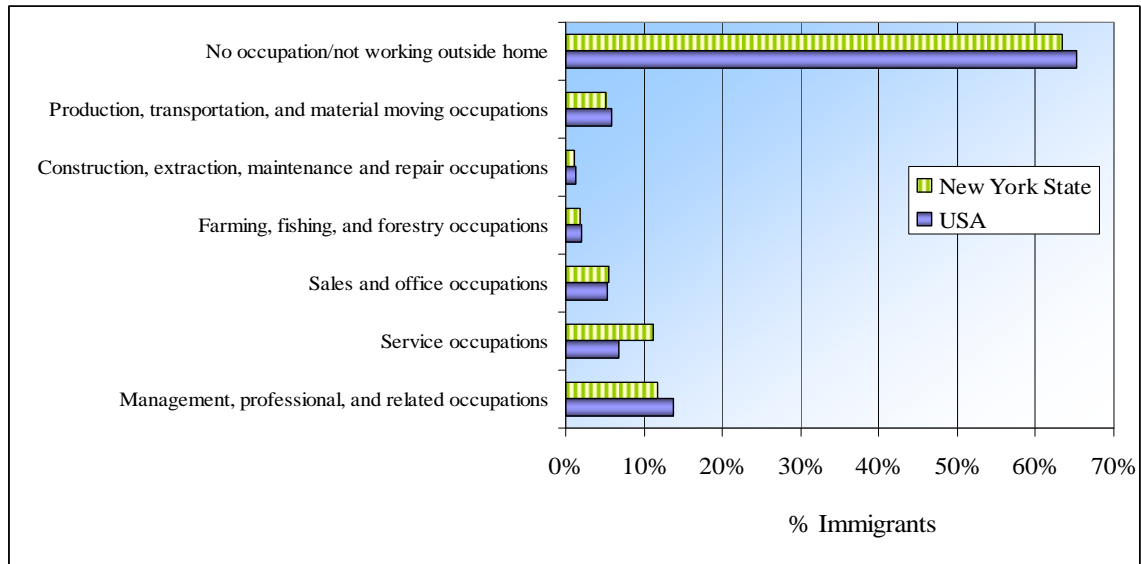
**Table 2.4 Characteristics of the Foreign-Born Population, 2007  
New York State vs. Rest of the United States (U.S.)**

Characteristic	New York State	Rest of U.S.
<b>Legal Permanent Residents</b>		
<i>Total</i>	136,739	915,676
<i>Age</i>		
Under 18 years	19.3%	20.1%
18 to 24 years	14.1%	13.2%
25 to 34 years	24.2%	24.5%
35 to 44 years	20.0%	18.8%
45 to 54 years	11.8%	10.7%
55 to 64 years	6.3%	7.0%
65 years and over	4.4%	5.7%
Unknown	0.0%	0.0%
<i>Marital status</i>		
Single	40.2%	36.3%
Married	54.9%	58.4%
Other	4.5%	4.8%
Unknown	0.4%	0.5%
<b>Naturalized Citizens*</b>		
<i>Total</i>	73,676	586,801
<i>Age</i>		
Under 18 years		
18-24 years	11.1%	9.8%
25-34 years	24.7%	25.4%
35-44 years	26.3%	29.6%
45-54 years	18.1%	16.2%
55-64 years	12.4%	11.1%
65 years and over	7.3%	8.0%
Unknown		
<i>Marital status</i>		
Single	27.2%	20.6%
Married	58.8%	67.4%
Other	14.1%	11.0%

Source: Compiled base on data from the Office of Immigrant Statistics,  
Department of Homeland Security.

\* Naturalized citizens are foreign nationals who have become citizens of the United States after fulfilling requirements established by Congress in the Immigration and Nationality Act; such as, having been a legal permanent resident and having resided in the country continuously for at least 5 years.

**Figure 2.4 2007 Occupation Concentration of Legal Permanent Residents  
New York State vs. the Rest of the United States**



Source: the Office of Immigrant Statistics, Department of Homeland Security.

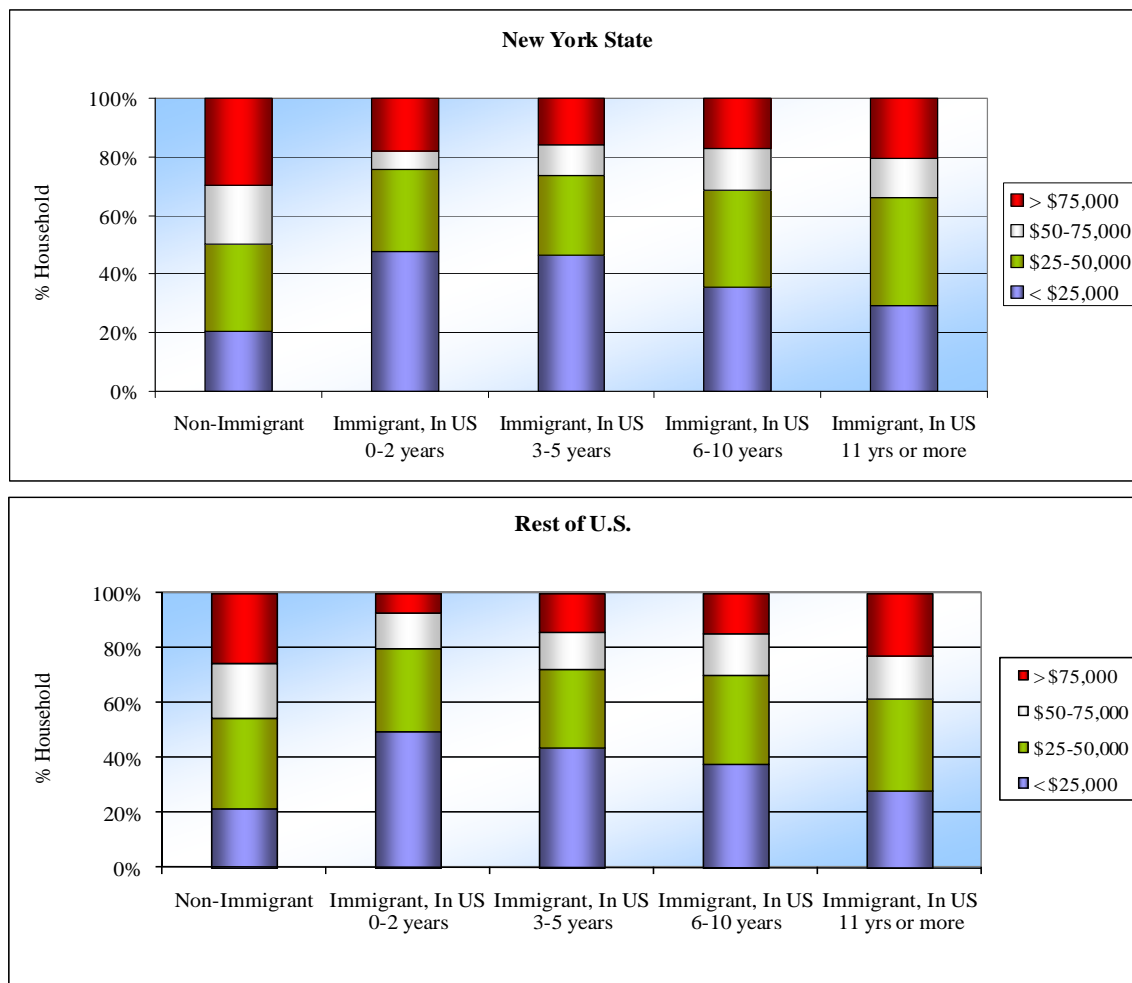
**Table 2.5 Household Distribution by Income  
Immigrant vs. Non-Immigrant Households  
2001 NHTS**

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	Other Urban (Non-NY Metro)	Non-Urban Areas	Rest of U.S.
<b>Non-Immigrant Households</b>										
< \$25,000	18.2%	28.7%	25.8%	21.2%	10.4%	13.6%	11.4%	27.6%	31.4%	26.2%
\$25-50,000	22.9%	27.0%	25.9%	26.0%	18.2%	20.6%	18.9%	30.5%	36.2%	31.0%
\$50-75,000	17.5%	14.1%	15.0%	17.1%	19.0%	15.9%	18.0%	16.5%	15.2%	16.5%
> \$75,000	30.9%	16.6%	20.5%	26.4%	41.4%	39.4%	40.8%	17.2%	9.5%	18.5%
Unreported	10.6%	13.7%	12.8%	9.2%	11.0%	10.6%	10.9%	8.2%	7.7%	7.9%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Immigrant Households</b>										
< \$25,000	28.7%	41.2%	38.6%	20.7%	19.0%	15.6%	17.5%	27.3%	27.1%	28.1%
\$25-50,000	13.0%	29.3%	26.0%	30.2%	32.5%	30.2%	31.5%	27.3%	33.6%	29.2%
\$50-75,000	10.8%	9.7%	9.9%	11.6%	9.6%	12.6%	10.9%	13.2%	19.1%	13.8%
> \$75,000	29.4%	11.0%	14.7%	26.9%	29.1%	29.9%	29.5%	21.5%	12.4%	19.4%
Unreported	18.2%	8.8%	10.7%	10.6%	9.8%	11.7%	10.6%	10.7%	7.7%	9.4%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

NOTE: Data in yellow highlighted cells are estimated based on a small sample.

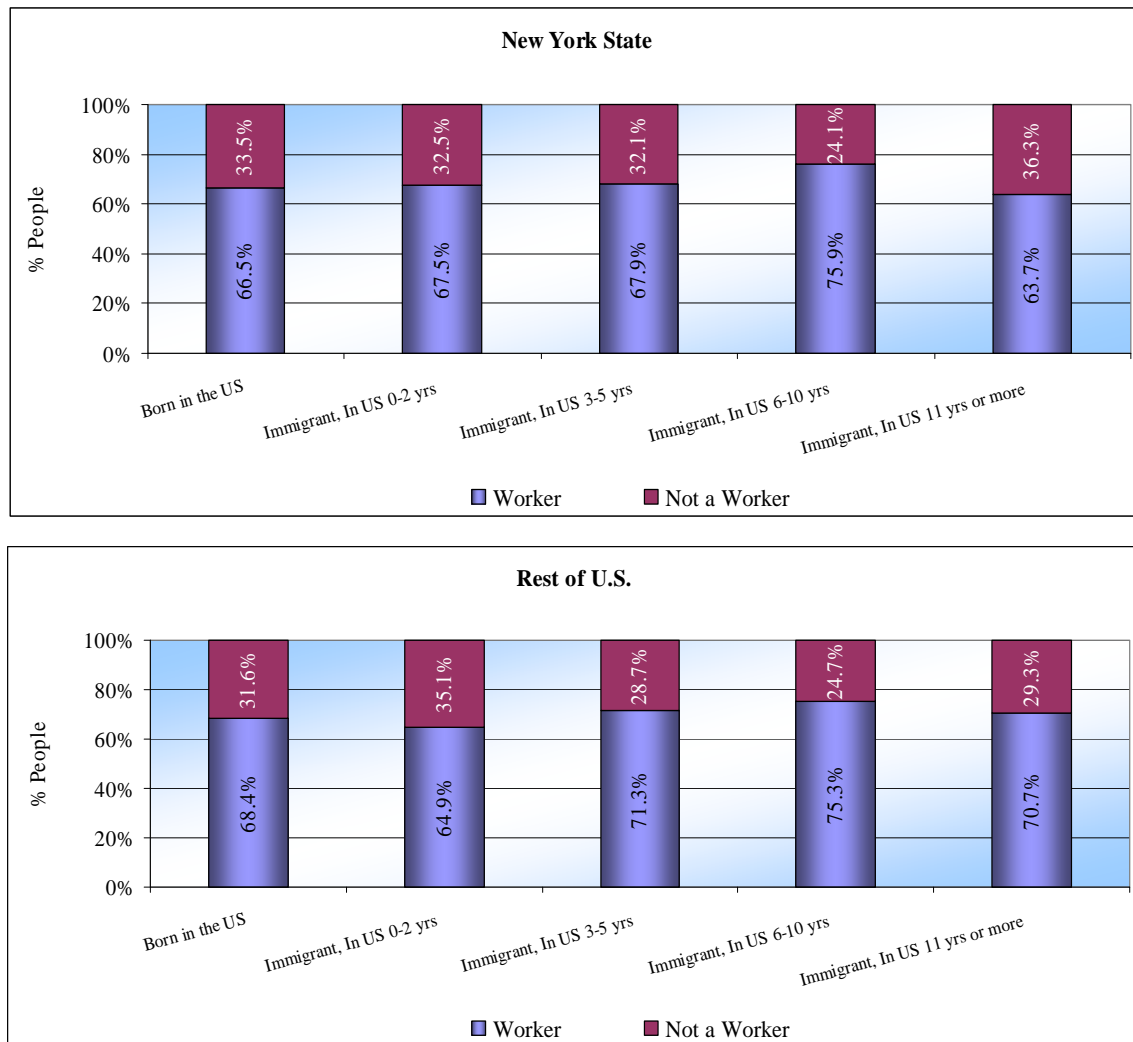
Within the first two years of their immigration to the U.S., almost half of the immigrants lived in poverty with an income of less than \$25,000 a year (Figure 2.5). This was true regardless of where they settled, i.e., New York State or elsewhere in the country (Figure 2.5). Their financial situation improved with the increasing number of years residing in the U.S. After eleven or more years in the country, the income distribution of the foreign-born population resembled that of the native-born population (Figure 2.5).

**Figure 2.5 Distribution of People by Income and Number of Years Immigrant  
New York State vs. Rest of the United States  
2001 NHTS**



While household income increased with the number of years since the household immigrated into the U.S., this relationship doesn't seem to hold for the employment rate (Figure 2.6). The employment rate for immigrants increased slightly with the increasing number of years residing in the U.S. but the trends reversed after spending eleven or more years in the country (Figure 2.6).

**Figure 2.6 Immigrant Employment Rate by the Number of Years Residing in U.S.  
New York State vs. Rest of the United States  
2001 NHTS**



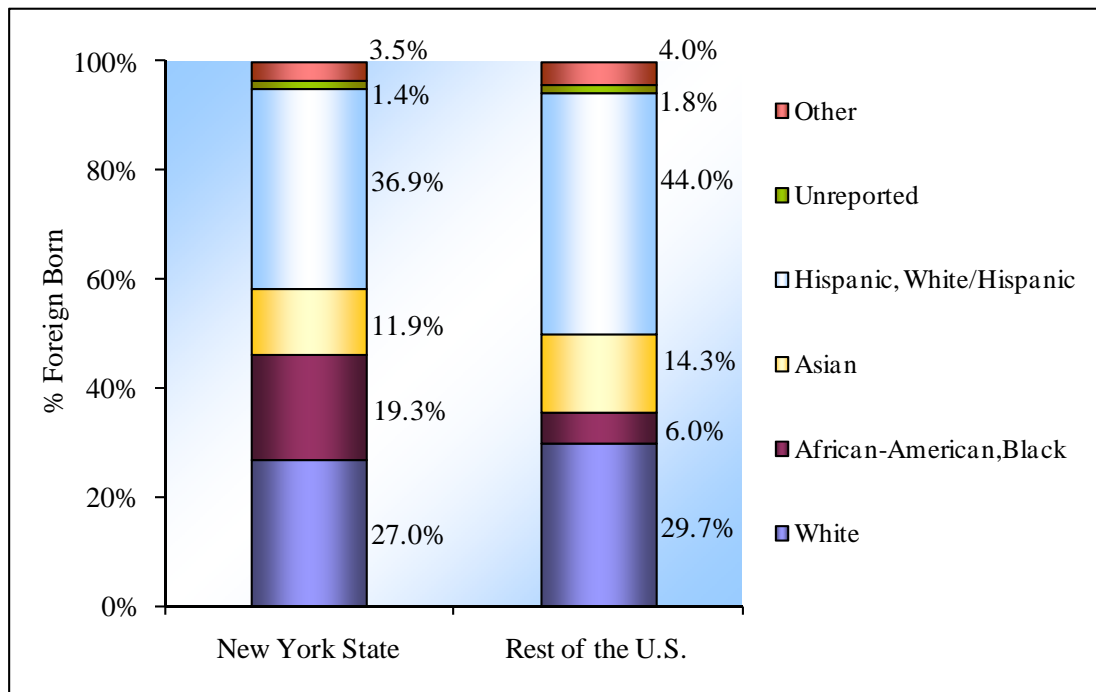
The ethnic composition of the native-born population was relatively similar between New York State and the rest of the country (Table 2.6). About three-quarters of the native-born in New York State were white with one-seventh being African Americans.

**Table 2.6 Distribution of People by Place of Birth and Ethnicity  
New York State vs. Rest of the United States  
2001 NHTS**

	<b>Native-Born</b>	<b>Foreign-Born</b>	<b>% Foreign-Born</b>
<b>New York State</b>			
White	8,050,777 74.2%	989,306 27.0%	10.9%
African-American, Black	1,448,470 13.3%	708,797 19.3%	32.9%
Asian	97,834 0.9%	436,692 11.9%	81.7%
Hispanic, White/Hispanic	875,060 8.1%	1,351,714 36.9%	60.7%
Unreported	146,854 1.4%	50,394 1.4%	25.5%
Other	234,909 2.2%	127,482 3.5%	35.2%
All	10,853,903 100.0%	3,664,385 100.0%	25.2%
<b>Rest of the U.S.</b>			
White	136,141,618 78.4%	6,893,770 29.7%	4.8%
African-American, Black	20,525,015 11.8%	1,401,087 6.0%	6.4%
Asian	1,183,895 0.7%	3,318,454 14.3%	73.7%
Hispanic, White/Hispanic	9,051,591 5.2%	10,203,753 44.0%	53.0%
Unreported	1,410,210 0.8%	427,895 1.8%	23.3%
Other	5,269,468 3.0%	932,116 4.0%	15.0%
All	173,581,796 100.0%	23,177,076 100.0%	11.8%

However, the ethnic composition of the foreign-born population inflow to New York State was different from that of the rest of the country (Figure 2.7). A significantly greater percentage of the foreign-born population moving into New York State was African Americans, compared to the rest of the United States, 19.3% vs. 6%.

**Figure 2.7 Ethnic Distribution of Foreign-Born Population  
New York State vs. Rest of the United States  
2001 NHTS**



More than 20% of the 2001 NHTS respondents did not report their place of birth. Among those who reported their place of birth, one-quarter of them who resided in New York State were foreign-born while the corresponding percentage for outside New York State was twelve percent (Table 2.6). The number of foreign-born Asians and Hispanics in New York State far surpassed the number of native-born Asians and Hispanics in New York State. For example, the number of foreign-born Asians in New York State was estimated to be at more than four times the estimated number of native-born Asians, or four hundred thousand vs. fewer than one hundred thousand (Table 2.6).



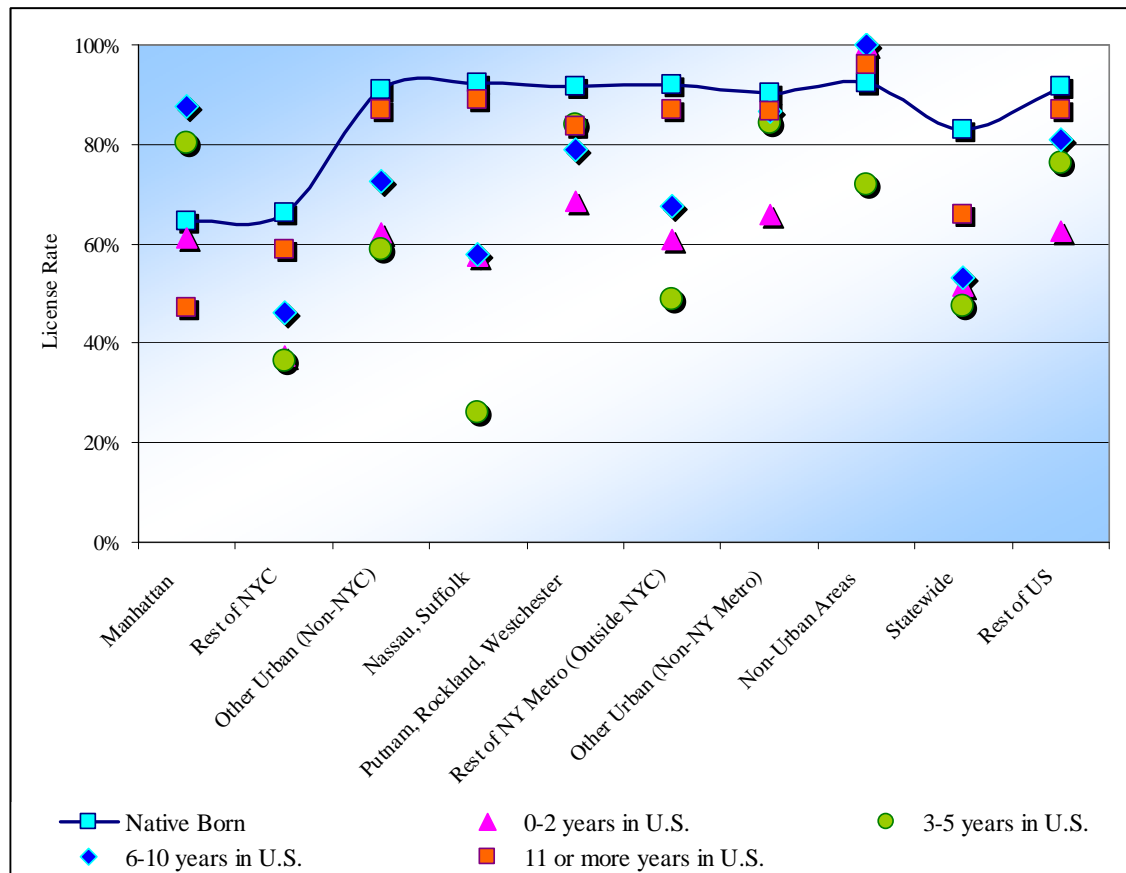
**License Rates by Gender and by Years of Immigration**

Nine out of 10 native-born individuals who resided outside New York State reported themselves as a driver while the corresponding proportion in New York State was 8 out of 10 (Table 2.7). The lower rate in New York State is due to the low percentage of Manhattan residents who are licensed to drive. The general trend in the proportion of licensed drivers is that the longer immigrants reside in the U.S., the more likely they become licensed to drive (Table 2.7 and Figure 2.8). Those who have immigrated 10 years ago have a driver-license rate approaching that of the native-born population (Table 2.7). However, the rate of increase in this license rate with the number of years in the U.S. was significantly slower in New York State than in the rest of the country. Again, this is due to the lower license rate of Manhattan residents. A more detailed analysis of the license rate by individual New York areas confirms that, in this regard, most of the New York State immigrants resembled those living outside New York State, except those living in New York City (Figure 2.8). Although a smaller percentage of foreign-born residents who have resided in Manhattan for more than 10 years were licensed to drive than their native-born neighbors, this difference is not statistically significant.

**Table 2.7 Number of Drivers by Number of Years in the U.S.  
New York State vs. Rest of the United States  
2001 NHTS**

	<b>Native Born</b>	<b>Immigrant, In U.S. 0-2 years</b>	<b>Immigrant, In U.S. 3-5 years</b>	<b>Immigrant, In U.S. 6-10 years</b>	<b>Immigrant, In U.S. 11 years or more</b>
<b>New York State</b>					
Driver	8,973,525 (82.7%)	146,108 (50.9%)	148,495 (47.2%)	318,842 (52.4%)	1,413,664 (65.3%)
Not a Driver	1,880,379 (17.3%)	140,729 (49.1%)	166,295 (52.8%)	289,591 (47.6%)	752,864 (34.7%)
All	10,853,903 (100.0%)	286,837 (100.0%)	314,790 (100.0%)	608,434 (100.0%)	2,166,527 (100.0%)
<b>Rest of U.S.</b>					
Driver	158,979,786 (91.6%)	1,781,829 (61.6%)	1,785,481 (76.1%)	2,479,276 (80.2%)	11,962,373 (87.1%)
Not a Driver	14,602,010 (8.4%)	1,111,884 (38.4%)	560,273 (23.9%)	612,679 (19.8%)	1,777,978 (12.9%)
All	173,581,796 (100.0%)	2,893,713 (100.0%)	2,345,754 (100.0%)	3,091,955 (100.0%)	13,740,351 (100.0%)

**Figure 2.8 Percent Licensed to Drive by Place of Birth and Number of Years in U.S.**  
2001 NHTS



The transition into the driving population was slowest for foreign-born females, especially for those residing in New York City. Only one in every 3 foreign-born female residents in Manhattan was licensed to drive, compared to 2 in 3 among the native-born counterparts (Table 2.8). This transition for foreign-born males seemed to be made more readily than for the foreign-born females (Table 2.8).

**Table 2.8 License Rate by Gender and Place of Birth and Residence  
2001 NHTS**

	Male		Female	
	Native-Born	Foreign-Born	Native-Born	Foreign-Born
Manhattan	70.6%	77.4%	59.3%	37.0%
Rest of NYC	75.5%	66.0%	57.9%	38.4%
Other Urban (Non-NYC)	93.3%	84.7%	89.2%	73.9%
Nassau, Suffolk	93.3%	79.7%	91.4%	72.4%
Putnam, Rockland, Westchester	96.1%	88.2%	87.7%	73.7%
Rest of NY Metro (Outside NYC)	94.2%	83.1%	90.3%	72.9%
Other Urban (Non-NY Metro)	92.6%	89.7%	88.4%	76.8%
Non-Urban Areas	94.1%	96.8%	90.3%	94.5%
Statewide	87.2%	72.5%	78.9%	48.0%
Rest of US	93.8%	89.6%	89.5%	73.7%

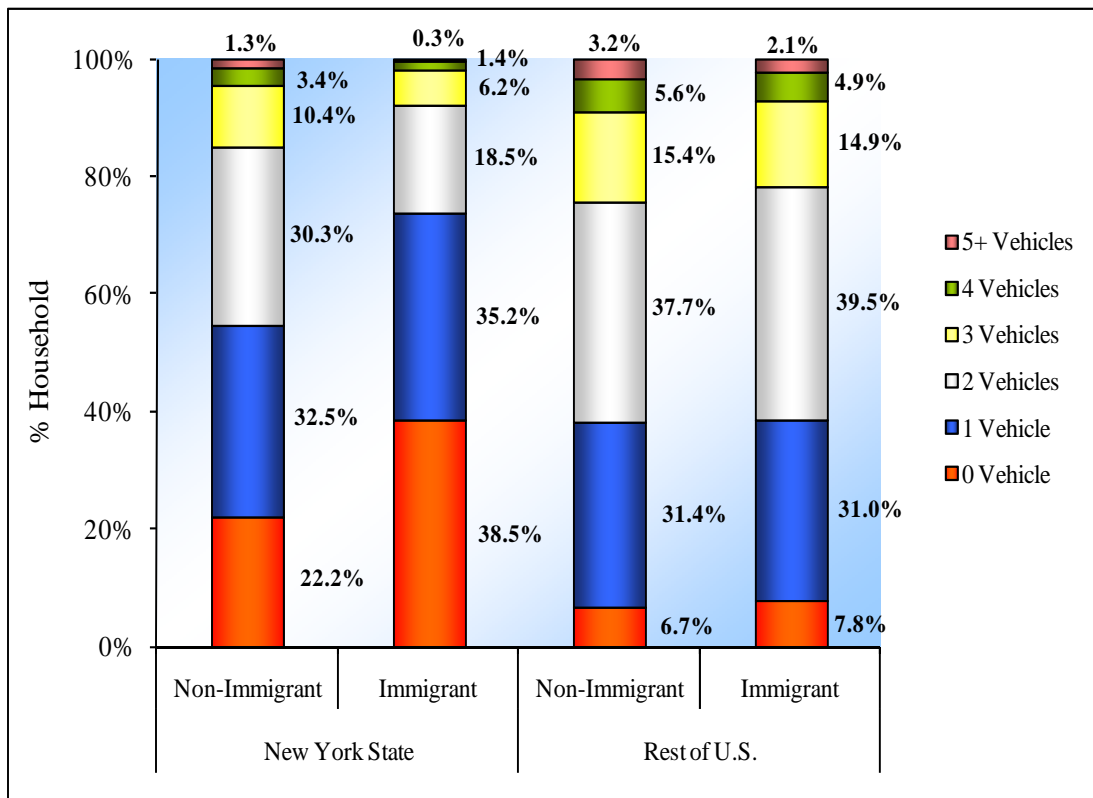
## 2.3 *Vehicle Ownership Patterns*

### 2.3.1 *Vehicle Availability and Accessibility*

Compared to the native-born households, a significantly greater percentage of the immigrant households in New York State did not own a vehicle which is 22.2% for the non-immigrant households vs. 38.5% for the immigrant households (Figure 2.9). This difference at the state level is statistically significant. For households outside New York State, the immigrant status had no bearing on the propensity to own a vehicle (Figure 2.9). The majority of the households outside New York State owned two vehicles or more.

However, when comparing immigrant households to non-immigrant households in the individual New York areas with respect to their vehicle availability, no definitive conclusion can be drawn as to which area contributes to this state-level difference (Table 2.9). The small sample sizes in some of New York areas prohibited a more meaningful analysis across areas. On average, the age of the vehicles owned by non-immigrant households was the same as that owned by immigrant households (Table 2.9).

**Figure 2.9 Household Distribution by Number of Vehicles and Immigrant Status  
New York State vs. Rest of the United States  
2001 NHTS**



**Table 2.9 New York Household Distribution by Number of Vehicles and New York Area  
2001 NHTS**

	Manhattan	Rest of NYC	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	Other Urban (Non-NY Metro)	Non- Urban Areas	Statewide
<b>Non-IMMIGRANT Households by Vehicle Availability</b>									
<b>Non-Immigrant HHs</b>	<b>476,901</b>	<b>1,245,440</b>	<b>2,765,474</b>	<b>750,739</b>	<b>330,659</b>	<b>1,081,397</b>	<b>1,684,076</b>	<b>813,286</b>	<b>5,301,100</b>
0 Vehicle	69.2%	45.6%	8.1%	5.4%	9.5%	6.6%	9.0%	6.8%	22.2%
1 Vehicle	26.5%	34.9%	32.8%	30.4%	31.6%	30.7%	34.1%	31.4%	32.5%
2 Vehicles	2.9%	14.6%	40.0%	44.3%	40.6%	43.2%	37.9%	37.3%	30.3%
3 Vehicles	0.7%	3.9%	13.3%	14.4%	12.5%	13.8%	12.9%	16.2%	10.4%
4 Vehicles		0.8%	4.4%	4.6%	4.5%	4.5%	4.4%	5.6%	3.4%
5+ Vehicles	0.7%	0.3%	1.5%	1.0%	1.2%	1.1%	1.8%	2.7%	1.3%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Average Vehicle Age</b>	9.4	7.9	7.5	7.3	6.3	7.0	7.9	8.7	7.8
<b>IMMIGRANT Households by Vehicle Availability</b>									
<b>Immigrant HHs</b>	<b>274,968</b>	<b>1,078,379</b>	<b>476,068</b>	<b>182,359</b>	<b>140,142</b>	<b>322,502</b>	<b>153,567</b>	<b>52,693</b>	<b>1,882,108</b>
0 Vehicle	69.0%	46.3%	7.4%	2.4%	11.8%	6.5%	9.2%	1.1%	38.5%
1 Vehicle	27.4%	37.3%	34.2%	31.7%	36.4%	33.8%	35.2%	40.4%	35.2%
2 Vehicles	3.4%	13.4%	36.5%	38.2%	33.0%	35.9%	37.9%	37.0%	18.5%
3 Vehicles	0.1%	2.7%	16.4%	22.7%	13.0%	18.5%	12.0%	17.6%	6.2%
4 Vehicles		0.2%	4.4%	4.3%	4.5%	4.4%	4.5%	3.4%	1.4%
5+ Vehicles		0.1%	1.1%	0.7%	1.3%	1.0%	1.3%	0.6%	0.3%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Average Vehicle Age</b>	9.2	8.2	7.4	7.4	7.1	7.3	7.7	8.7	7.9

NOTE: Data in yellow highlighted cells are estimated based on a small sample.

### 2.3.2 Characteristics of Zero-Vehicle Households

Immigrant households are more likely not to own, or have access to, a vehicle than non-immigrant households (Table 2.9). The propensity of not owning a vehicle varies from almost 70% of the Manhattan households to 6-8% of the New York State households elsewhere.

Not owning a vehicle is generally due to an inability to afford one, though this is not an important factor with Manhattan households (Table 2.10). This conclusion pertains to immigrant households as well, in that not owning a vehicle is primarily an economic decision and has little to do with the household's immigrant status (Table 2.10). However, the reason for not owning a vehicle among immigrant households in Manhattan or in the rest of the New York City is inconclusive (Table 2.11). This is due to the small sample sizes in each of the categories by household income, immigrant status and place of residence.

**Table 2.10 Zero-Vehicle Household Distribution by Income  
and Immigrant Status  
New York State vs. Rest of the United States  
2001 NHTS**

	New York State		Rest of the U.S.	
Household Income	Non-Immigrant	Immigrant	Non-Immigrant	Immigrant
< \$25,000	46.2%	52.3%	71.7%	65.4%
\$25-50,000	21.8%	20.7%	11.6%	12.7%
\$50-75,000	7.4%	4.1%	1.5%	1.0%
> \$75,000	9.3%	9.5%	1.7%	2.2%
Unreported	15.4%	13.4%	13.6%	18.7%
All	100.0%	100.0%	100.0%	100.0%

**Table 2.11 Zero-Vehicle Household Distribution by  
Income, Immigrant Status and Place of Residence  
2001 NHTS**

Place of Residence	Immigrant Status	Household Income				Unreported	All
		< \$25,000	\$25,000 to- 50,000	\$50,000 to 75,000	> \$75,000		
Manhattan	Immigrant	35.4%	16.3%	6.4%	27.1%	14.9%	100.0%
	Non-immigrant	23.3%	26.7%	14.6%	22.8%	12.5%	100.0%
Rest of NYC	Immigrant	58.6%	22.5%	3.4%	3.4%	12.1%	100.0%
	Non-immigrant	46.0%	24.9%	6.1%	5.3%	17.7%	100.0%
Other Urban	Immigrant	53.3%	18.5%	2.6%	0.6%	25.0%	100.0%
	Non-immigrant	72.4%	9.9%	1.2%	1.7%	14.9%	100.0%
Nassau, Suffolk	Immigrant	57.9%				42.1%	100.0%
	Non-immigrant	57.6%	14.8%	1.3%	3.9%	22.4%	100.0%
Putnam, Rockland, Westchester	Immigrant	37.3%	37.8%	5.5%		19.5%	100.0%
	Non-immigrant	60.9%	12.6%	3.7%	3.3%	19.6%	100.0%
Rest of NY Metro	Immigrant	41.6%	30.0%	4.3%		24.2%	100.0%
	Non-immigrant	59.1%	13.9%	2.3%	3.6%	21.1%	100.0%
Other Urban (Non-NY Metro)	Immigrant	70.7%	1.4%		1.6%	26.4%	100.0%
	Non-immigrant	78.7%	8.0%	0.7%	0.7%	11.9%	100.0%
Non-Urban Areas	Immigrant	100.0%					100.0%
	Non-immigrant	79.0%	9.1%	1.4%		10.5%	100.0%
Rest of US	Immigrant	65.4%	12.7%	1.0%	2.2%	18.7%	100.00%
	Non-immigrant	71.7%	11.6%	1.5%	1.7%	13.6%	100.0%



Comparing the zero-vehicle immigrant households to zero-vehicle non-immigrant households, one observes that there was no significant difference between the two groups with respect to the number of drivers in a household (Table 2.12). This was true regardless of the place of residence. The majority of these zero-vehicle households had no drivers reported in the household.

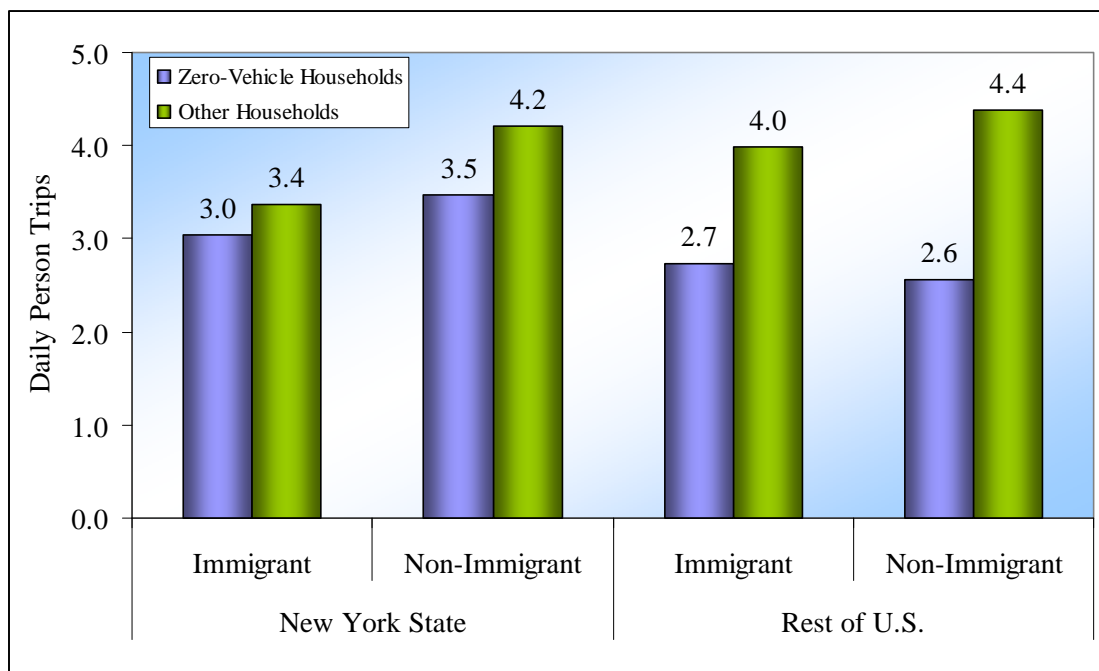
However, there is less resemblance between these two groups of households from the standpoint of the number of workers reported in a household. While the greatest percentage of the zero-vehicle non-immigrant households were unemployed (i.e., had no one in the household who was employed), this observation was not true for the zero-vehicle immigrant households (Table 2.12). On the contrary, the majority of the zero-vehicle immigrant households were employed.

**Table 2.12 Zero-Vehicle Household Distribution by Immigrant Status, Number of Drivers, and Number of Workers  
New York State vs. Rest of the United States  
2001 NHTS**

	New York State		Rest of the U.S.	
	Non-Immigrant	Immigrant	Non-Immigrant	Immigrant
<b>Number of Drivers</b>				
0	50.8%	54.8%	66.0%	63.8%
1	37.1%	31.6%	27.1%	28.6%
2	11.2%	13.2%	6.0%	5.3%
3	0.8%	0.5%	0.6%	2.2%
4+	0.1%		0.3%	0.1%
All	100.0%	100.0%	100.0%	100.0%
<b>Number of Workers</b>				
0	42.1%	26.7%	62.5%	36.9%
1	40.0%	39.9%	30.5%	38.7%
2	14.4%	25.5%	6.1%	14.8%
3	3.4%	5.2%	0.7%	3.5%
4	0.1%	1.7%	0.3%	4.5%
5+		0.9%	0.1%	1.6%
All	100.0%	100.0%	100.0%	100.0%

A comparison of the average number of daily trips per person suggests that zero-vehicle immigrant households who resided in New York State were as mobile as their counterparts outside New York State – 3 trips vs. 2.7 trips. The impact of owning or having access to a vehicle on one’s mobility was less severe in New York State than elsewhere (Figure 2.10). Compared to other households in New York State, zero-vehicle immigrant households in New York State were by far less mobile (Table 2.13). However, they depended on transit and walking as much as their non-immigrant counterparts in order to meet their mobility needs, or 76.6% vs. 78.1% (Table 2.13).

**Figure 2.10 Daily Person Trips Per Person by Vehicle Ownership and Immigrant Status  
New York State vs. Rest of the United States  
2001 NHTS**



**Table 2.13 Daily Personal Travel Statistics by Vehicle  
Ownership and Immigrant Status  
New York State vs. Rest of the United States  
2001 NHTS**

	New York State		Rest of U.S.	
	Immigrant	Non-Immigrant	Immigrant	Non-Immigrant
<b>Zero-Vehicle Households</b>				
Daily Person Trips	3.0	3.5	2.7	2.6
Percent Trips by Transit and Walking	76.6%	78.1%	63.4%	46.5%
Total Daily PMT	10.8	24.0	33.5	15.8
<b>Non-Zero Vehicle Households</b>				
Daily Person Trips	3.4	4.2	4.0	4.4
Percent Trips by Transit and Walking	34.7%	15.0%	10.1%	6.7%
Total Daily PMT	27.7	38.3	43.5	45.9

## ***2.4 Travel Behavior by Place of Birth and the Number of Years of Immigration***

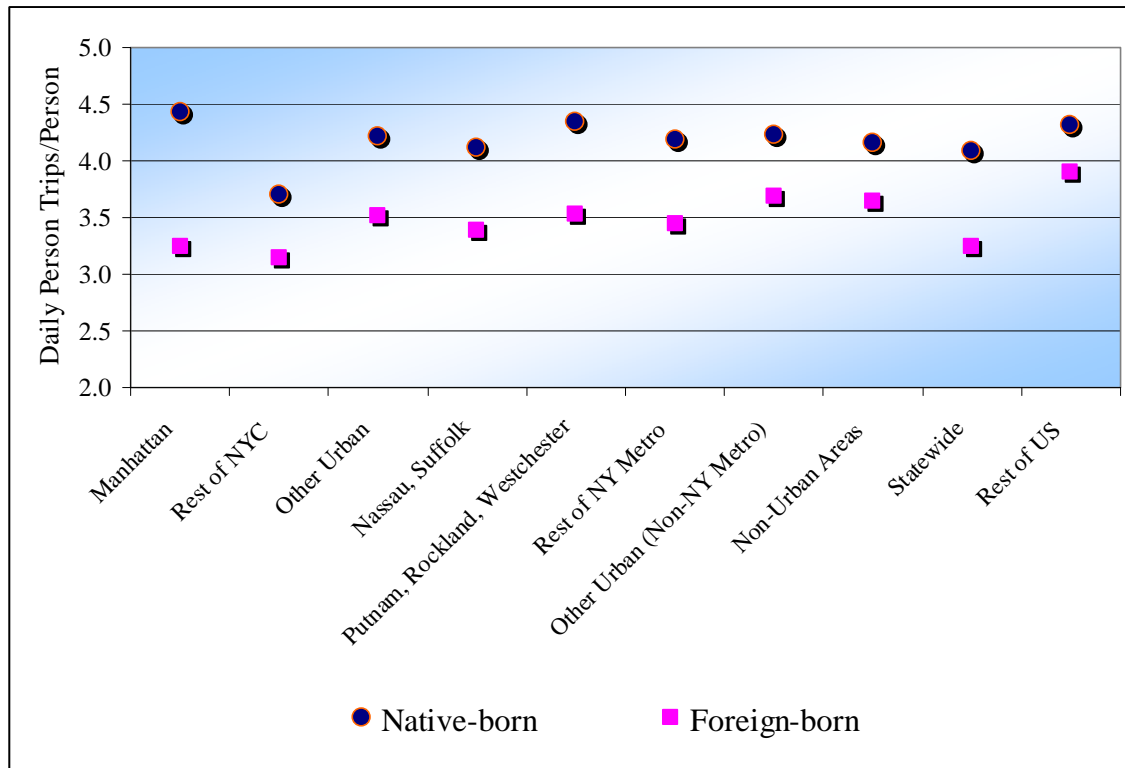
### **2.4.1 Personal Trips by Purpose and Mode**

Foreign-born residents who resided in New York State tended to take 20% fewer trips as compared to almost 10% fewer trips for those who resided elsewhere (Table 2.14). While New York State residents are more likely to travel using public transit or walking than those residing outside New York State, the propensity to walk and to take public transit is even greater for foreign-born residents in New York State (Table 2.14). On average, half of the person trips taken by foreign-born New York State residents were by transit or walking (Table 2.14). Regardless of the place of residence, foreign-born residents consistently took fewer trips than their native-born neighbors (Figure 2.11).

**Table 2.14 Average Number of Daily Person Trips per Person, and  
Person Trip Distribution by Mode and Place of Birth  
New York State vs. Rest of the United States  
2001 NHTS**

	Reside in New York State			Reside in Rest of the U.S.		
	Native-born	Foreign-born	Percent difference	Native-born	Foreign-born	Percent difference
Daily Person Trips/Person	4.08	3.25	-20.3%	4.31	3.90	-9.5%
POV-Driver	58.1%	33.9%		73.2%	65.8%	
POV-Passenger	15.1%	13.8%		17.7%	20.0%	
Taxi	0.8%	1.2%		0.1%	0.2%	
Public transit	7.7%	19.4%		1.0%	2.9%	
Walk	16.6%	28.5%		6.6%	9.7%	
Other	1.7%	3.1%		1.3%	1.3%	
No Response	0.1%	0.1%		0.1%	0.1%	
All	100.0%	100.0%		100.0%	100.0%	

**Figure 2.11 Daily Person Trips per Person by Place of Birth and Place of Residence  
2001 NHTS**



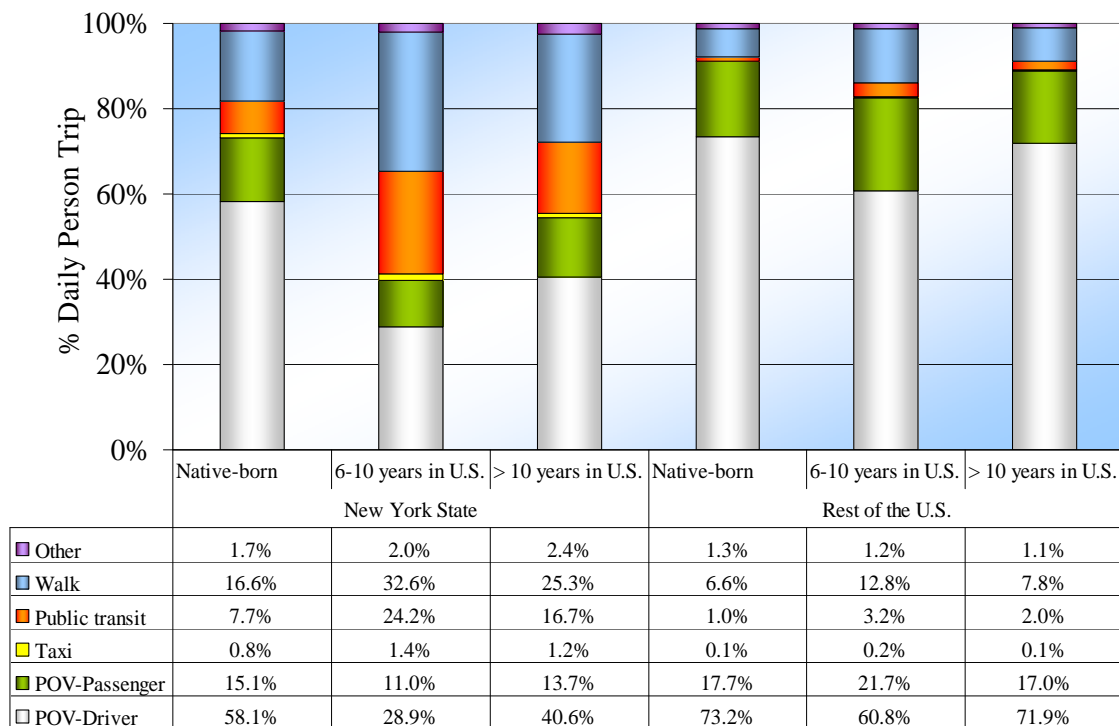
A common perception is that the longer a foreign-born person resides in the United States the more he/she resembles someone who is native-born. From the mobility standpoint, the foreign-born residents outside New York State seem to adhere to this perception. However, foreign-born New York State residents never seemed to quite reach the mobility level of their native-born neighbors (Table 2.15). The reasons for this are unclear. The mobility of white foreign-born residents resembled that of the native-born more than the other ethnic groups (Table 2.15). Even after spending more than ten years in the country, the foreign-born were still more likely to use public transit than the native-born (Figure 2.12).

**Table 2.15 Daily Person Trips by Place of Residence, Number of Years Residing in U.S., and Ethnicity  
2001 NHTS**

	Place of Residence	
	New York State	Rest of U.S.
<b>Number of Years in U. S.</b>		
0-2 years	3.5	3.4
3-5 years	3.5	3.8
6-10 years	3.3	3.9
> 10 years	3.2	4.1
<b>Ethnicity of Foreign-Born</b>		
White	3.8	4.2
African-American, Black	3.1	4.0
Hispanic, White/Hispanic	2.9	3.7
Asian	3.2	3.8
Native-Born	4.1	4.3

The proportion of trips for different purposes was significantly different between the foreign-born and native-born populations (Table 2.16). The foreign-born residents traveled more to earn a living and less for social and recreational activities. These differences were statistically significant (Table 2.16).

**Figure 2.12 Person Trip Distribution by Mode and Number of Years in U.S.  
New York State vs. Rest of the United States  
2001 NHTS**



**Table 2.16 Person Trip Distribution by Trip Purpose and Place of Birth  
2001 NHTS**

	Reside in New York State		Reside in Rest of the U.S.	
	Native-born	Foreign-born	Native-born	Foreign-born
Daily Person Trips per Person	4.08	3.25	4.31	3.90
Earn a Living	21.4%	25.1%	21.8%	24.1%
Family & Personal Business	46.1%	44.6%	46.0%	47.8%
Civic, Educational & Religious	5.2%	6.8%	5.7%	5.8%
Social & Recreational	25.9%	21.7%	25.6%	21.5%
Other	1.1%	1.6%	0.8%	0.8%
Unreported	0.3%	0.2%	0.1%	0.1%
All	100.0%	100.0%	100.0%	100.0%

### 2.4.2 Vehicle Trips by Purpose

From the perspective of driving, foreign-born drivers tended to drive fewer trips, longer trips and fewer miles than the native-born drivers (Table 2.17 and Table 2.18). This observation was true regardless of the place of residence whether in New York State or outside New York State. However, the difference in the propensity to drive between the foreign-born and native-born drivers was more prominent in New York State than that outside New York State (Table 2.17). Unlike the person trip patterns, there was a significant difference between native-born and foreign-born drivers in the relative number of vehicle trips for different purpose, i.e., native-born drivers drove more frequently for social and recreational purposes than their foreign-born counterparts (Table 2.17).

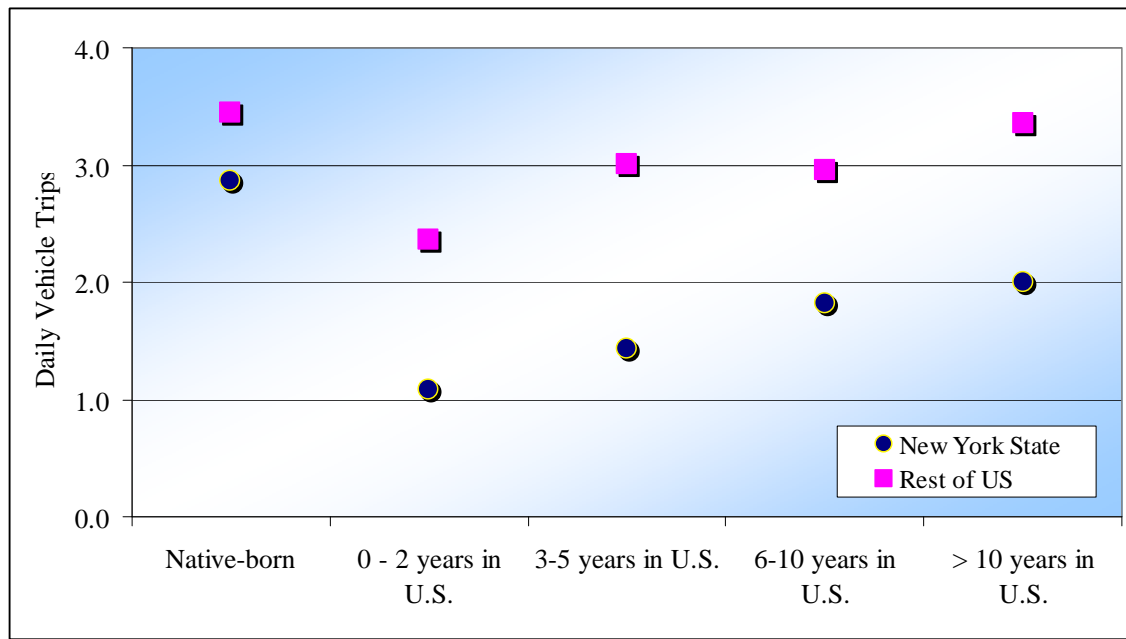
**Table 2.17 Daily Vehicle Trips per Driver and Trip Distribution by Purpose  
New York State vs. the Rest of the United States  
2001 NHTS**

	Reside in New York State			Reside in Rest of the U.S.		
	Native-born	Foreign-born	Percent Difference	Native-born	Foreign-born	Percent Difference
Daily Vehicle Trips per Driver	2.9	1.9	-34.8%	3.4	3.2	-8.4%
Earn a Living	25.1%	28.2%		26.0%	28.3%	
Family & Personal Business	49.2%	48.0%		47.9%	48.9%	
Civic, Educational & Religious	4.0%	4.5%		4.9%	4.9%	
Social & Recreational	21.0%	18.2%		20.6%	17.5%	
Other	0.6%	1.0%		0.5%	0.4%	
Unreported	0.2%	0.2%		0.1%	0.1%	
All	100.0%	100.0%		100.0%	100.0%	
Daily VMT per Driver	24.9	17.2	-31.1%	33.8	31.2	-7.7%

In general, the longer that immigrants resided in the U.S., the more their driving patterns resembled those of native-born drivers (Figure 2.13). This was more evident for foreign-born drivers residing outside New York State than for those living in New York State. For the foreign-born New York State drivers, their propensity to drive did not reach the level of their native-born counterparts even after residing in the U.S. for more than 10 years (Figure 2.13).



**Figure 2.13 Daily Vehicle Trips by Number of Years Residing in U.S.  
New York State vs. Rest of the United States  
2001 NHTS**



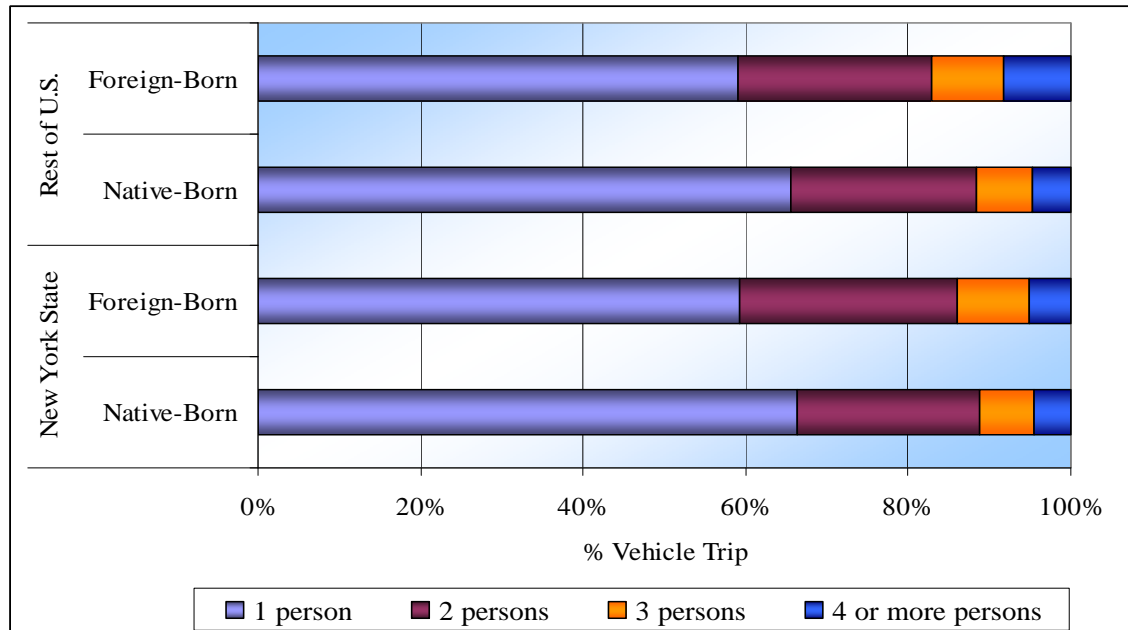
Trips made by foreign-born drivers were, on average, slightly longer than those made by native-born drivers, although the differences were not statistically significant (Table 2.18). If this is in fact different, then this might be due to housing that are affordable to the foreign-born drivers located further from their place to their destination. Unfortunately, this hypothesis cannot be tested with the 2001 NHTS data. The difference in the average vehicle trip length was greater between the native-born and foreign-born drivers who resided in New York State than those who resided elsewhere. Female drivers consistently drove shorter distances than did male drivers, regardless of the places of residence and birth (Table 2.18). There is no observed difference between the native-born and foreign-born drivers as to whether one group was more likely to drive to destinations further away (Table 2.18).

**Table 2.18 Average Length of Vehicle Trips by Place of Birth,  
Gender and Trip Distribution by Length  
New York State vs. Rest of the United States  
2001 NHTS**

	Reside in New York State			Reside in Rest of the U.S.		
	Native-born	Foreign-born	Percent Difference	Native-born	Foreign-born	Percent Difference
Average Length of Vehicle Trips	<b>8.8</b>	<b>9.6</b>	9.2%	<b>9.9</b>	<b>10.3</b>	3.7%
Male	10.4	10.5		11.6	12.1	
Female	7.1	7.7		8.0	7.5	
Trip Distribution by Length						
5 or less miles	59.5%	58.0%		56.5%	54.4%	
6-10 miles	17.2%	15.7%		18.5%	18.0%	
11-15 miles	8.5%	7.9%		9.1%	8.8%	
16-20 miles	4.6%	4.0%		4.9%	5.1%	
21-30 miles	4.2%	5.2%		4.9%	5.1%	
31 or more miles	4.5%	4.9%		5.3%	5.2%	
Unreported	1.6%	4.3%		0.8%	3.4%	

The foreign-born population was slightly more likely to share rides than the native-born population (Figure 2.14). The size of the traveling party on trips that were driven by Manhattan drivers, native-born or foreign-born, tended to be smaller than those by other New York State drivers who resided outside Manhattan. The high percentage of zero-vehicle households in Manhattan might have required ride sharing more frequently (Table 2.19).

**Figure 2.14 Vehicle Trip Distribution by Size of Traveling Party and Place of Birth  
New York State vs. Rest of the United States  
2001 NHTS**



**Table 2.19 Vehicle Trip Distribution by Number of Persons in a Trip  
and Places of Residence and Birth  
2001 NHTS**

	Manhattan	Rest of NYC	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	Other Urban (Non-NY Metro)	Non-Urban Areas	Rest of US
<b>Native-Born</b>									
1	48.2%	62.1%	68.0%	68.6%	67.2%	68.1%	67.9%	65.2%	65.6%
2	38.2%	21.3%	22.1%	21.2%	22.2%	21.5%	22.5%	23.7%	22.8%
3	8.6%	9.4%	5.9%	5.3%	6.3%	5.6%	6.0%	6.7%	6.8%
4+	5.0%	7.2%	4.1%	4.9%	4.3%	4.7%	3.7%	4.5%	4.7%
<b>Foreign-Born</b>									
1	53.0%	59.4%	60.7%	55.4%	64.2%	59.3%	63.9%	51.4%	59.1%
2	27.5%	27.0%	25.4%	28.6%	22.4%	25.9%	24.4%	38.3%	23.7%
3	13.8%	7.7%	9.5%	12.1%	8.1%	10.4%	7.6%	7.8%	8.9%
4+	5.7%	5.9%	4.4%	3.9%	5.3%	4.5%	4.2%	2.5%	8.3%

NOTE: Data in yellow highlighted cells are estimated based on a small sample.

## ***2.5 Perceptions and Views of Transportation Services***

Sharing the road with unsafe drivers (aggressive, distracted, drunk or speeding) was the most severe problem (as defined by a response of “A severe problem” or “Very much of a problem”) viewed by all native-born and foreign-born New York State residents (Table 2.20). That said, a higher but not statistically significant percentage of foreign-born New York residents considered this problem more acute than the native-born New York residents (Figure 2.15). More than one-third (39%) of the foreign-born New York residents expressed concern over unsafe drunk drivers on the road while 31% of the native-born New York residents expressed the same concern (Table 2.20). The difference between the 39% foreign-born New York residents and the 31% native-born New York residents was significant.

In fact, sharing the road with drunk drivers was considered a more severe problem by New York State residents than by those outside New York State. This was a shared concern for all New York residents whether they were born natively or abroad (Figure 2.15). In general, there was little difference between the native-born and foreign-born populations who resided outside New York State with regard to their view on the quality of transportation services (Figure 2.16 and Table 2.20). Following the concern over unsafe drivers was the next greatest concern about rough pavement and potholes (Figure 2.15).

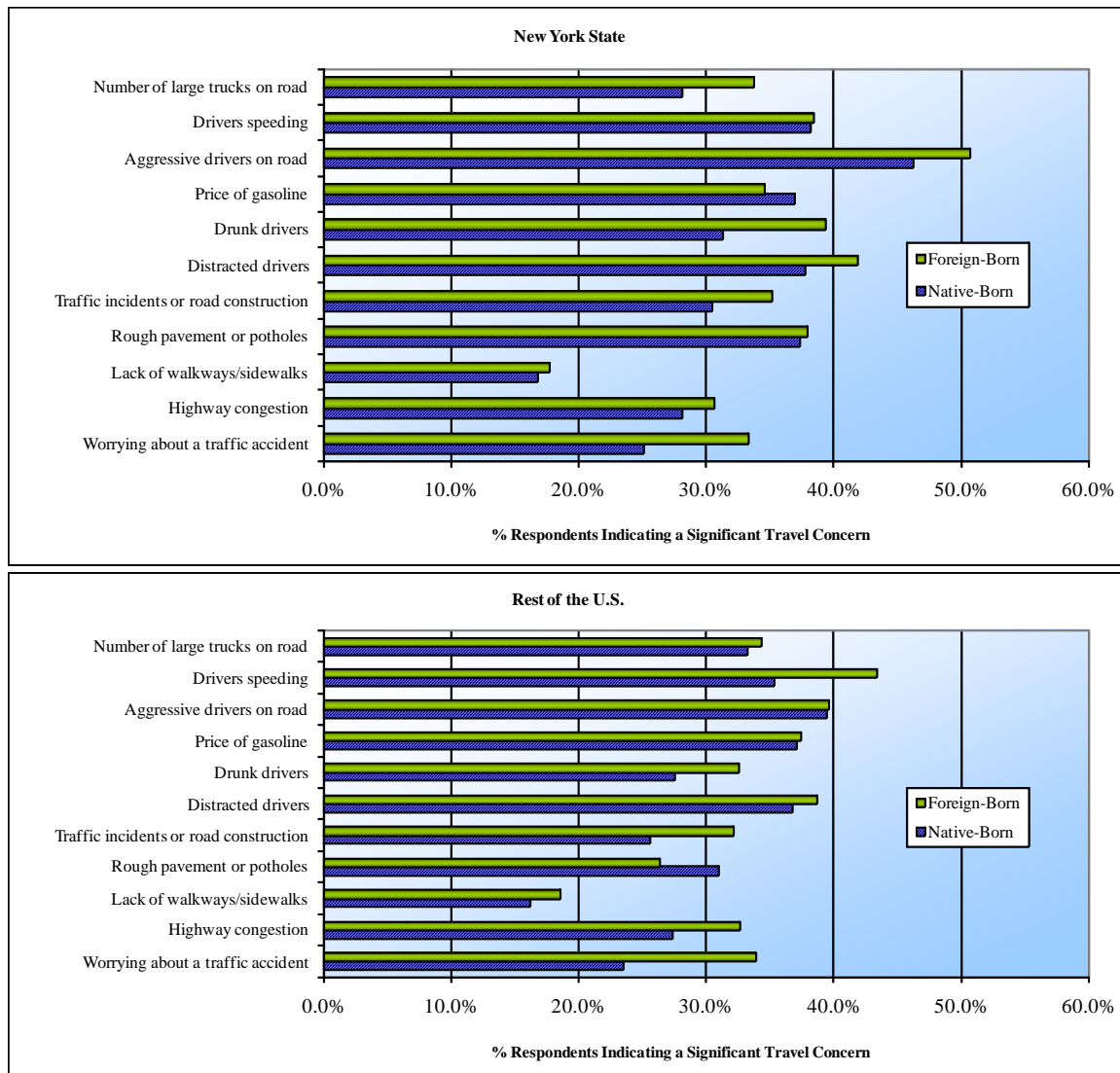
**Table 2.20 Percent Respondent Views of *Significant* Transportation Problems by Places of Birth and Residence  
New York State vs. Rest of the United States  
2001 NHTS**

Transportation Concern	Manhattan		Rest of NYC		New York City		Other Urban (Excluding NYC)		Nassau, Suffolk		Putnam, Rockland, Westchester	
	Native- Born	Foreign- Born	Native- Born	Foreign- Born	Native- Born	Foreign- Born	Native- Born	Foreign- Born	Native- Born	Foreign- Born	Native- Born	Foreign- Born
Worrying about a traffic accident	30.3%	26.8%	32.5%	36.4%	32.0%	34.7%	22.8%	30.6%	27.7%	37.1%	28.5%	32.5%
Highway congestion	23.3%	30.0%	37.9%	31.0%	34.5%	30.9%	28.9%	31.6%	48.4%	39.7%	32.4%	32.7%
Lack of walkways/sidewalks	13.7%	12.1%	14.2%	19.9%	14.1%	18.6%	18.5%	14.8%	22.7%	7.8%	21.2%	13.4%
Rough pavement or potholes	38.3%	37.1%	48.7%	40.3%	46.3%	39.7%	33.2%	32.8%	26.9%	32.6%	27.3%	32.8%
Traffic incidents or road construction	24.7%	36.6%	41.1%	36.1%	37.4%	36.2%	29.4%	31.1%	35.2%	38.1%	24.1%	27.5%
Distracted drivers	38.9%	51.7%	40.8%	39.9%	40.4%	41.4%	38.4%	43.5%	47.0%	49.0%	37.6%	45.7%
Drunk drivers	19.8%	49.2%	34.6%	37.4%	31.3%	39.5%	31.5%	37.1%	31.9%	43.5%	27.5%	33.8%
Price of gasoline	10.1%	32.9%	35.2%	33.4%	29.2%	33.3%	40.4%	38.0%	39.7%	36.2%	42.0%	39.1%
Aggressive drivers on road	41.0%	50.8%	58.3%	52.1%	54.2%	51.8%	46.1%	49.1%	60.4%	50.9%	47.4%	53.6%
Drivers speeding	34.5%	27.2%	48.8%	43.6%	45.2%	40.5%	36.0%	34.4%	39.6%	34.8%	47.3%	35.3%
Number of large trucks on road	32.2%	55.3%	31.2%	28.1%	31.4%	31.5%	27.4%	40.0%	31.5%	46.4%	33.0%	44.0%

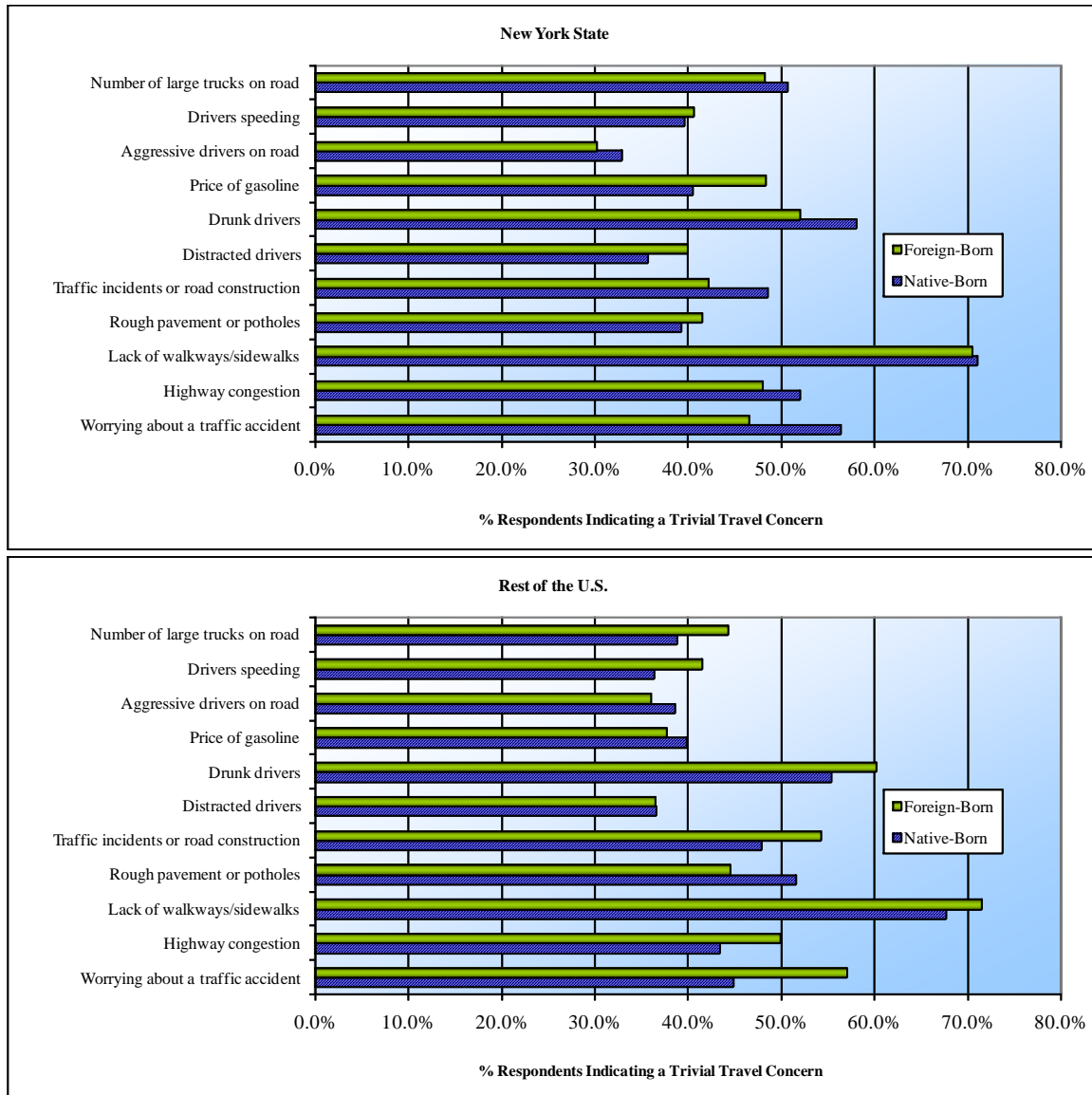
Table 2.20 (Continued)

	NY Metro Total		Other Urban (Excluding NY Metro)		ALL Urban		Non-Urban Areas		Statewide		Rest of U.S.	
	Native- Born	Foreign- Born	Native- Born	Foreign- Born	Native- Born	Foreign- Born	Native- Born	Foreign- Born	Native- Born	Foreign- Born	Native- Born	Foreign- Born
<b>Transportation Concern</b>												
Worrying about a traffic accident	30.4%	34.8%	19.4%	21.6%	26.3%	33.8%	18.8%	16.4%	25.1%	33.3%	23.6%	33.9%
Highway congestion	38.0%	31.9%	18.4%	18.0%	31.1%	31.0%	11.3%	8.2%	28.2%	30.6%	27.4%	32.6%
Lack of walkways/sidewalks	17.3%	16.9%	16.0%	29.6%	16.8%	17.6%	16.9%	21.7%	16.8%	17.7%	16.3%	18.5%
Rough pavement or potholes	38.9%	38.5%	37.6%	33.0%	38.4%	38.1%	31.3%	28.2%	37.4%	37.9%	31.0%	26.3%
Traffic incidents or road construction	35.3%	35.8%	27.3%	23.9%	32.5%	35.0%	18.3%	40.6%	30.5%	35.1%	25.6%	32.1%
Distracted drivers	41.9%	42.5%	33.7%	31.7%	39.2%	41.9%	30.0%	41.0%	37.8%	41.9%	36.8%	38.6%
Drunk drivers	31.0%	39.5%	32.2%	30.5%	31.5%	38.9%	30.8%	61.0%	31.4%	39.3%	27.6%	32.5%
Price of gasoline	33.4%	34.0%	40.4%	39.6%	35.8%	34.4%	43.7%	42.5%	36.9%	34.5%	37.1%	37.4%
Aggressive drivers on road	55.1%	51.9%	39.4%	39.6%	49.2%	51.2%	29.9%	30.4%	46.3%	50.7%	39.5%	39.6%
Drivers speeding	44.2%	39.7%	31.9%	33.0%	39.8%	39.3%	29.1%	3.3%	38.2%	38.5%	35.4%	43.4%
Number of large trucks on road	31.6%	34.2%	23.8%	24.6%	29.1%	33.6%	23.2%	42.7%	28.2%	33.7%	33.2%	34.3%

**Figure 2.15 Significant Travel Concerns Between Native-Born and Foreign-Born Populations  
2001 NHTS**



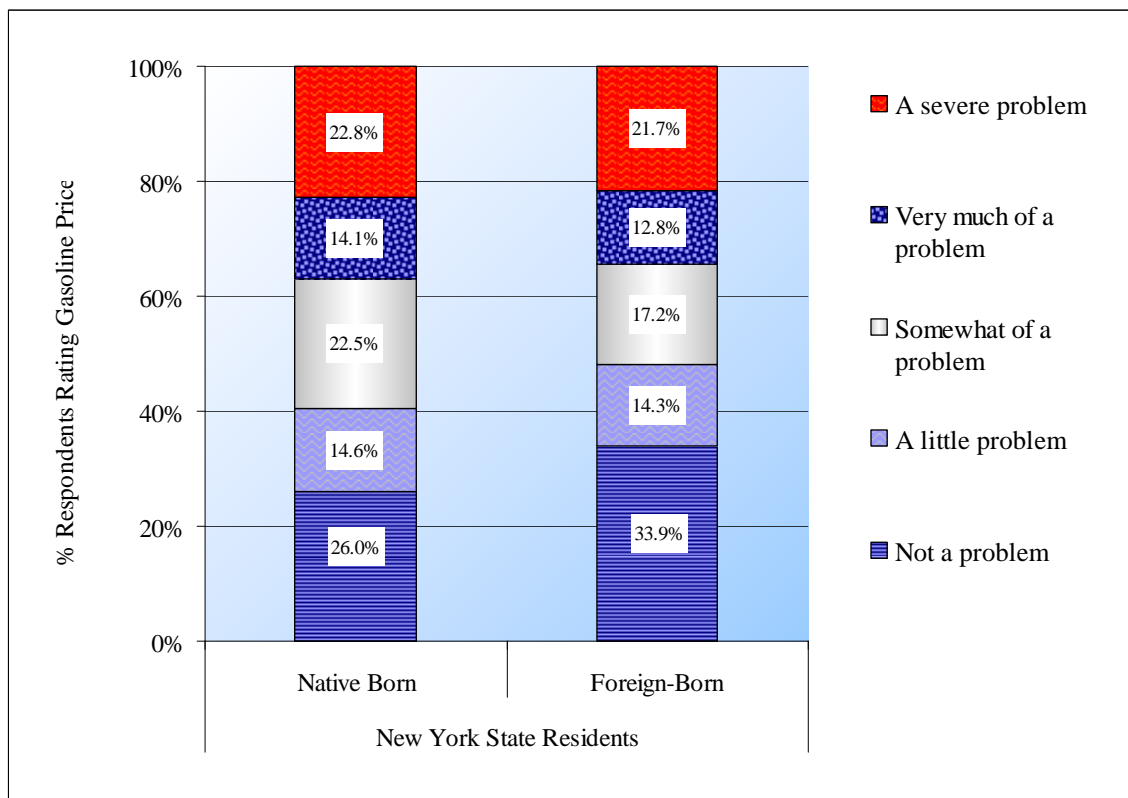
**Figure 2.16 Trivial Travel Concerns Between Native-Born and Foreign-Born Populations  
2001 NHTS**



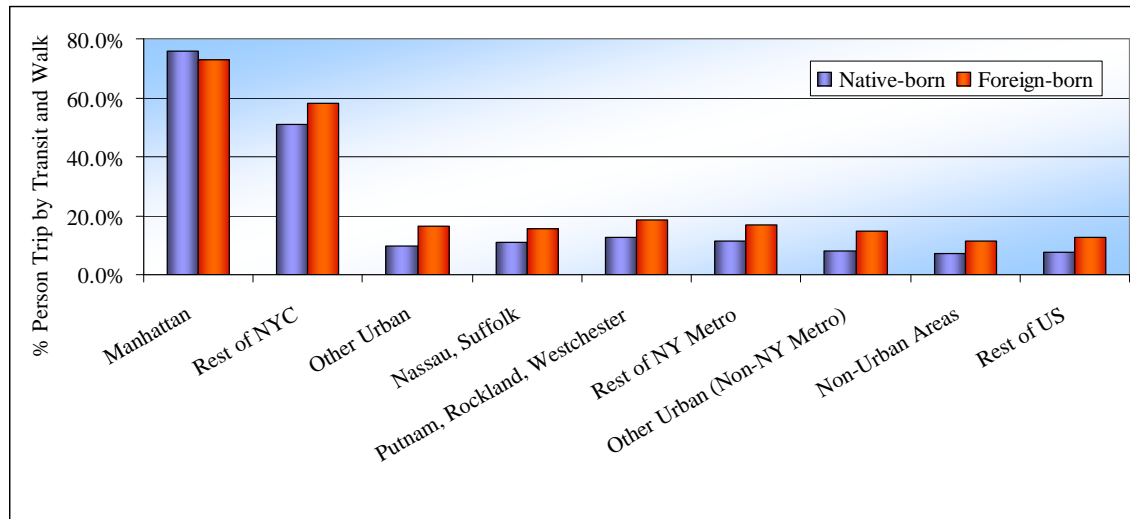


Equal percentages of the native-born and foreign-born New York State residents viewed high gasoline prices as a severe problem (Figure 2.17). However, it is worthwhile to point out that the 2001 NHTS data estimated that a significantly greater percentage of the foreign-born residents in New York State did not view high gasoline prices as a problem, while one-quarter of the native-born residents did. This finding could be attributable to the fact that the majority of the trips taken by foreign-born New York City residents were by public transit or walking (Figure 2.18), reflecting their indifference to the high gasoline prices.

**Figure 2.17 Comparison of New York State Residents' View of the Price of Gasoline by Place of Birth  
2001 NHTS**



**Figure 2.18 Percent Person Trips Made by Using Transit and Walking  
New York State vs. Rest of the United States  
2001 NHTS**



## 2.6 Summary

Immigration has become the determinant factor in population growth. Between 2000 and 2008, New York State experienced a population outflow of 1.5 million to other states. The impact of this loss was offset by immigration and a natural increase through births. Specifically, the four boroughs in New York City, excluding Manhattan collectively experienced the greatest population growth among all of the New York State areas. The growth in these four boroughs was primarily due to the migration of foreign born persons. Contrary to the inflow of foreign born persons, New York City lost 2% of its native population to other areas in New York State or other states (Figure 2.1). In almost all areas of New York State, except Manhattan, non-citizens increased by at least 30% from 1990 to 2000 (Figure 2.1). The number of naturalized citizens in New York State continued to decrease and never regained its peak in 2000 (Figure 2.3). Compared to New York State, the rest of the country experienced greater percentages of increase (Figure 2.3).

The poverty rate was higher for immigrants than that of the native born. The location where the immigrants settled seems related to their financial situation. Based on the 2001 NHTS data, immigrant households in New York City earned significantly less

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than their non-immigrant counterparts, perhaps reflecting the high concentration of immigrants in New York City in lower-paying service occupations.

Within the first two years of their immigration to the U.S., almost half of the immigrants lived in poverty with an income of less than \$25,000 a year. An immigrant's financial situation typically improved with the increasing number of years residing in the U.S. After eleven or more years in the country, the income distribution of the foreign-born population resembled that of the native-born population.

The ethnic composition of the foreign-born population inflow to New York State was different from that of the rest of the country (See Figure 2.7). A significantly greater percentage of the foreign-born population moving into New York State was African Americans, compared to the rest of the country, or 19.3% vs. 6%. The number of foreign-born Asians and Hispanics in New York State far surpassed the number of native-born Asians and Hispanics in New York State. For example, the number of foreign-born Asians in New York State was estimated to be at more than four times the estimated number of native-born Asians in New York State, i.e., four hundred thousand vs. fewer than one hundred thousand

The general trend in the proportion of licensed drivers is that the longer the immigrants reside in the U.S., the more likely they became licensed to drive (See Figure 2.8). Those who have immigrated 10 years ago have a driver-license rate approaching that of the native-born population. However, the rate of increase in this license rate with the number of years in the U.S. was significantly slower in New York State than it was in the rest of the country. This was due to the lower license rate of Manhattan residents. The transition into the driving population was slowest for foreign-born females, especially for those residing in New York City.

Immigrant households were more likely not to own or have access to a vehicle as opposed to non-immigrant households. The propensity of not owning a vehicle varies from almost 70% of the Manhattan households to 6-8% of the New York State households. For households outside New York State, the immigrant status had no bearing on the propensity of owning a vehicle.

The impact on one's mobility of owning or having access to a vehicle was less severe in New York State than elsewhere. Zero-vehicle immigrant households in New York State were by far less mobile than other households in New York State. However,

those households depended on transit and walking as much as their non-immigrant counterparts in order to meet their mobility needs, or 76.6% vs. 78.1%.

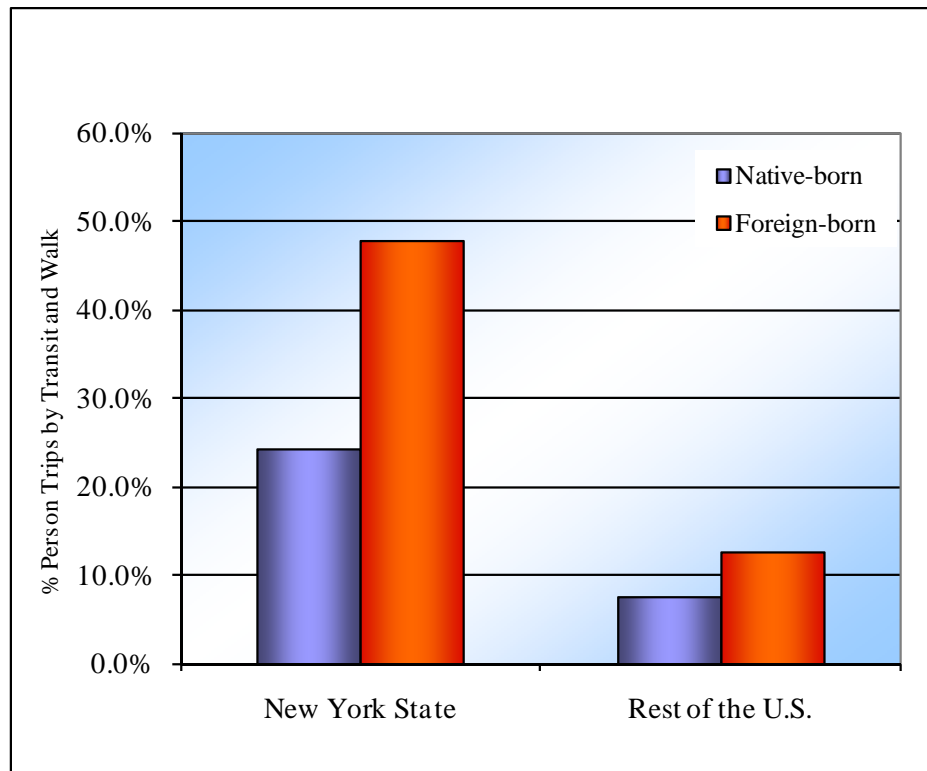
As a whole, foreign-born New York residents were disproportionately less mobile than their native-born counterparts. While the foreign-born New York residents accounted for 25% of the total New York population, their share of the total person miles traveled amounted to 17% (Table 2.21). From the standpoint of driving, foreign-born New York State drivers accounted for 19% of the New York State driver population but only drove 14% of the total number of miles driven by New York drivers (Table 2.21). These mobility differences between the native-born and foreign-born populations were not observed outside New York State (Table 2.21).

**Table 2.21 Mobility Statistics by Place of Birth  
New York State vs. Rest of the United States  
2001 NHTS**

	New York State			Rest of U.S.		
	Native-Born	Foreign-Born	Percent Foreign	Native-Born	Foreign-Born	Percent Foreign
Number of Persons 5 Years or Older ( $10^3$ )	10,854	3,664	25.2%	173,582	23,177	11.8%
Total PMT by Persons 5 Years or Older ( $10^6$ )	141,908	29,341	17.1%	2,837,898	361,986	11.3%
Number of Drivers ( $10^3$ )	8,974	2,161	19.4%	158,980	18,875	10.6%
Total VMT ( $10^6$ )	81,573	13,541	14.2%	1,960,451	214,827	9.9%

Foreign-born residents tended to take fewer trips, i.e., 20% fewer for those who resided in New York State and almost 10% fewer for those who resided elsewhere. This was true for all New York immigrants regardless of their place of residence (See Figure 2.11). The propensity to walk and to take public transit was the greatest among foreign-born residents in New York State (Figure 2.19). A common perception is that the longer a foreign-born person resides in the U.S. the more he/she resembles someone who is native-born. From the mobility standpoint, the foreign-born residents outside New York State seem to adhere to this perception. However, foreign-born New York State residents never seemed to quite reach the mobility level of their native-born neighbors. The reasons for this are unclear. Even after spending more than ten years in the country, the foreign-born were still more likely to use public transit than the native-born.

**Figure 2.19 Percent Person Trips by Transit and Walk  
New York State vs. Rest of the United States  
2001 NHTS**



From the perspective of driving, foreign-born drivers tended to drive fewer trips, longer trips and fewer miles than the native-born drivers (Table 2.17 and Table 2.18). This observation was true regardless of the place of residence – in New York State or outside New York State. However, the difference in driving trends between the foreign-born and native-born drivers was significantly more prominent in New York State than that outside New York State. On average, a foreign-born in New York State drove 30% less than a native-born in New York State while this difference ranged from 7% to 8% elsewhere (Table 2.17).

Driving trips made by foreign-born drivers were, on average, slightly longer than those made by native-born drivers, although the differences were not statistically significant. If this is in fact different, then this might be due to housing locations that are affordable to the foreign-born drivers being located further from their destination. The foreign-born population was slightly more likely to share rides than the native-born

population. The size of the traveling party on trips that were driven by Manhattan drivers, either native-born or foreign-born, tended to be smaller than those by other New York State drivers who resided outside Manhattan. The high percentage of zero-vehicle households in Manhattan might have required ride sharing more often than otherwise.

Sharing the road with unsafe drivers (aggressive, distracted, drunk or speeding) was the most severe problem (as defined by a response of “A severe problem” or “Very much of a problem”) viewed by all native-born and foreign-born New York State residents. However, a higher percentage of foreign-born New York residents considered this problem more acute than the native-born New York residents.

Native-born and foreign-born New York State residents were equally likely to view high gasoline prices as a severe problem. However, the 2001 NHTS data estimated that a significantly greater percentage of the foreign-born residents in New York State did not view high gasoline prices as a problem while one-quarter of the native-born residents did. This finding could be attributable to the fact that the majority of the trips taken by foreign-born New York City residents consisted of using public transit or walking, reflecting their indifference to the high gasoline prices.

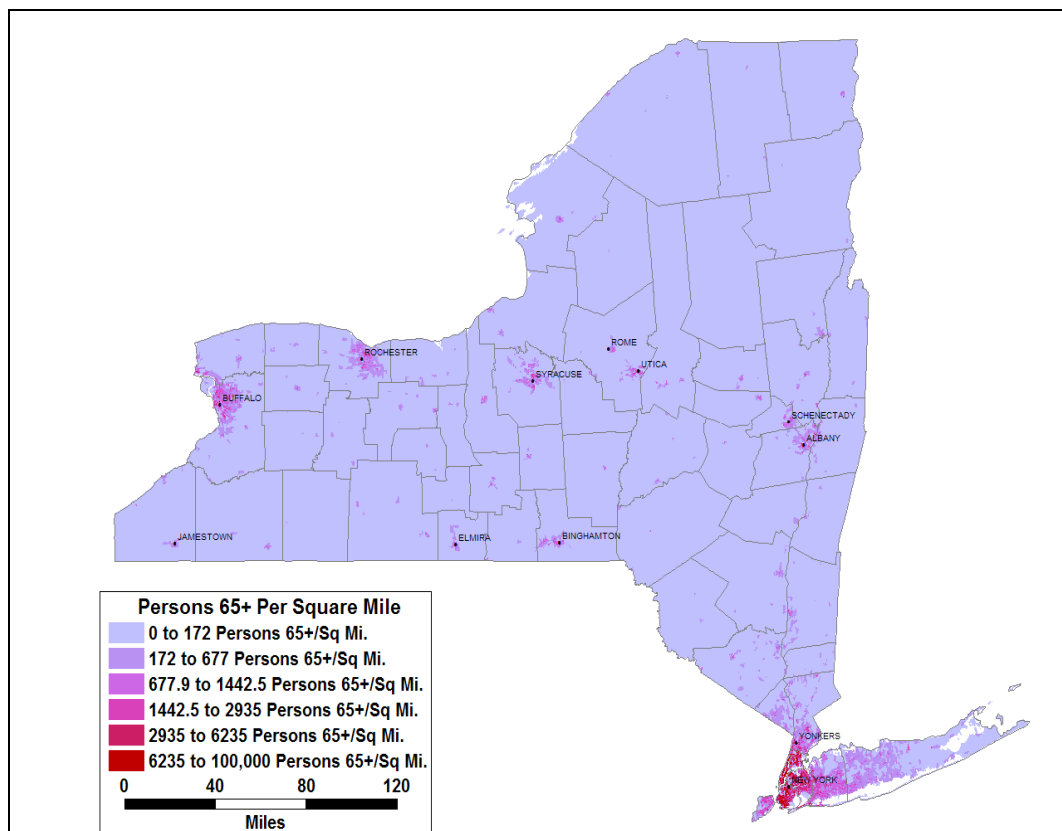
## Chapter 3. Travel and Driving Patterns of the Elderly

### 3.1 Trends in the Elderly Population

#### 3.1.1 Size of the Elderly Population

For this analysis, the elderly population is defined as those who are 65 years of age or older. Note the elderly population density for New York State in Figure 3.1. Between 1995 and 2001, the New York population covered by the NHTS survey (i.e., those more than 5 years old) increased by only 1% (Table 3.1). However, the elderly population increased by more than 10% during the same period, with considerable increases in older age categories like those 75 years old or older (Figure 3.2). The population pyramids clearly show that the New York population was slanted toward the older age categories (Figure 3.3).

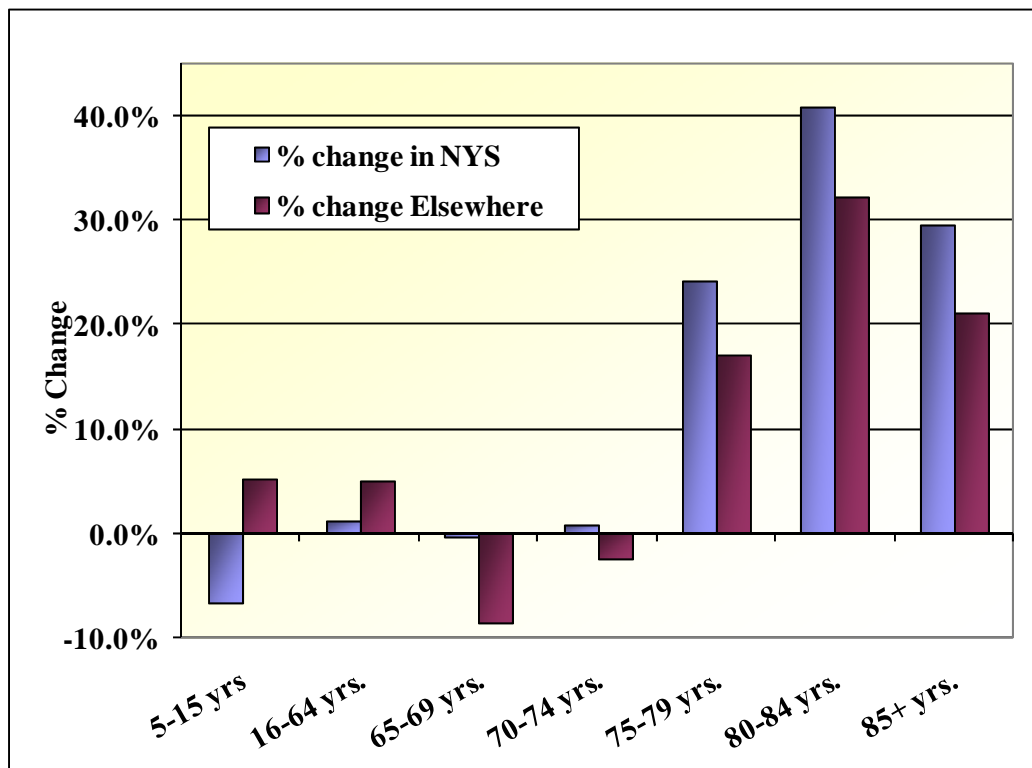
**Figure 3.1 Elderly Population Density (Persons per Square Mile)  
2000 Census**



**Table 3.1 New York Residents by Age Category  
1995 and 2001 NHTS**

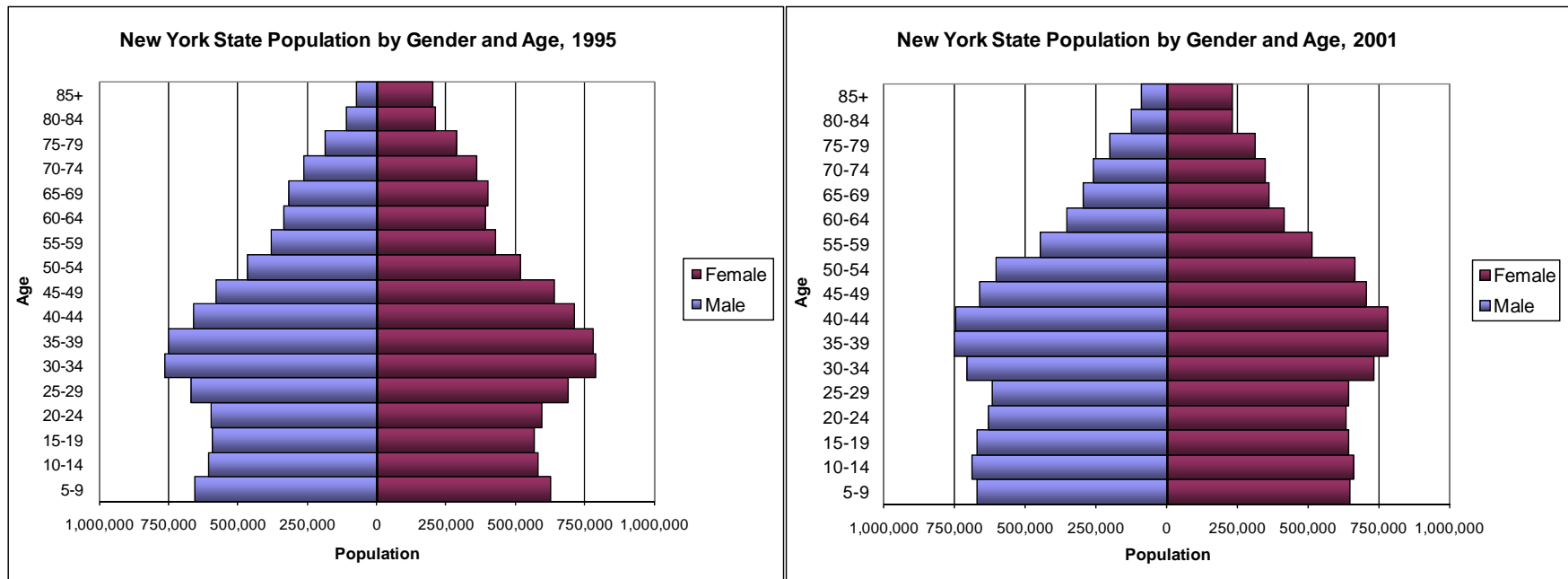
Age Category	1995	2001	Percent Change
5-15 yrs	3,001,540	2,805,630	-6.5%
16-64 yrs.	11,734,525	11,880,408	1.2%
Elderly (>=65 yrs)	2,070,923	2,305,198	11.3%
65-69 yrs.	684,257	681,733	-0.4%
70-74 yrs.	617,796	623,144	0.9%
75-79 yrs.	397,097	493,001	24.2%
80-84 yrs.	225,766	318,207	40.9%
85+ yrs.	146,007	189,113	29.5%
<b>TOTAL</b>	<b>16,806,988</b>	<b>16,991,235</b>	<b>1.1%</b>

**Figure 3.2 Percent Population Change by Age Category  
1995 to 2001 NHTS**





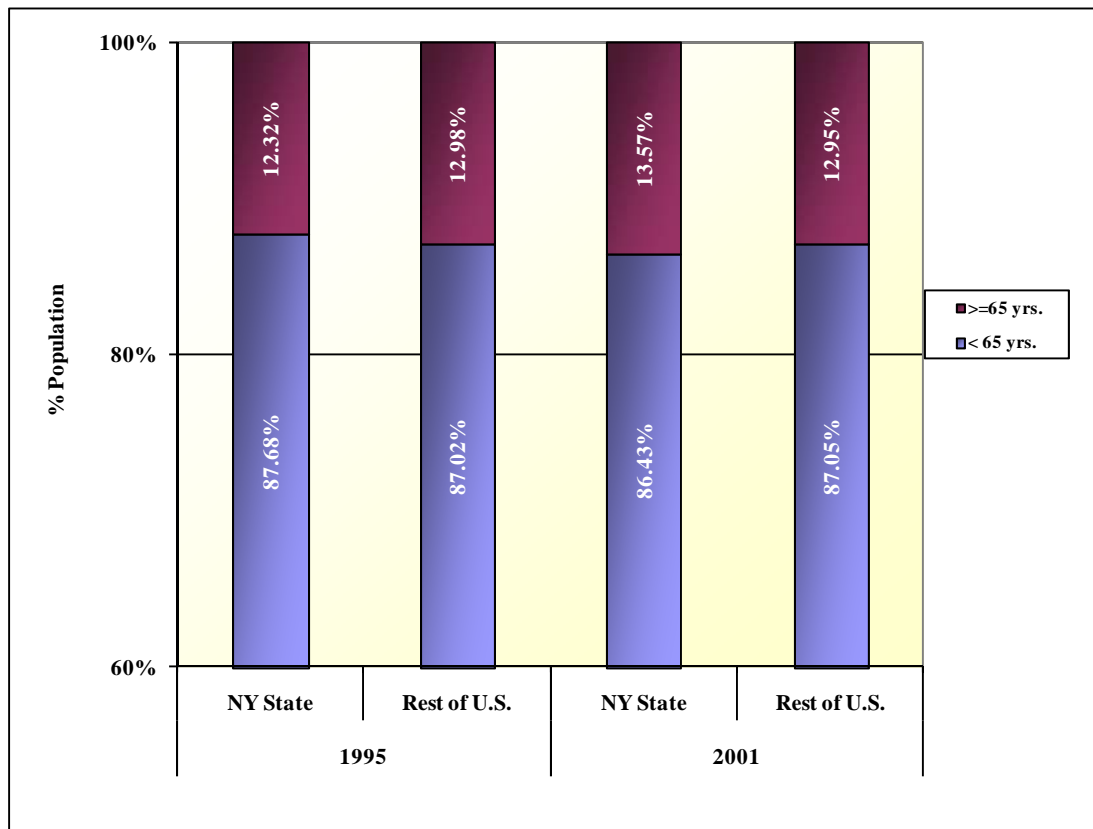
**Figure 3.3 New York State Population Pyramids  
1995 and 2001 Census Estimates**



Source: Census Bureau (1995 estimates were derived from <http://www.census.gov/popest/states/asrh/files/SC-EST2008-AGESEX-CIV.csv>, and 2001 estimates were derived from <http://www.census.gov/popest/archives/1990s/stas/st-99-14.txt>, both accessed September 22, 2009.)

There is no noticeable difference between New York State and the rest of the country with respect to the proportion of elderly population within the total population. Consistently across time, one in every 7 or 8 individuals is at least 65 years old (Figure 3.4)

**Figure 3.4 Comparison of Population Composition  
Between New York State and the Rest of the United States  
1995 and 2001 NHTS**



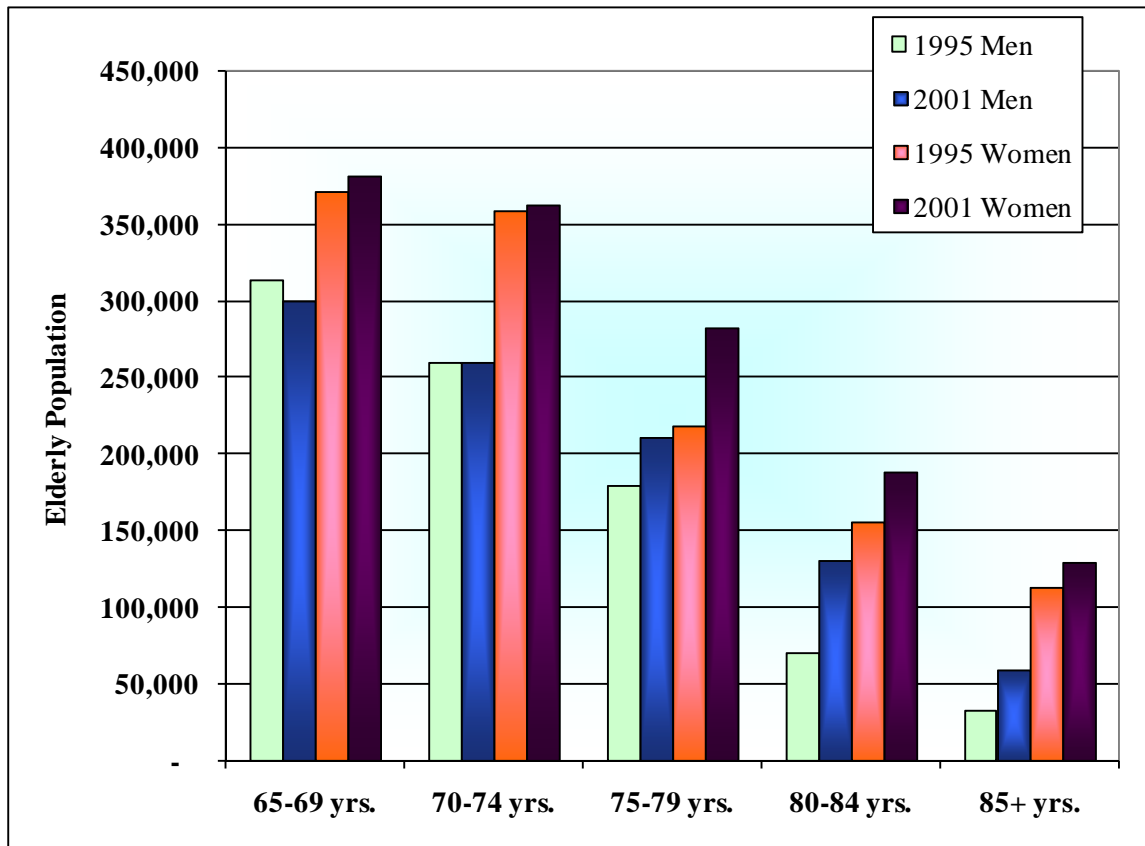
### 3.1.2 Demographics

Like the rest of the country, the New York population is aging (Figure 3.3). From 1995 to 2001, the elderly population in New York State increased by at least 10%, with the rate of increase slightly higher for men (Table 3.2). The rate of increase for men 80 years old or older (the oldest age group) was astounding in that the number in 2001 almost doubled from that in 1995. Although greater in number (Figure 3.5), the number of elderly women in New York State increased at a significantly slower rate than the men (Table 3.2).

**Table 3.2 New York Elderly by Age and Gender  
1995 and 2001NHTS**

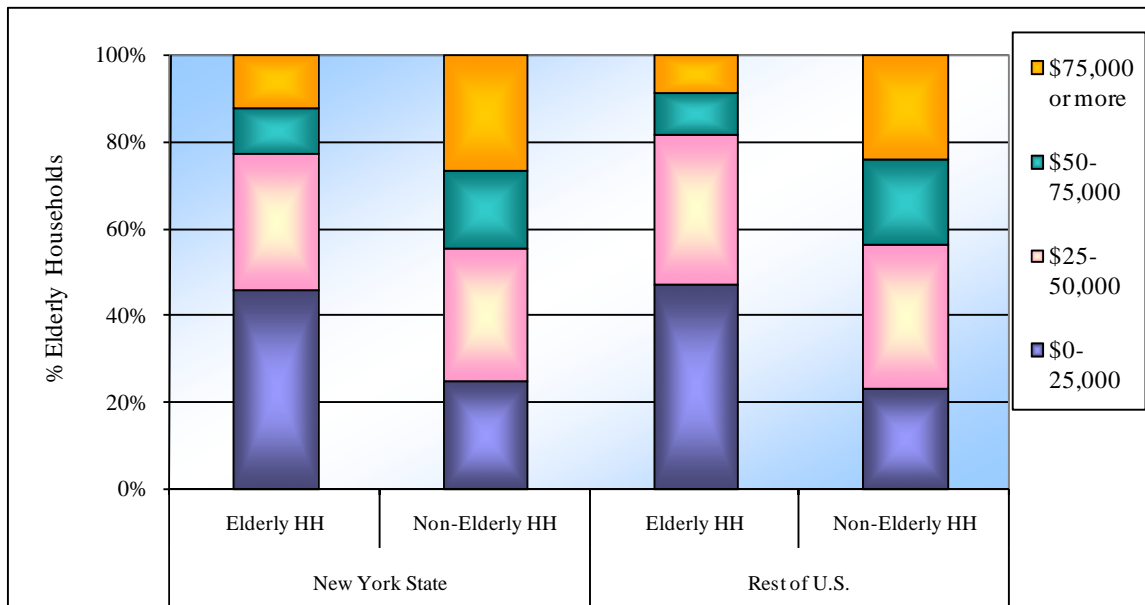
	1995	2001	Percent Change
<b>Men</b>			
5-15 yrs	1,578,167	1,380,105	-12.6%
16-64 yrs.	5,703,165	5,791,748	1.6%
<b>Elderly Men</b>	<b>853,811</b>	<b>961,325</b>	<b>12.6%</b>
65-69 yrs.	313,273	300,476	-4.1%
70-74 yrs.	258,885	260,255	0.5%
75-79 yrs.	179,001	210,360	17.5%
80-84 yrs.	69,867	130,416	86.7%
85+ yrs.	32,785	59,818	82.5%
<b>Women</b>			
5-15 yrs	1,423,373	1,425,525	0.2%
16-64 yrs.	6,031,360	6,088,659	1.0%
<b>Elderly Women</b>	<b>1,217,113</b>	<b>1,343,874</b>	<b>10.4%</b>
65-69 yrs.	370,985	381,257	2.8%
70-74 yrs.	358,911	362,889	1.1%
75-79 yrs.	218,096	282,641	29.6%
80-84 yrs.	155,899	187,792	20.5%
85+ yrs.	113,222	129,295	14.2%

**Figure 3.5 Comparison of Elderly New York Residents by Age and Gender  
1995 and 2001 NHTS**



Compared to non-elderly households, a significantly greater proportion of elderly households were in the low-income category of less than \$25,000 (Figure 3.6). More than half of the elderly households living in New York rural areas were in the lowest income category (Table 3.3).

**Figure 3.6 Percentage of Elderly Households\* (HH) by Household Income, New York State vs. Rest of the United States 2001 NHTS**



\*Elderly Households defined as households with one or more persons age 65 or over.

**Table 3.3 Distribution of Elderly Households by Income and Location, New York State vs. Rest of the United States 2001 NHTS**

	New York City	Other Urban Areas	Non-Urban Areas	Rest of U.S.
Total Number of Elderly Households	680,750	844,404	235,009	24,958,638
Income				
< \$25,000	49.5%	40.6%	54.2%	47.1%
\$25-50,000	30.3%	31.5%	34.4%	34.4%
\$50-75,000	9.8%	12.3%	6.9%	9.9%
> \$75,000	10.4%	15.6%	4.5%	8.6%

### 3.1.3 Driver Status by Age and Gender

Similar to the rest of the country, aging decreases the likelihood of possessing a driver's license. Women 85 years or older were the least likely among all of the elderly to report themselves as a driver. This age effect seems to be more prominent in New York

than in the rest of the country. Approximately 20% of women 85 years or older in various parts of New York State labeled themselves a driver, while this percentage is close to 30% in other parts of the country (Table 3.4). The difference is comparatively, but not statistically, significant (i.e.,  $z$  statistic = 1.91, compared to the  $z$  value of 1.965 at the 95% confidence level).

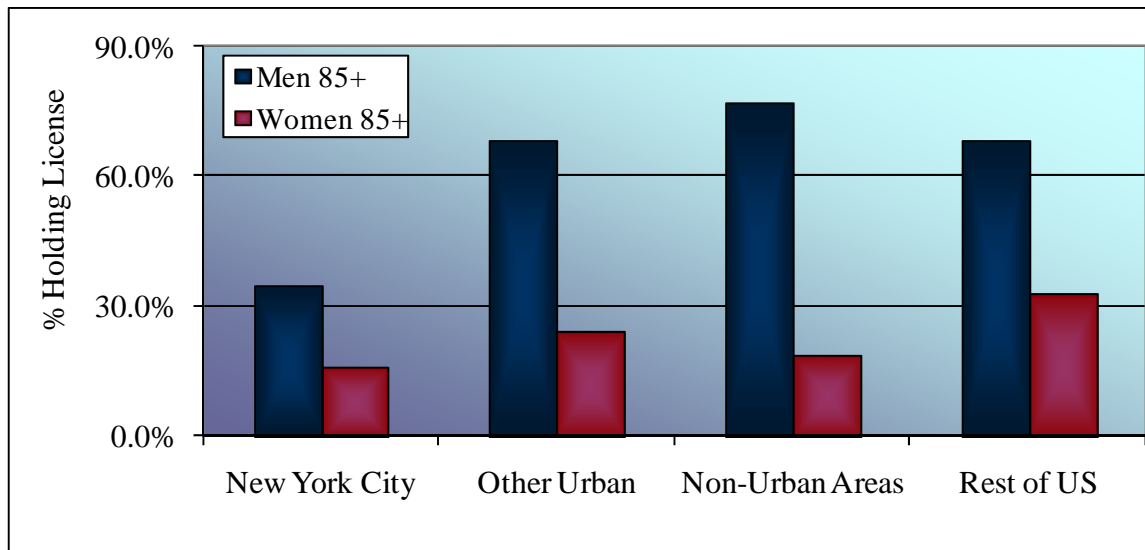
**Table 3.4 Percentage of Age Cohorts Labeling Themselves as a Driver  
1995 and 2001 NHTS**

	1995				2001			
	New York City	NYS Other Urban	NYS Non-Urban	Rest of U.S.	New York City	NYS Other Urban	NYS Non-Urban	Rest of U.S.
<b>Men</b>								
16-64 yrs.	71.4%	92.5%	93.2%	93.6%	73.0%	92.3%	94.5%	93.8%
65-69 yrs.	68.1%	97.6%	93.8%	93.1%	71.3%	97.0%	99.6%	95.3%
70-74 yrs.	82.5%	92.8%	92.3%	92.7%	75.7%	94.6%	96.1%	92.7%
75-79 yrs.	78.0%	86.1%	88.7%	89.4%	44.9%	91.2%	90.8%	88.9%
80-84 yrs.	47.7%	86.3%	75.9%	82.2%	47.5%	79.9%	82.3%	86.3%
85+ yrs.	9.2%	66.5%		70.3%	34.8%	68.1%	76.8%	68.4%
<b>Women</b>								
16-64 yrs.	48.3%	89.0%	91.2%	90.2%	53.5%	90.3%	94.1%	90.9%
65-69 yrs.	30.1%	80.3%	86.1%	81.8%	34.8%	87.9%	94.0%	86.9%
70-74 yrs.	25.8%	75.2%	78.9%	76.6%	37.4%	84.7%	80.0%	80.0%
75-79 yrs.	18.7%	66.3%	77.5%	70.8%	27.9%	73.5%	82.1%	72.3%
80-84 yrs.	8.1%	61.8%	57.5%	52.9%	20.4%	56.9%	57.2%	62.0%
85+ yrs.	7.5%	30.9%	25.0%	28.5%	15.9%	24.2%	18.6%	32.8%

NOTE: Data in yellow highlighted cells are estimated based on a small sample.

Depending on the place of residence, the difference in the likelihood of possessing a driver's license was noticeable (Figure 3.7). The percentage of elderly men living in New York State, but outside New York City, was about the same as that of their non-urban counterparts living outside New York State. The impact of living in New York City on the likelihood of not possessing a driver's license was most obvious in women 85 years of age or older. Only slightly more than 15% of those reportedly had a driver's license (Figure 3.7).

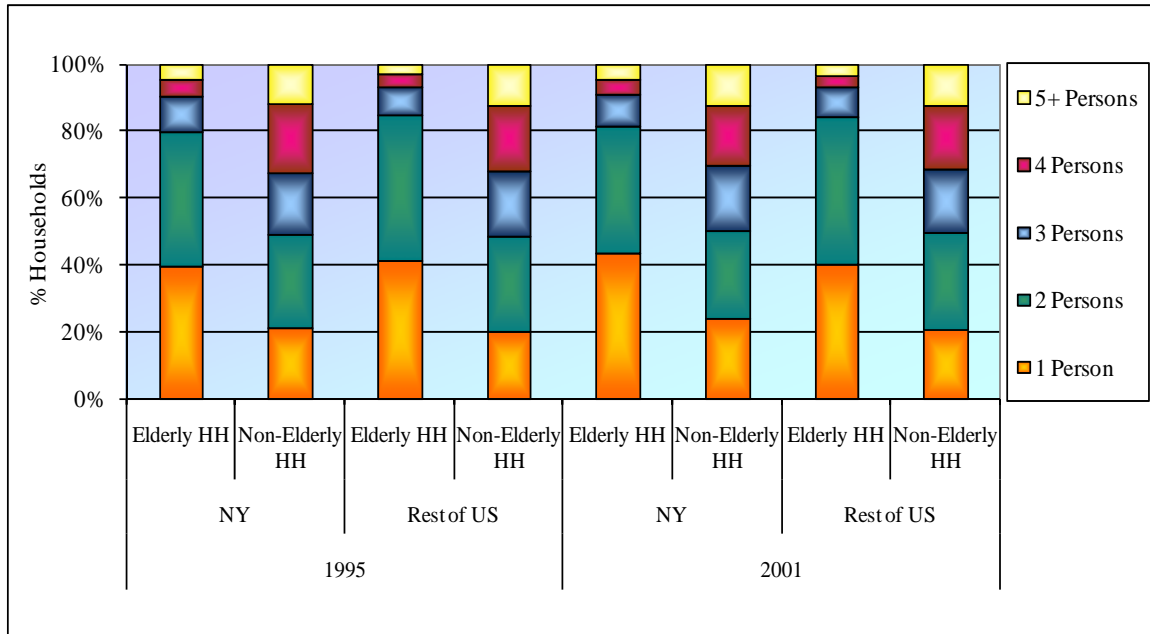
**Figure 3.7 Percentage of Elderly New Yorkers  
Reportedly Having a Driver's License  
2001 NHTS**



### 3.1.4 Living Arrangement

Compared to households without any elderly individuals, the elderly were more likely to live by themselves or with one other person. This is evidenced by the fact that four in every five elderly households were one- or two-person households. This observation is consistent across the nation and over time (Figure 3.8). Interesting questions arise from this observation, such as how the elderly who lived by themselves met their mobility needs? Were there gender and age differences with regard to the mode used and propensity to travel among elderly men and elderly women who lived alone? These issues will be discussed in more detail in the next section.

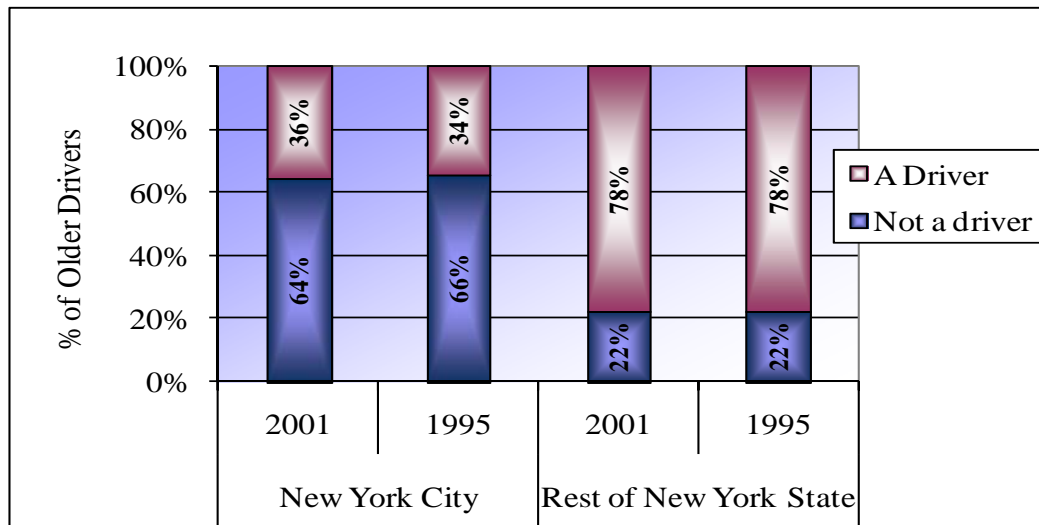
**Figure 3.8 Comparison of Household Distribution by Household Size  
1995 and 2001 NHTS**



To understand how the elderly in various living arrangements meet their mobility needs, it is essential to first understand their status with having a driver's license, and the availability of either a vehicle or public transportation (including paratransit). Across the state of New York, except for New York City, 2 in every 10 elderly who lived alone reportedly did not hold a driver's license (Figure 3.9). However, this ratio was markedly higher for those who lived in New York City. For the elderly who lived alone in New York City, 2 in every 3 did not claim themselves as a driver (Figure 3.9).



**Figure 3.9 Driver Status of Elderly Living Alone  
New York City vs. Rest of the New York State  
1995 and 2001 NHTS**



The decision to retain a driver's license seems to have had a significant impact on mobility. The elderly who lived alone and no longer retained their driver status traveled only one-third of the miles of those who lived alone and retained their driver's license (Table 3.5). Again, the mobility needs of those living in New York City appeared to be less than those living elsewhere.

**Table 3.5 Daily Travel by Elderly Who Lived Alone  
2001 NHTS**

	Are you a driver?		
	"No"	"Yes"	
	<i>Person Miles Traveled per Person</i>	<i>Person Miles Traveled per Person</i>	<i>Vehicle Miles Traveled per Person</i>
New York City	4.4	12.2	8.5
Rest of New York State	7.0	26.5	20.4
Rest of United States	7.1	25.1	19.8

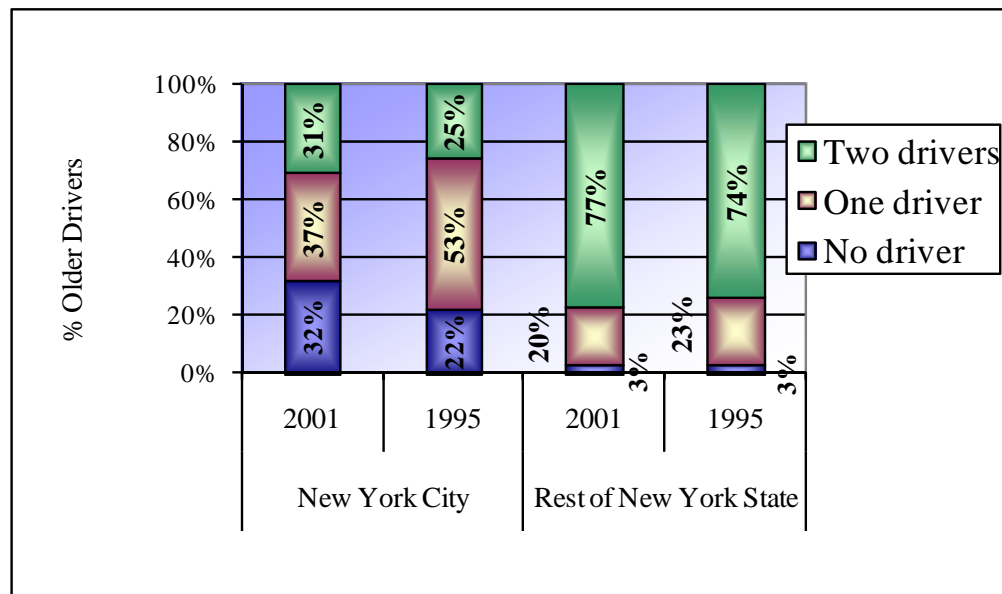
Were health conditions partially responsible for the decision not to retain their driving status? The only information in the NHTS survey that can help address this hypothesis was the question which asked, “Do you have any medical conditions making travel difficult?” The elderly who lived alone and no longer retained their driving status were, on average, more likely to report medical conditions that made travel difficult than those who lived alone but still maintained their driving status (Table 3.6). There was no noticeable difference among residential locations.

**Table 3.6 Percent Elderly Who Lived Alone, Their Medical Conditions and Driver Status  
2001 NHTS**

Location of the Household	“Are you a driver?”	
	No	Yes
<b>New York City</b>		
Medical Condition Present	47.0%	27.0%
No Medical Condition	50.8%	72.1%
Unreported	2.2%	0.9%
<b>Rest of NY State</b>		
Medical Condition Present	49.0%	20.5%
No Medical Condition	50.4%	79.5%
Unreported	0.6%	*
<b>Rest of US</b>		
Medical Condition Present	45.9%	20.1%
No Medical Condition	54.0%	79.8%
Unreported	0.2%	0.1%

For the elderly who lived in New York City with their spouse or another household member (i.e., a household with 2 persons), approximately one-quarter of such households reportedly listed both household members as a driver, while the same rate for those who lived outside New York City was 4 out of 5 (Figure 3.10). The contrast with respect to the proportion of such households without any driver in the household was equally apparent – 22% to 32% in New York City compared to 3% in the rest of the New York State.

**Figure 3.10 Distribution of Two-Member Elderly Households by Number of Drivers  
New York City vs. Rest of the New York State  
1995 and 2001 NHTS**



## 3.2 Vehicle Ownership

### 3.2.1 Availability of Vehicles

The most remarkable difference between households in New York State and those elsewhere was the percentage of those that did not own or have access to a vehicle (Table 3.7). This was true regardless of whether the household was classified as an “elderly household” (i.e., with at least one member of the household who was 65 years of age or older) (Figure 3.11). This difference was mainly attributable to the extraordinarily high percentage of elderly households in New York City that did not own a vehicle (Figure 3.12). Elderly households living in the most sparsely populated areas were more likely to own a vehicle than their counterparts in more populated areas (Figure 3.12).

**Table 3.7 Elderly\* Household Distribution by Vehicle Availability and Population Density  
New York State vs. Rest of the United States  
1995 and 2001 NHTS**

Number of Household Vehicles	New York City	Rest of New York Metro	Other Urban, Density** < 500	Other Urban, Density 500-1999	Other Urban, Density 2000+	Non-Urban Areas	Rest of U.S.
<b>2001</b>							
0	57.65%	12.15%	5.15%	7.49%	21.61%	13.83%	12.30%
1	29.02%	41.64%	45.62%	51.32%	53.01%	40.93%	42.79%
2	10.31%	33.66%	35.54%	32.36%	19.38%	31.36%	30.58%
3	2.71%	8.47%	10.25%	7.12%	4.55%	10.22%	9.89%
4	0.28%	3.49%	1.87%	1.07%	1.40%	1.91%	3.11%
5+	0.03%	0.59%	1.57%	0.65%	0.05%	1.75%	1.33%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>1995</b>							
0	55.88%	11.80%	6.76%	4.73%	18.73%	11.96%	13.83%
1	35.00%	40.49%	50.43%	49.37%	52.50%	50.40%	44.12%
2	8.01%	32.21%	29.75%	35.16%	23.80%	28.18%	30.63%
3	0.74%	10.80%	8.81%	7.69%	2.84%	7.77%	8.52%
4	0.37%	3.76%	3.39%	1.93%	1.83%	1.46%	2.27%
5+		0.94%	0.85%	1.12%	0.30%	0.24%	0.63%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

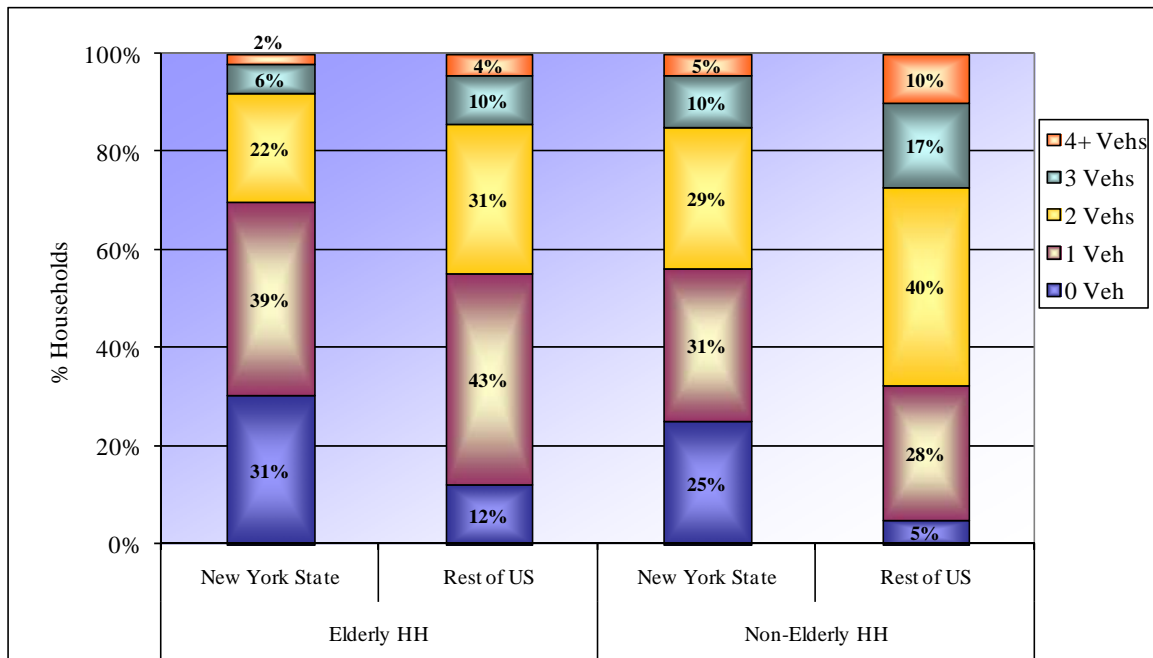
## NOTES:

\* Elderly households are defined as households with one or more persons over 65 years old.

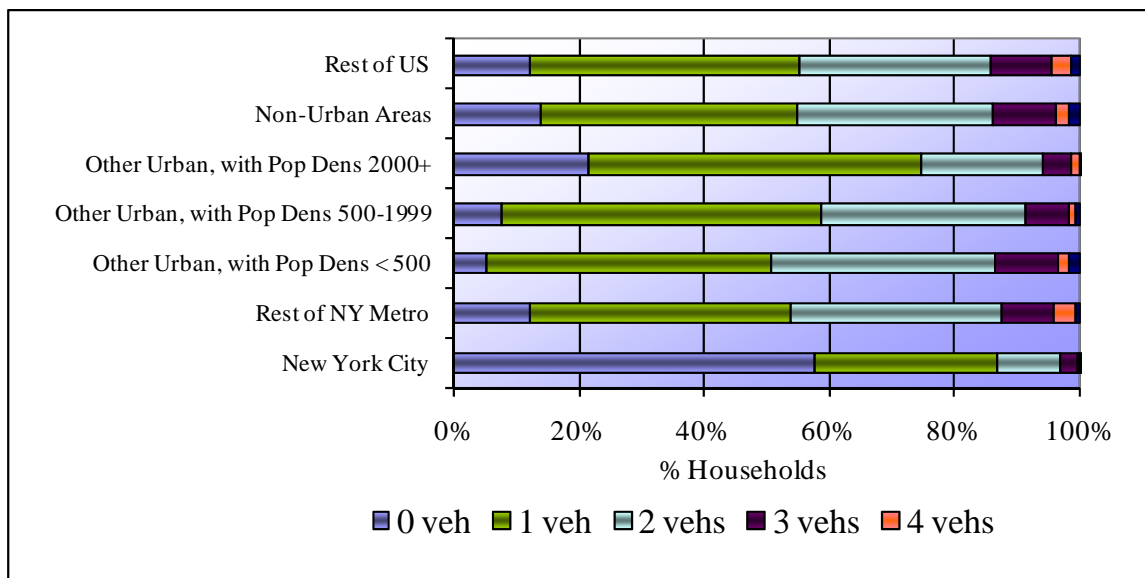
\*\* "Density" is population density per square mile.

Data in yellow highlighted cells are estimated based on a small sample.

**Figure 3.11 Household Distribution by Vehicle Availability  
New York State vs. the Rest of the United States  
2001 NHTS**



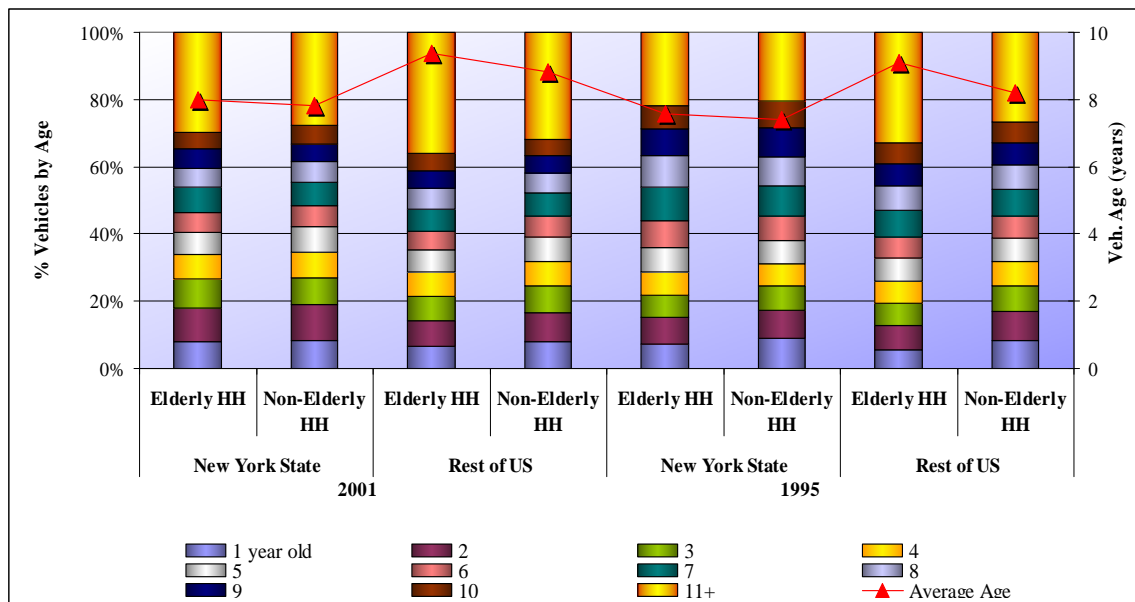
**Figure 3.12 Elderly Household Distribution  
by Vehicle Availability and Population Density  
2001 NHTS**



### 3.2.2 Vehicle Age Distribution

After adjusting for vehicles for which information on their age was missing (about 3%), the majority of the 2001 household vehicles were less than eleven years old (Figure 3.13). The age of vehicles owned by elderly households tended to be slightly older than those in non-elderly households, but the difference was statistically insignificant.

**Figure 3.13 Vehicle Distributions by Vehicle Age, Elderly Households vs. Non-Elderly Households  
New York State vs. the Rest of United States  
2001 NHTS**



## 3.3 Travel Patterns

### 3.3.1 Literature Review

In their comprehensive older driver literature review, Kostyniuk, Trombley, and Shope (1998) detail the reduction in driving as a person ages. This reduction is related to factors such as the elimination of the daily commute and reluctance to drive in difficult driving conditions (at night, in heavy traffic, and in inclement weather).

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Burkhardt et al. (1998) and Hu et al. (2000) both predict that older drivers will drive more in the future than the current cohorts. As with other literature, these predictions do still acknowledge a decline in driving with age, particularly after leaving the labor force.

Schatz, Stutts, and Wilkins (1999) note that a higher percentage of older men than women continue to drive. This generally reflects the trend of men driving when both men and women are present, although the tendency of women to outlive men will alter this trend in the older elderly cohorts. This was confirmed by Hu and Reuscher (2007), who point out that in 2001, the percentage of trips by POV where an older man drove himself ranged from 75% to 91%, depending on the age range, while the same number for women ranged from 54% to 65%. As both genders aged, the proportion of POV trips non-household drivers increased. These non-household drivers could either be relatives, or could be from one of the many organizations and agencies used by elderly persons in order to meet their transportation needs, organizations such as the Independent Transportation Network (ITN) in Maine as described by Freund and McKnight (1997). However, Glasgow (2000) notes that through 1995, driving among elderly people was increasing. Glasgow also describes the universal tendency in areas of New York State for more travel by persons under 65 than for those ages 65 and over.

### **3.3.2 Personal Travel**

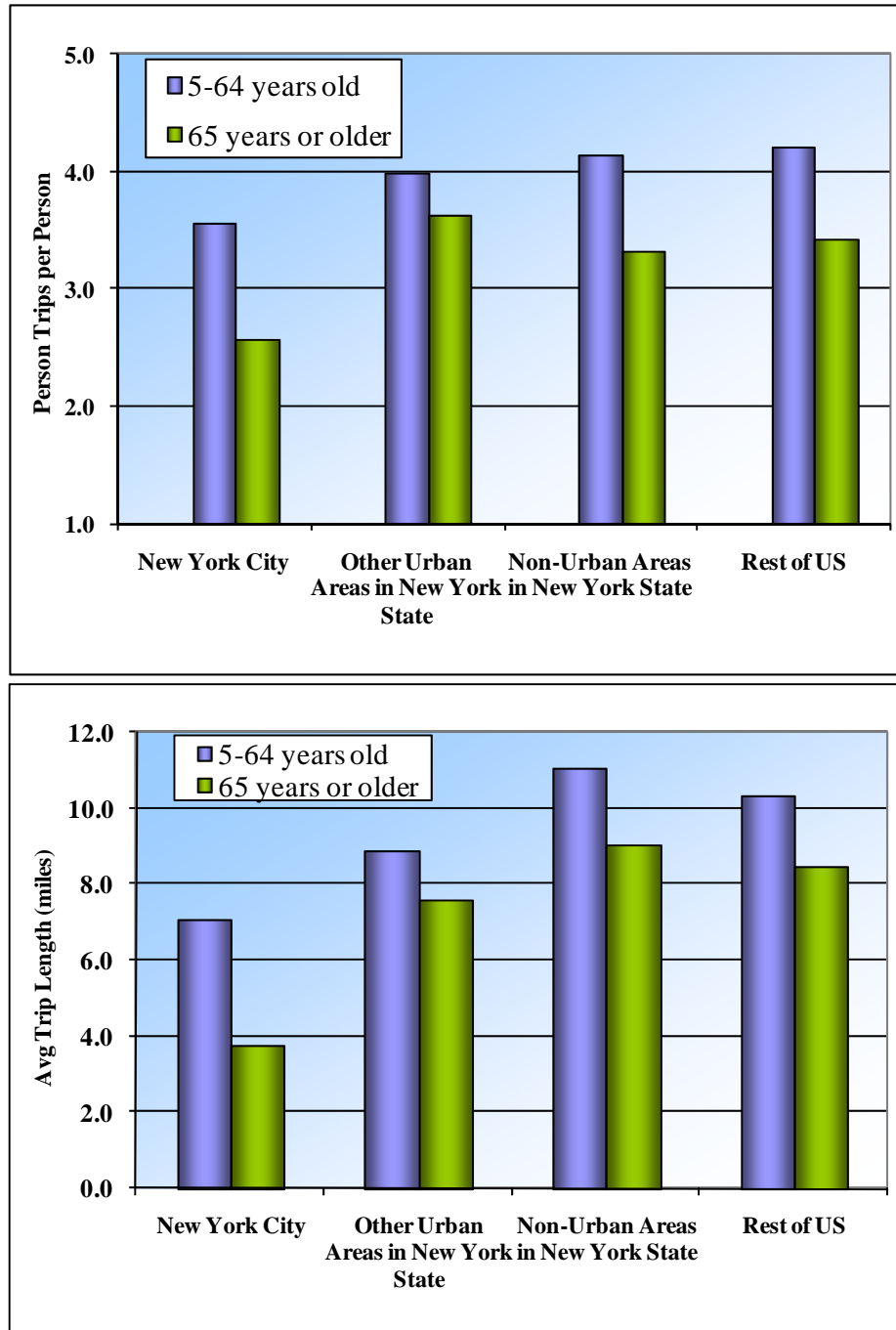
Throughout the nation, Americans took fewer but longer trips in 2001 than in 1995, i.e., 5% fewer personal trips but with each trip being, on average, almost 10% longer (Table 3.8). This observation was almost always true throughout areas of different population density and age cohorts, except for the elderly living in New York City. They not only took fewer, but also shorter, trips in 2001 than in 1995 (Table 3.8). Age had a significant impact on personal travel regardless of the location, with the greatest impact being on the elderly living in New York City (Table 3.8 and Figure 3.14). Compared to their younger neighbors, the elderly living in New York City took almost 30% fewer trips, with each trip equal to half of the distance of non New York State residents (Table 3.8). Among the elderly population, older women living in New York City were the least mobile.

**Table 3.8 Number of Daily Personal Travel and Average Trip Length by  
Population Density, Age and Gender  
1995 and 2001 NHTS**

	New York City		Other Urban Areas in New York State		Non-Urban Areas in New York State		Rest of U.S.	
	1995	2001	1995	2001	1995	2001	1995	2001
<b>Person Trips per Person</b>								
<b>5-64 years old</b>	<b>3.65</b>	<b>3.57</b>	<b>4.21</b>	<b>4.00</b>	<b>4.10</b>	<b>4.14</b>	<b>4.46</b>	<b>4.22</b>
Males	3.65	3.64	4.14	3.91	4.05	4.05	4.41	4.14
Females	3.66	3.50	4.27	4.09	4.15	4.22	4.51	4.30
<b>65 years or older</b>	<b>2.95</b>	<b>2.57</b>	<b>3.49</b>	<b>3.63</b>	<b>3.34</b>	<b>3.32</b>	<b>3.44</b>	<b>3.43</b>
Males	3.47	2.74	4.09	4.02	3.97	3.73	3.94	3.86
Females	2.64	2.46	3.04	3.33	2.85	2.99	3.08	3.12
<b>Age difference (%)</b>	<b>-19%</b>	<b>-28%</b>	<b>-17%</b>	<b>-9%</b>	<b>-19%</b>	<b>-20%</b>	<b>-23%</b>	<b>-19%</b>
<b>Average Person Trip Length</b>								
<b>5-64 years old</b>	<b>5.92</b>	<b>7.11</b>	<b>8.65</b>	<b>8.88</b>	<b>10.69</b>	<b>11.09</b>	<b>9.42</b>	<b>10.36</b>
Male	6.42	8.32	9.84	9.91	11.54	12.38	10.59	11.62
Female	5.45	5.90	7.46	7.93	9.86	9.84	8.29	9.15
<b>65 years or older</b>	<b>3.88</b>	<b>3.77</b>	<b>7.31</b>	<b>7.62</b>	<b>7.12</b>	<b>9.05</b>	<b>7.54</b>	<b>8.46</b>
Male	5.42	5.00	7.04	8.42	6.46	9.64	8.43	8.90
Female	2.65	2.83	7.60	6.88	7.85	8.46	6.72	8.06
<b>Age difference (%)</b>	<b>-34%</b>	<b>-47%</b>	<b>-15%</b>	<b>-14%</b>	<b>-33%</b>	<b>-18%</b>	<b>-20%</b>	<b>-18%</b>



**Figure 3.14 Daily Person Trips and Trip Length by Age and Area  
2001 NHTS**



As in 1995, New York City residents relied considerably less on privately-owned vehicles, as they used public transit or walked more often than people living elsewhere (Table 3.9). The proportion of walking trips by New York City residents was striking, even among the elderly. One in every three trips taken by New York City residents was by walking. Age seems to have a very slight impact on the propensity to take fewer transit trips and to walk less.

The likelihood of an individual driving themselves reduced with age (Figure 3.15). This aging effect was particularly prominent among elderly women and even more so among elderly women living in New York City. For example, an increase of ten years in age for New York City elderly women reduced their propensity to drive themselves from more than 50% to less than 40% of the time. The age difference also increased the likelihood of their being driven by non-household members from slightly more than 20% to almost 30% of the time (Figure 3.15).

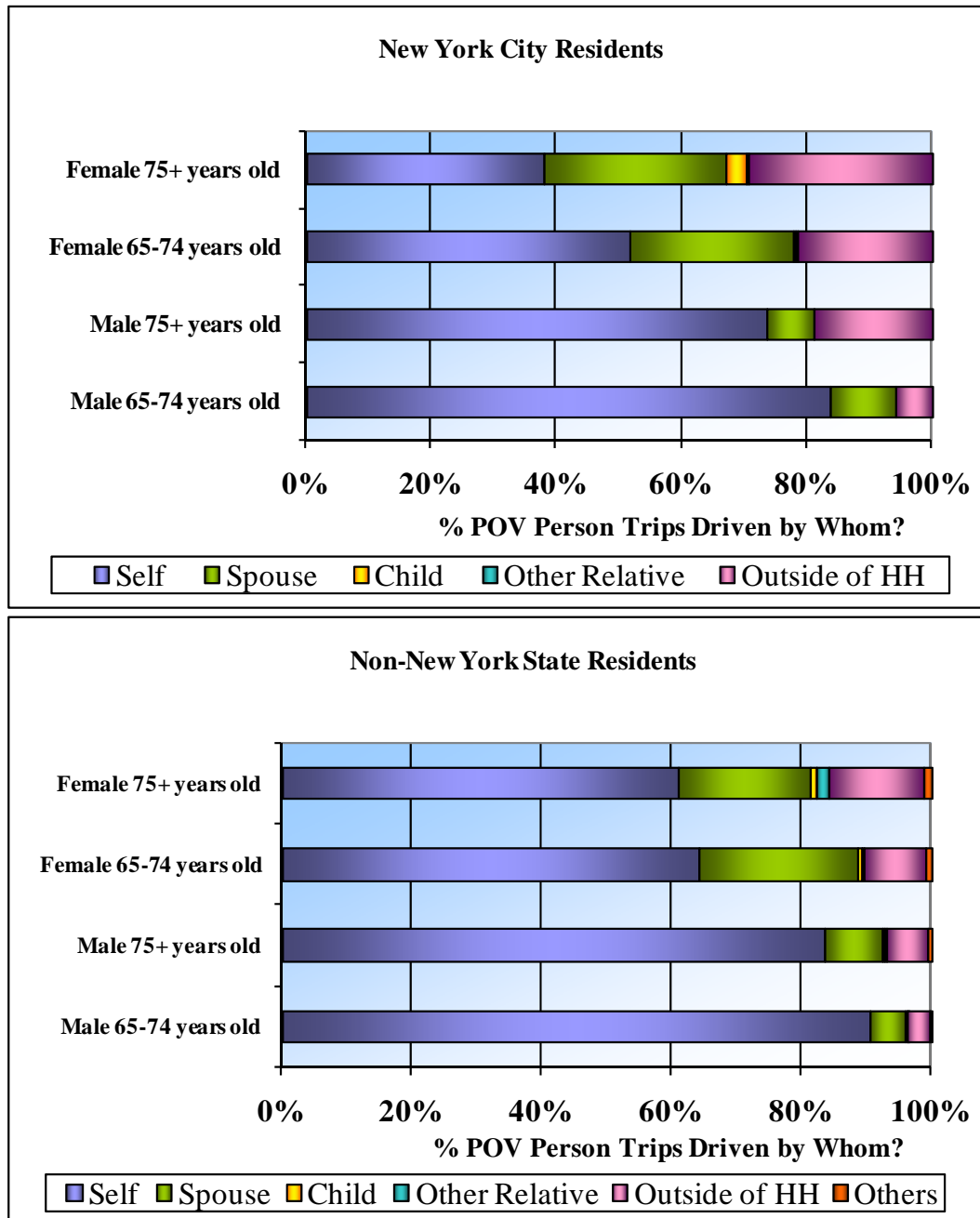
Another noticeable gender difference is the tendency to be driven by their children, other relatives and non-household members. This tendency was almost nonexistent among elderly men (Figure 3.15).

**Table 3.9 Person Travel Rates by Mode of Transportation, Geographic Area, and Age  
2001 NHTS**

	New York City			Other New York Urban Areas			New York Non-Urban Areas			Rest of U.S.		
	5-64 Year-olds	65+ Year-olds	Age Difference	5-64 Year-olds	65+ Year-olds	Age Difference	5-64 Year-olds	65+ Year-olds	Age Difference	5-64 Year-olds	65+ Year-olds	Age Difference
<b>Person Trips/Person</b>	<b>3.57</b>	<b>2.57</b>	<b>-28.0%</b>	<b>4.00</b>	<b>3.63</b>	<b>-9.3%</b>	<b>4.14</b>	<b>3.32</b>	<b>-19.8%</b>	<b>4.22</b>	<b>3.43</b>	<b>-18.7%</b>
POV-Driver	22.8%	27.3%		59.7%	67.8%		59.8%	67.4%		61.1%	66.7%	
POV-Passenger	12.7%	15.6%		23.5%	22.2%		27.3%	25.3%		26.4%	23.2%	
Taxi	1.7%	1.1%		0.4%	0.3%		0.2%			0.1%	0.1%	
Public	22.6%	19.3%		1.9%	0.8%		0.2%	0.1%		1.1%	0.8%	
Walk	36.8%	34.8%		9.8%	7.2%		7.9%	6.7%		7.8%	8.0%	
Other	3.3%	1.6%		4.7%	1.6%		4.6%	0.5%		3.4%	1.1%	
No Response	0.1%	0.3%		0.1%	0.1%		0.0%	0.0%		0.1%	0.1%	

NOTE: Data in yellow highlighted cells are estimated based on a small sample.

**Figure 3.15 Identification of the Driver on Personal Trips  
Taken in a Privately-Owned Vehicle (POV)  
New York City\* vs. Rest of the United States  
2001 NHTS**



\* No New York City Residents were driven by members of the "Others" category

Elsewhere there was very little difference between New York residents and other Americans on the proportion of trips for different purposes. Although family and personal business accounted for the majority of the trips, they only accounted for one-third of the total person miles traveled, suggesting that these trips were shorter compared to non-family and personal trips. The obvious age impacts on trip purpose were reflected in a significant shift away from traveling in order to earn a living and in a modest shift toward more trips for family and personal business, and for social and recreational purposes (Table 3.10).

To avoid congestion, the elderly took the majority of their daily travel between 9 a.m. and 1 p.m., with the remaining one-quarter of their travel completed by 4 o'clock in the afternoon (Figure 3.16). This is in sharp contrast to the temporal patterns of trips taken by those between the ages of 5 and 64. There was no noticeable difference among other areas of New York as well as the rest of the country with regard to this pattern. There was also no noticeable difference or trends among the elderly and the non-elderly between 1995 and 2001.

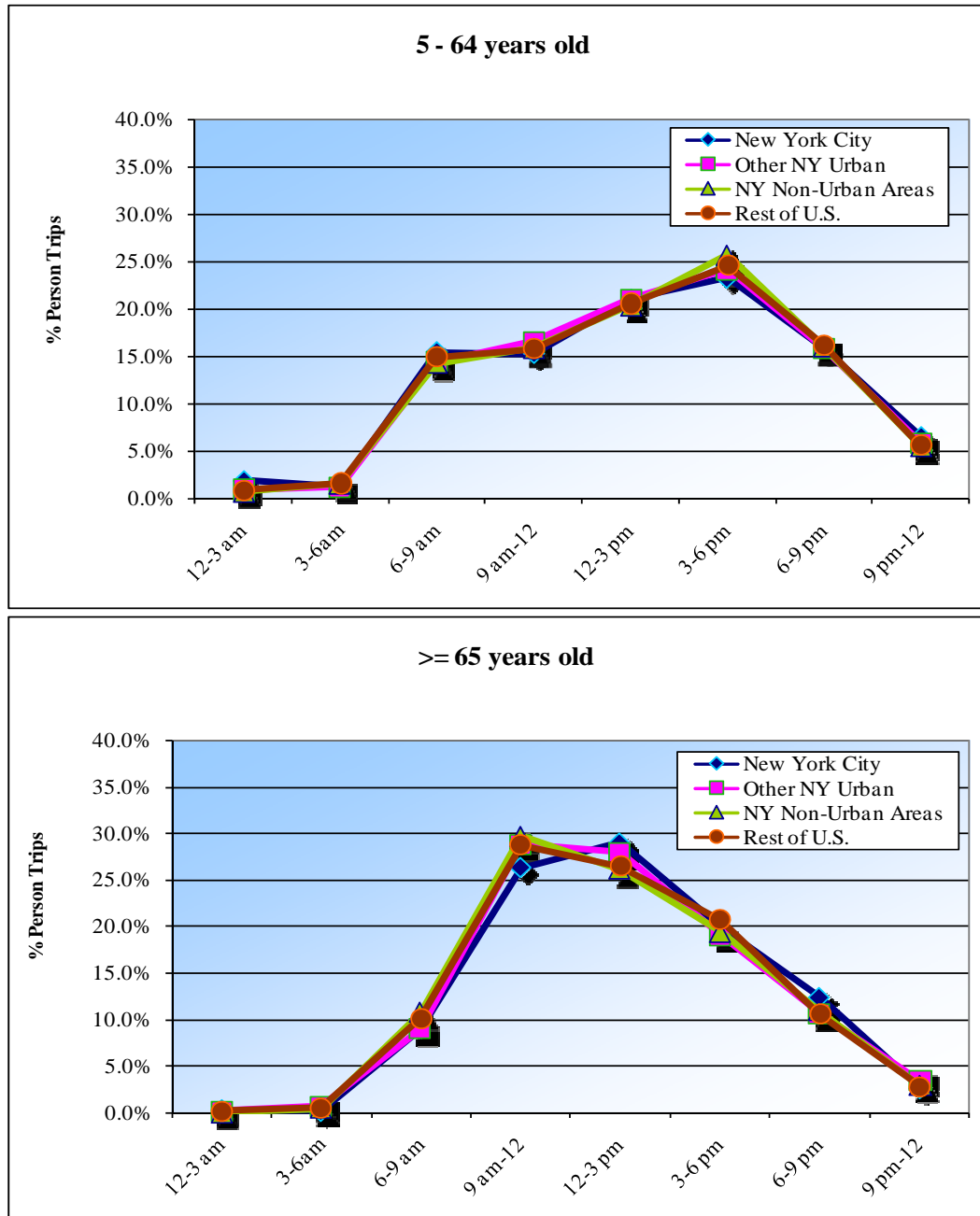
The travelers' age had a noticeable impact on both the timing and purpose of the trips (Figure 3.17). In general, the elderly traveled during less congested hours, or between 9 a.m. and 3 p.m. Their commuting predominantly took place during the middle of the day, suggesting more flexible work schedules than the non-elderly workers whose commutes followed the traditional "morning-and-afternoon peak" patterns. The elderly traveled for family and personal business purposes (including doctor's appointments and errands) earlier in the day and took fewer of these trips in the latter part of the day. On the other hand, the non-elderly would spread these trips throughout the day (Figure 3.17). Another noteworthy observation is that the elderly started and ended their social and recreational travel earlier than the non-elderly.

**Table 3.10 Personal Travel Statistics by Traveler's Age, Trip Purpose, and Population Density  
1995 and 2001 NHTS**

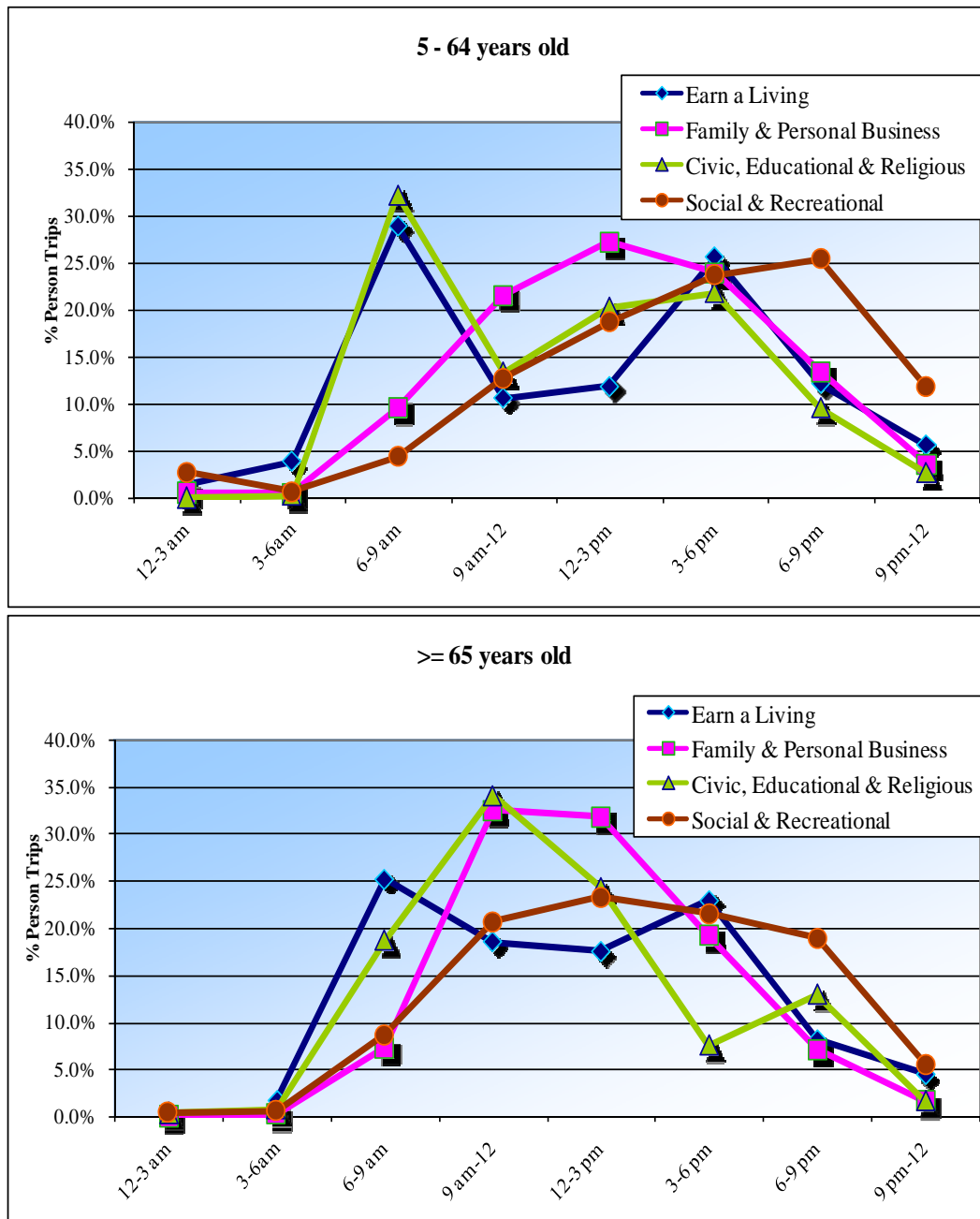
	2001				1995			
	New York State			Rest of U.S.	New York State			Rest of U.S.
	New York City	Other Urban	Non-Urban Areas		New York City	Other Urban	Non-Urban Areas	
5-64 Years old								
Daily Trips/Person	3.57	4.00	4.14	4.22	3.65	4.21	4.10	4.46
Earn a Living	21.7%	21.0%	20.3%	20.5%	20.6%	21.8%	21.8%	21.8%
Family & Personal Business	40.9%	41.5%	42.8%	42.4%	44.4%	44.2%	42.8%	44.2%
Civic, Educational & Religious	11.6%	9.4%	8.9%	10.2%	10.8%	9.0%	9.6%	9.1%
Social & Recreational	24.2%	26.6%	26.9%	25.9%	24.1%	24.8%	25.7%	24.7%
Other	1.4%	1.2%	0.7%	0.8%	0.1%	0.2%	0.1%	0.2%
Unreported	0.3%	0.3%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
65+ Years old								
Daily Trips/Person	2.57	3.63	3.32	3.43	2.95	3.49	3.34	3.44
Earn a Living	4.4%	4.4%	6.5%	4.8%	7.3%	6.5%	6.3%	6.8%
Family & Personal Business	58.8%	57.2%	56.0%	56.4%	61.3%	60.2%	64.5%	60.4%
Civic, Educational & Religious	7.7%	5.8%	5.7%	6.2%	7.9%	4.6%	3.5%	5.7%
Social & Recreational	28.5%	31.6%	31.1%	31.7%	23.4%	28.6%	25.7%	26.9%
Other	0.4%	0.9%	0.6%	0.9%	0.1%	0.1%		0.1%
Unreported	0.3%	0.3%	0.1%	0.1%		0.0%		0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

NOTE: Data in yellow highlighted cells are estimated based on a small sample.

**Figure 3.16 Temporal Patterns of Personal Travel by Traveler's Age and Population Density**  
**2001 NHTS**



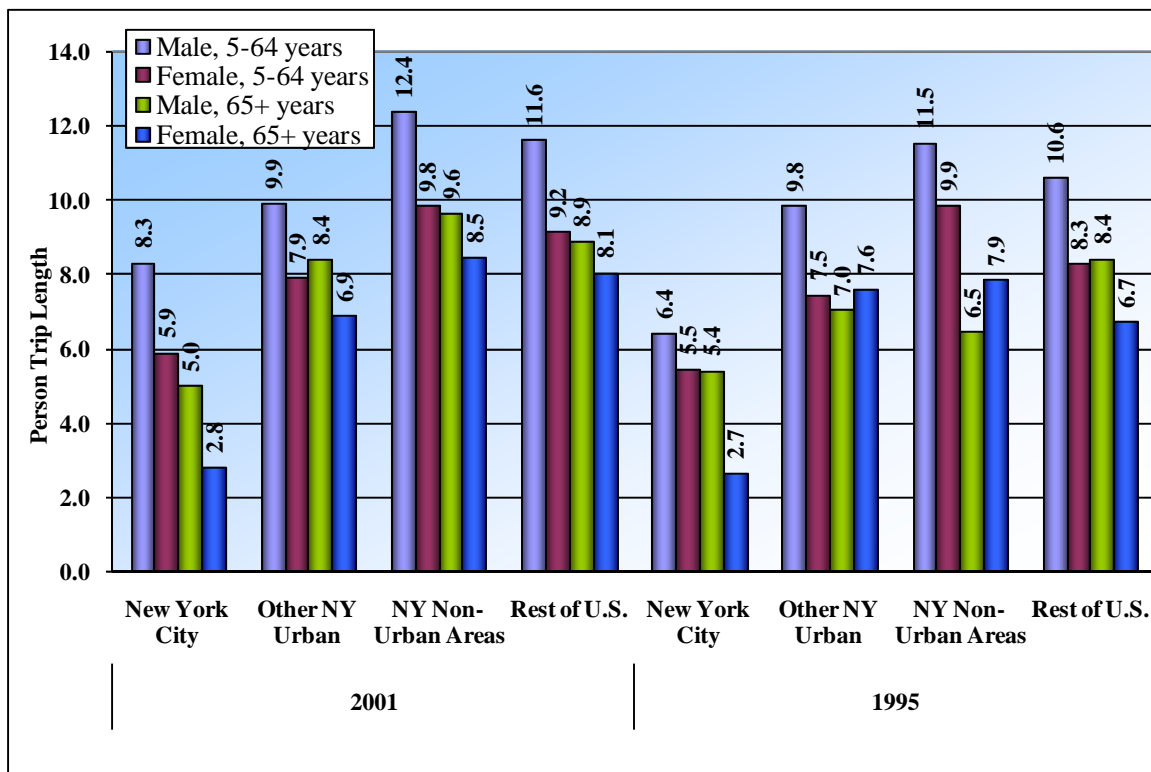
**Figure 3.17 Temporal Patterns of Personal Travel by Traveler's Age and Trip Purpose**  
**2001 NHTS**





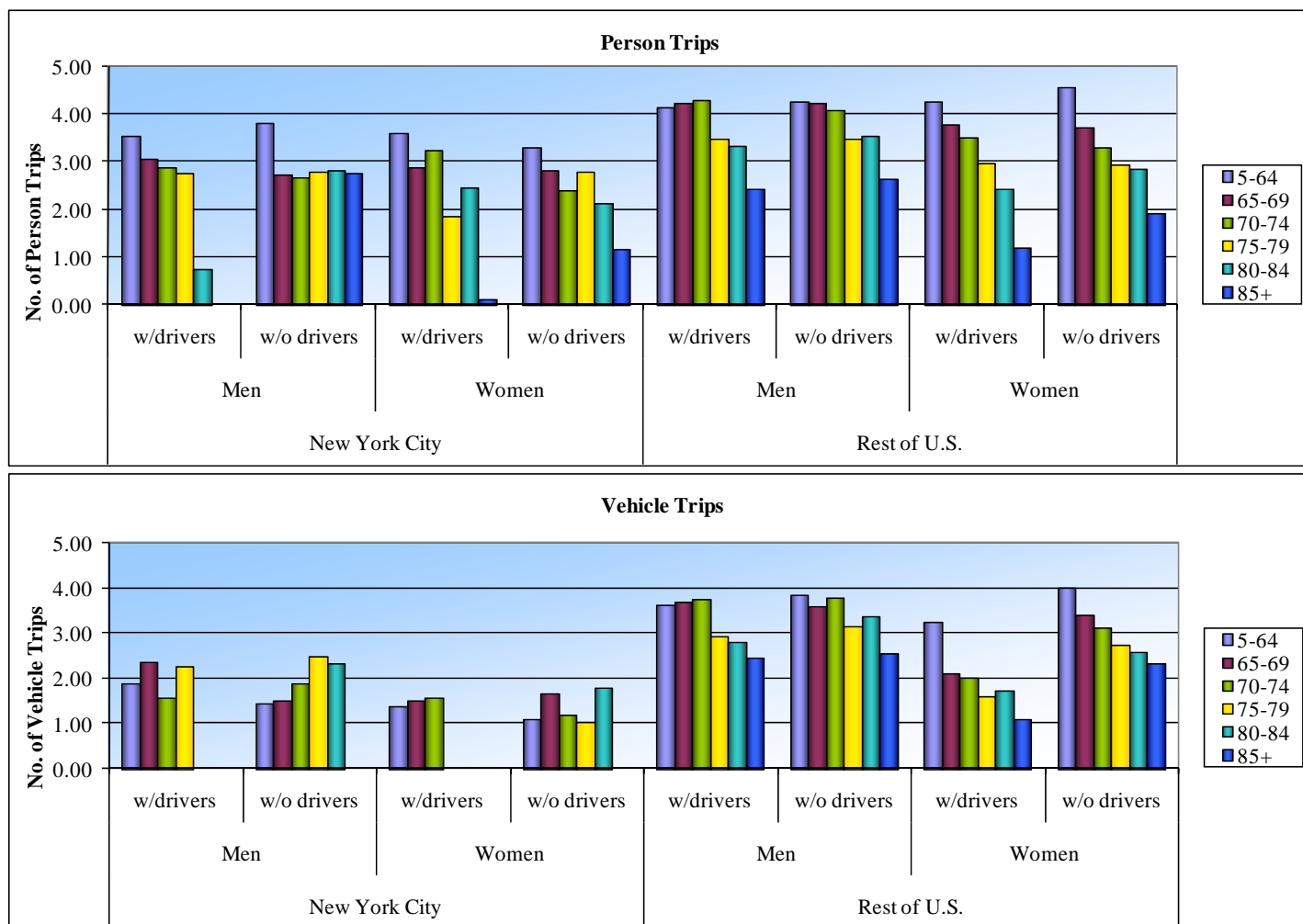
Both age and gender have noteworthy impacts on trip length. These impacts were exceptionally noticeable for those living in New York City (Figure 3.18). As expected, younger men have the longest trips while older women have, on average, the shortest trips.

**Figure 3.18 Average Length of Personal Trips by Age, Gender and Area  
1995 and 2001 NHTS**



Another interesting point is whether the availability of other drivers in the household has any influence on the mobility of the elderly. If mobility is measured in terms of the number of person trips, then the availability of other drivers present in the household has no influence on elderly mobility (Figure 3.19). However, if the mobility is measured in terms of the propensity to drive, then the availability of other drivers present in the household reduced the older drivers' need to drive (Figure 3.19).

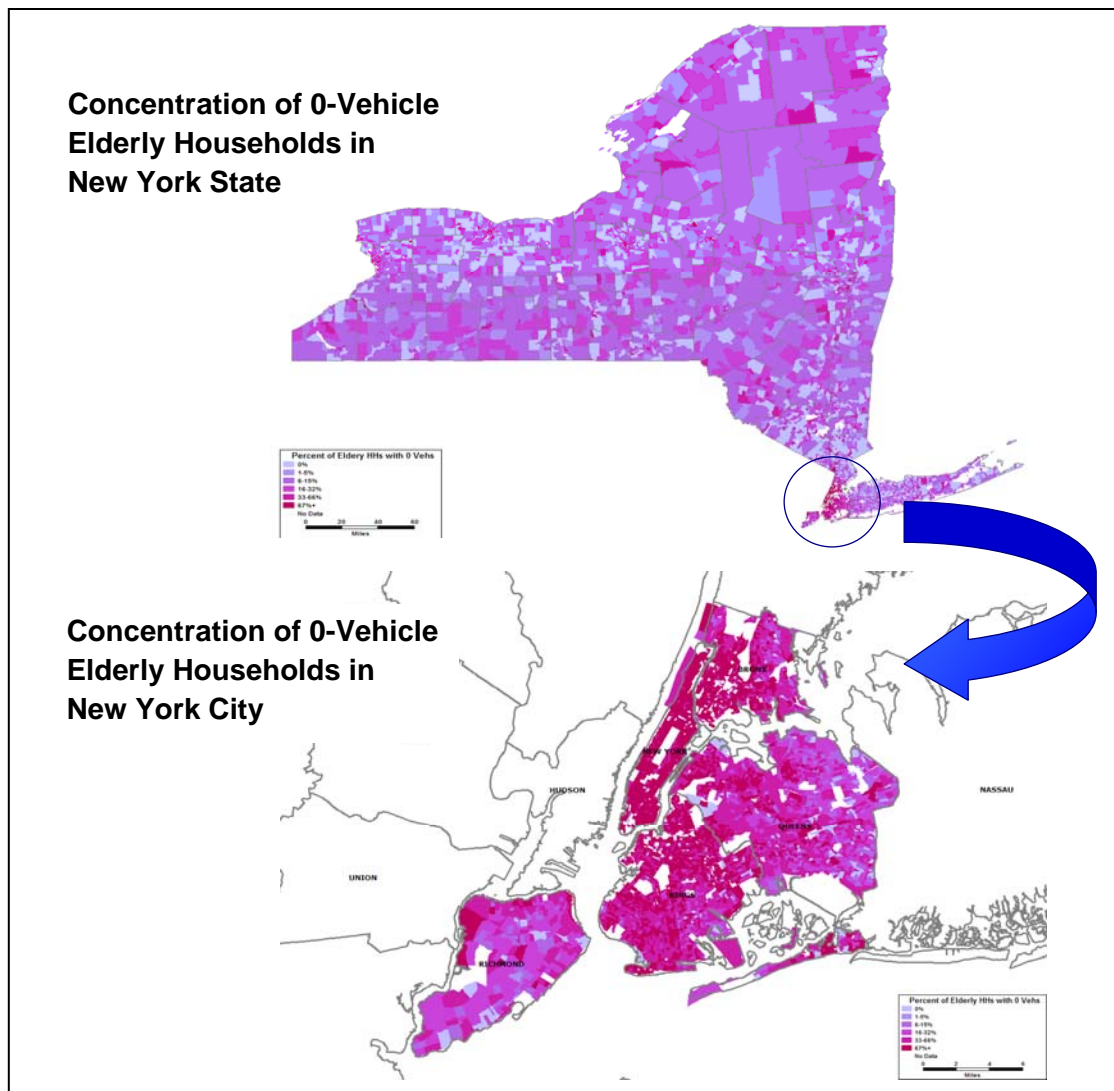
**Figure 3.19 Travel Patterns by Age and Availability of Other Drivers in the Household  
2001 NHTS**



### 3.3.3 Zero-Vehicle Elderly Households

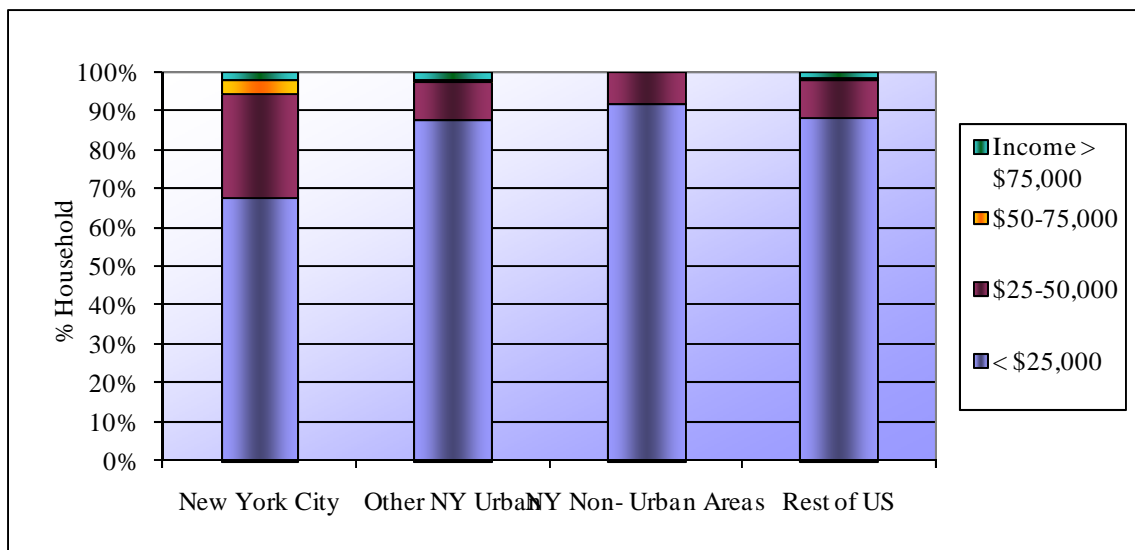
Thirty-one percent of the elderly households living in New York State did not own, or have access to a vehicle, compared to 12% in the rest of the country. This sizable difference was primarily due to the extraordinarily high percentage of elderly households living in New York City that did not own a vehicle (Table 3.7 and Figure 3.20). This distinction between those who lived in New York City and those who lived outside New York City requires separate analyses with respect to the characteristics of zero-vehicle elderly households in New York State.

**Figure 3.20 Concentration of Zero-Vehicle Elderly Households in New York State vs. New York City  
2000 Census**

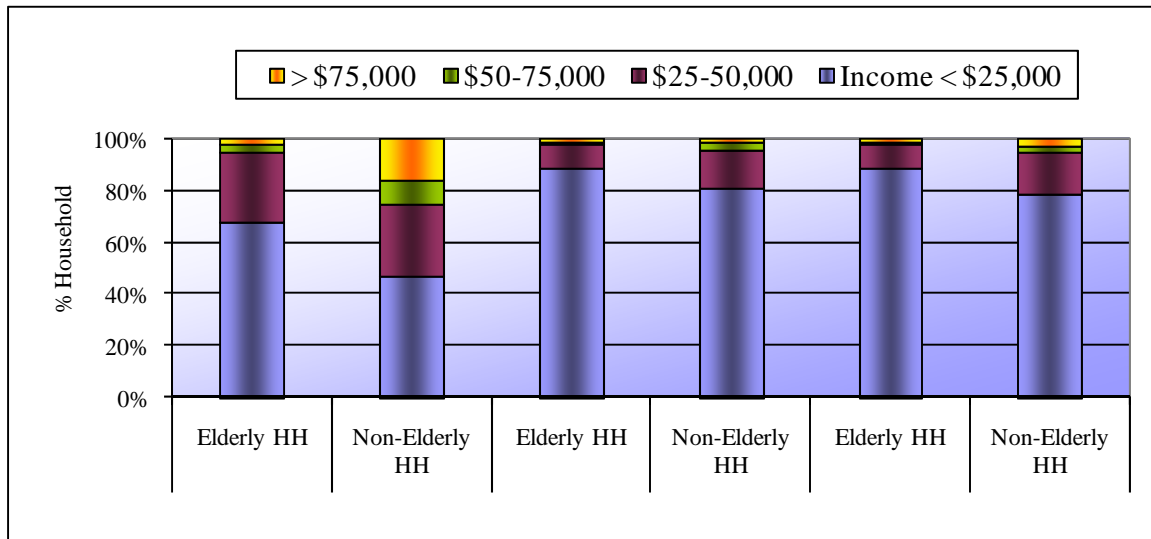


Typically, New York households living outside New York City that did not own or have access to a vehicle were more likely to be poor. This generalization, however, cannot be applied to the elderly households living in New York City that did not own a vehicle. Although the majority of these households were still in the lowest income category, the percentages of zero-vehicle households in higher income categories were significantly greater than those outside New York City (Figure 3.21). While the zero-vehicle elderly households living in New York City were different from their counterparts outside New York City, with respect to household income, they were also different from the non-elderly households living in New York City that did not own a vehicle (Figure 3.22). Slightly more than 1 in every 7 non-elderly households living in New York City that did not own a vehicle reportedly earned more than \$75,000 a year in 2001 (Figure 3.22).

**Figure 3.21 Distribution of Zero-Vehicle *Elderly* Households by Income  
2001 NHTS**

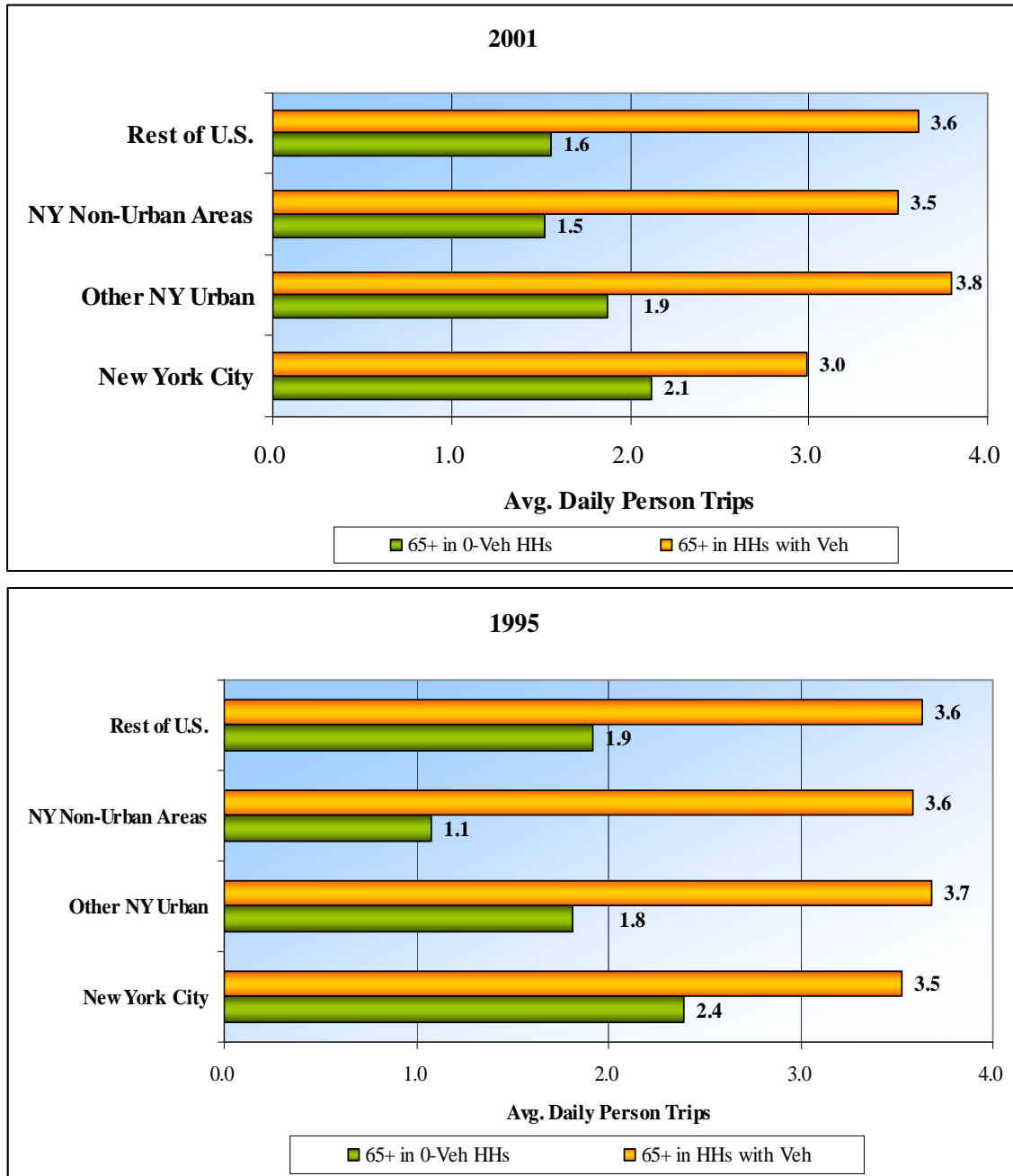


**Figure 3.22 Comparison of Zero-Vehicle Households (HH)  
by Income and Household Location  
Elderly vs. Non-Elderly  
2001 NHTS**



Regardless of the location of the household, the elderly who did not own, or have access to a vehicle took significantly fewer person trips than those who owned a vehicle (Figure 3.23). The impact on mobility of not owning or having access to a vehicle was the least prominent among the elderly who lived in New York City. There was no significant difference from 1995 to 2001 (Figure 3.23).

**Figure 3.23 Influence of Owning a Vehicle on Personal Trips Taken  
1995 and 2001 NHTS**



### 3.3.4 Vehicle Travel

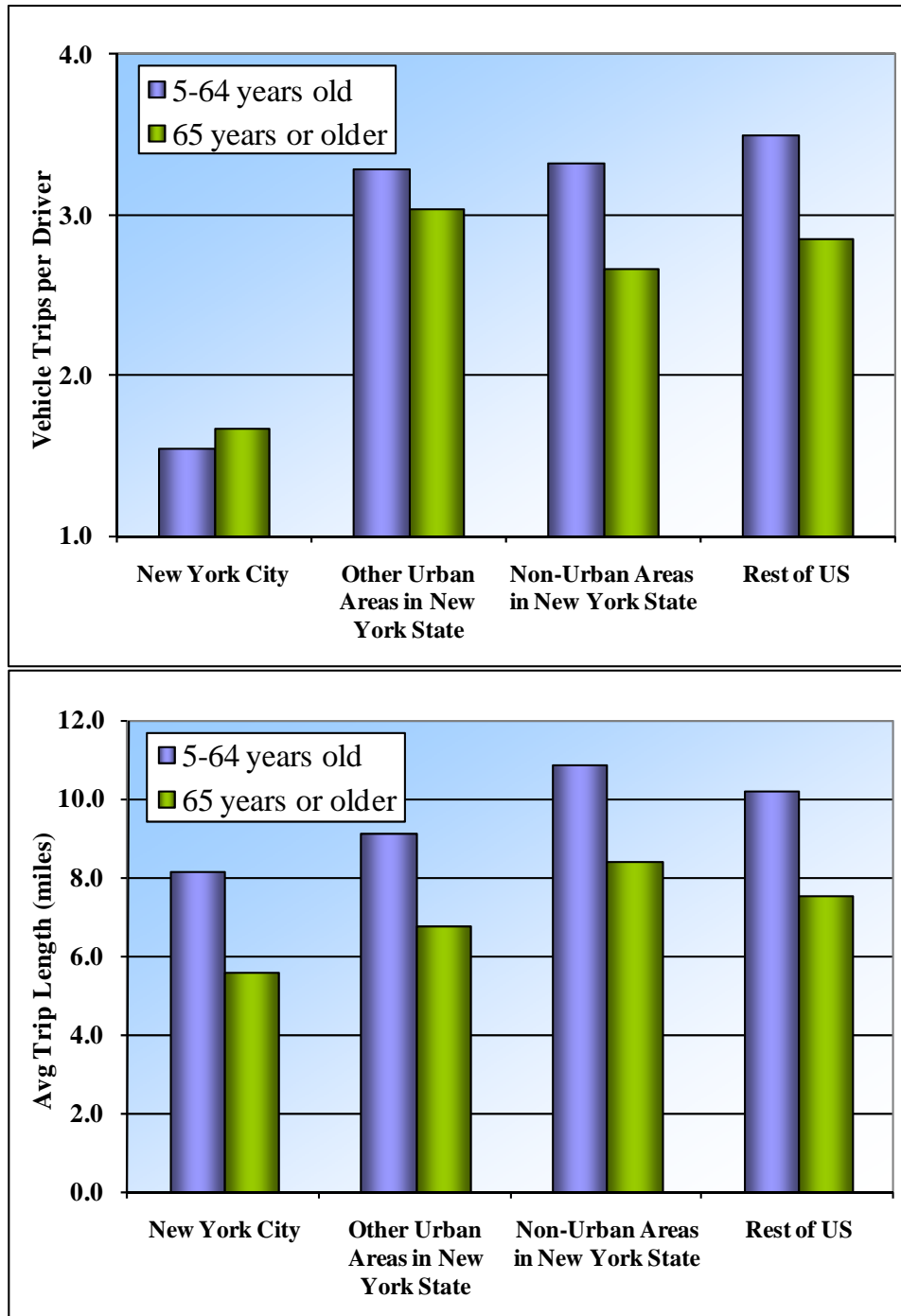
Consistent with the trends in person travel, Americans took approximately 5% fewer vehicle trips in 2001 than in 1995, with those trips being an average of 10% longer. For elderly drivers, trips were longer in 2001 than in 1995 except for persons living in New York City (Table 3.11). Elderly drivers living in New York City took fewer and shorter vehicle trips in 2001 than in 1995.

With the exception of New York City, age impacted the propensity to drive all across the country (Figure 3.24). Fewer vehicle trips usually corresponded with increasing age. However, elderly drivers in New York City took 18% more vehicle trips than their younger neighbors (Table 3.11). This age-related gap among New York City drivers narrowed significantly by 2001, reduced to 8%. With respect to the driving distance, elderly drivers drove to destinations that were 25% to 40% closer to the origins than drivers younger than 65 years old.

**Table 3.11 Number of Daily Vehicle Trips and Average Trip Length by Region and Age  
1995 and 2001 NHTS**

	New York City		Other Urban Areas in New York State		Non-Urban Areas in New York State		Rest of U.S.	
	1995	2001	1995	2001	1995	2001	1995	2001
<b>Vehicle Trips per Driver</b>								
5-64 years old	1.65	1.55	3.51	3.29	3.45	3.33	3.71	3.50
65 years or older	1.94	1.67	2.96	3.04	2.96	2.67	2.95	2.85
Age difference (%)	18%	8%	-16%	-8%	-14%	-20%	-20%	-19%
<b>Average Vehicle Trip Length</b>								
5-64 years old	8.76	8.14	8.71	9.14	11.10	10.89	9.38	10.23
65 years or older	6.55	5.57	6.21	6.77	6.89	8.43	6.70	7.54
Age difference (%)	-25%	-32%	-29%	-26%	-38%	-23%	-29%	-26%

**Figure 3.24 Daily Vehicle Trips and Trip Length by Age and Resident Location  
2001 NHTS**

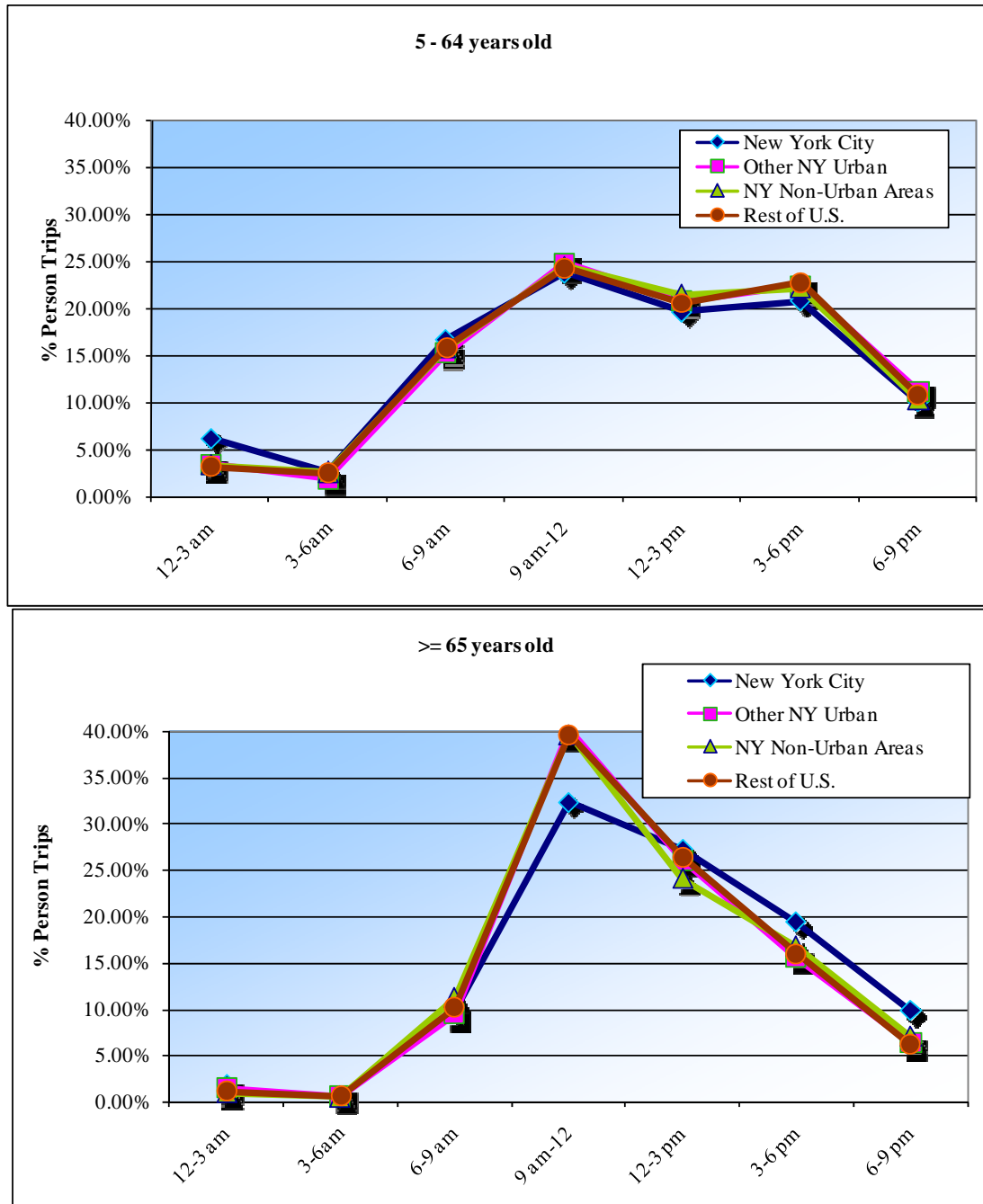




Temporal patterns and the reasons for making trips (Figures 3.25 and Table 3.12, respectively) mirrored those of person trips, with those 65 and over driving mainly from 9 AM to 4 PM for purposes other than earning a living. Those 65 and older living in New York City had a lesser propensity to drive during this 9 AM to 4 PM timeframe than those in other regions, although their travel patterns were still more comparable to their own age cohorts outside of New York City than to patterns of younger drivers.

Despite taking fewer vehicle trips than drivers in other regions, New York City drivers, regardless of age, are very similar to their counterparts in the rest of the state and outside of New York State in terms of their reasons for driving (Table 3.12).

**Figure 3.25 Temporal Patterns of Vehicle Travel by Driver's Age and Resident Location**  
**2001 NHTS**



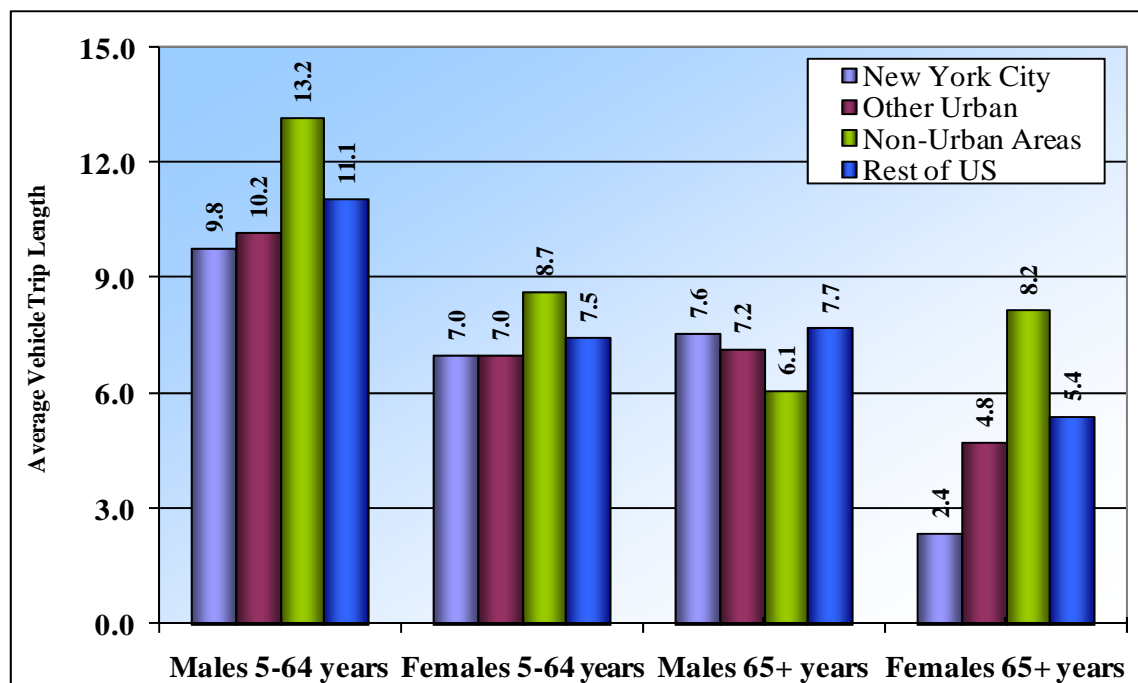
**Table 3.12 Vehicle Travel Statistics by Driver's Age, Trip Purpose, and Resident Location  
1995 and 2001 NHTS**

	2001				1995			
	New York City	Other NY Urban	NY Non-Urban Areas	Rest of U.S.	New York City	Other NY Urban	NY Non-Urban Areas	Rest of U.S.
<b>5-64 Year-olds</b>								
<b>Daily VT/Driver</b>	<b>1.55</b>	<b>3.29</b>	<b>3.33</b>	<b>3.50</b>	<b>1.65</b>	<b>3.51</b>	<b>3.45</b>	<b>3.71</b>
Earn a Living	27.6%	28.7%	29.5%	28.8%	26.8%	29.5%	31.4%	29.7%
Family & Personal Business	48.9%	46.5%	47.3%	46.4%	51.9%	49.2%	47.3%	48.2%
Civic, Educational & Religious	3.8%	4.1%	3.2%	4.8%	4.0%	3.5%	3.4%	4.2%
Social & Recreational	18.4%	20.1%	19.4%	19.5%	17.3%	17.7%	17.8%	17.8%
Other	1.2%	0.6%	0.3%	0.5%	0.0%	0.1%	0.1%	0.1%
Unreported	0.1%	0.1%	0.3%	0.1%		0.0%	0.0%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>65+ Year-olds</b>								
<b>Daily VT/Driver</b>	<b>1.67</b>	<b>3.04</b>	<b>2.67</b>	<b>2.85</b>	<b>1.94</b>	<b>2.96</b>	<b>2.96</b>	<b>2.95</b>
Earn a Living	5.39%	5.48%	8.99%	6.17%	14.77%	6.94%	7.46%	8.43%
Family & Personal Business	66.59%	61.44%	58.61%	60.52%	58.55%	63.34%	67.57%	63.61%
Civic, Educational & Religious	4.19%	5.58%	6.06%	6.12%	8.24%	4.53%	2.38%	4.99%
Social & Recreational	23.83%	26.67%	25.89%	26.57%	18.45%	25.17%	22.60%	22.85%
Other		0.53%	0.34%	0.54%		0.03%		0.08%
Unreported		0.30%	0.11%	0.07%				0.03%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

NOTE: Data in yellow highlighted cells are estimated based on a small sample.

The resident's location has a significant effect on driving distance (Figure 3.26). Rural drivers usually had to drive a longer distance to their destinations than drivers residing in other areas. This is true for all age groups and for both men and women, except for older men living in non-urban areas in New York State. The reason for this unusual observation is unclear. Elderly female drivers living in New York City logged the least amount of driving time per day compared to all other drivers.

**Figure 3.26 Average Length of Vehicle Trips by Age, Gender, and Residents' Location  
2001 NHTS**

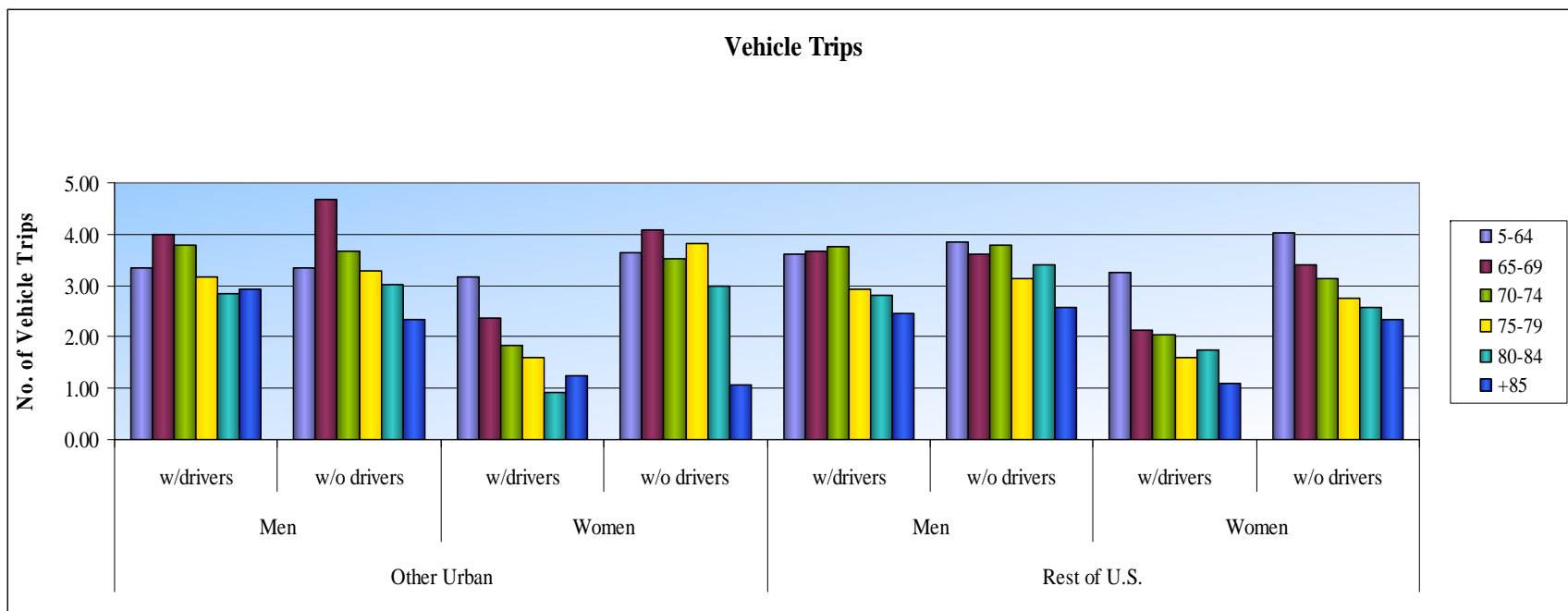


Vehicle miles traveled in parts of New York State outside New York City is similar to the remainder of the U.S. Figure 3.27 shows just how much less New York City residents drive than those in the rest of the country. The presence of other drivers in the household, regardless of age, has little effect on the number of miles driven by persons outside of New York State, with a general trend towards a slight decline in miles driven if a driver lives in a household with no additional drivers.

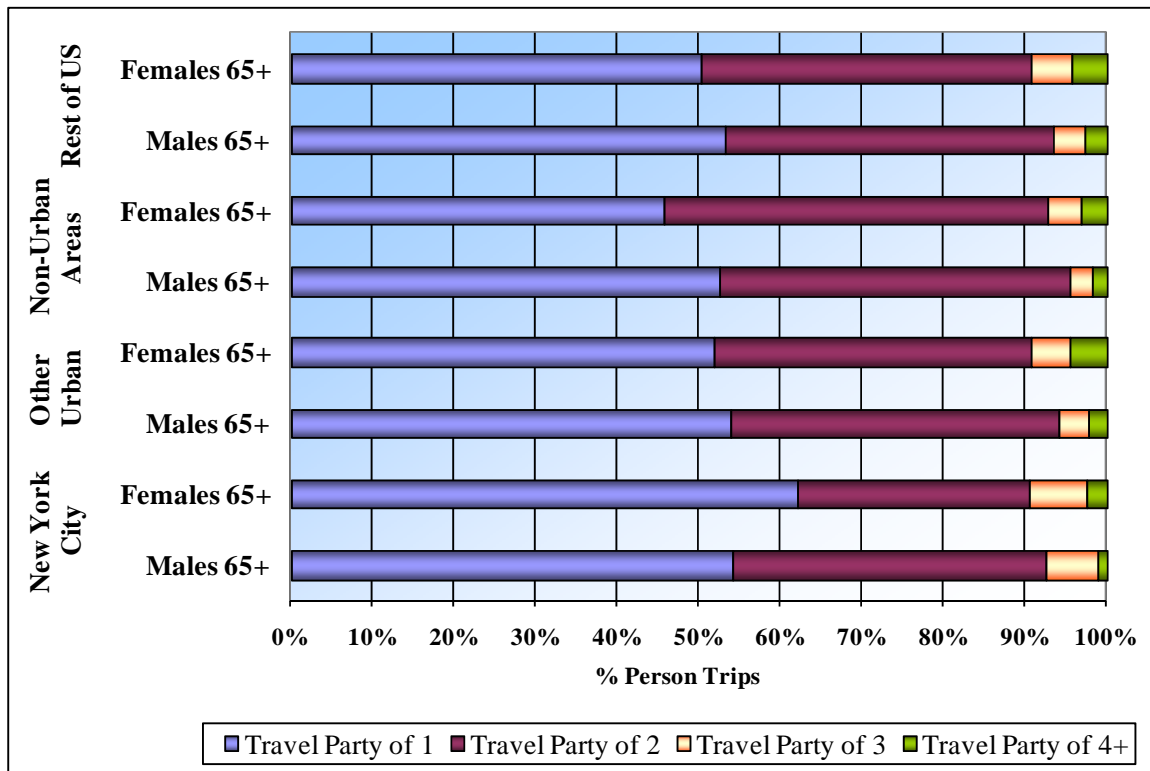
### ***3.4 Size of Travel Party***

When the elderly travel, do they travel alone, in pairs, or in larger groups? On average, regardless of gender or region, persons 65 and over take more than 90% of their person trips either by themselves or with one other person (Figure 3.28). Slight differences emerge when considering those individuals who travel by themselves. Interestingly, the segment with the largest proportion of solo trips is elderly females from New York City, with 62% of all person trips taken alone. Elderly males are surprisingly consistent across regions in their proportion of trips taken alone, with a minimum of 52.5% of person trips in non-urban areas of New York State and a maximum of 54.2% in New York City. Elderly women have much more variation, with those in non-urban areas of New York taking solo trips only 45% of the time elderly females in New York City, as mentioned earlier, take over 60% of their trips alone.

**Figure 3.27 Impact of the Availability of Other Drivers in the Household on the Propensity to Drive, Households in New York Urban Areas (other than New York City) vs. Rest of the U.S. 2001 NHTS**

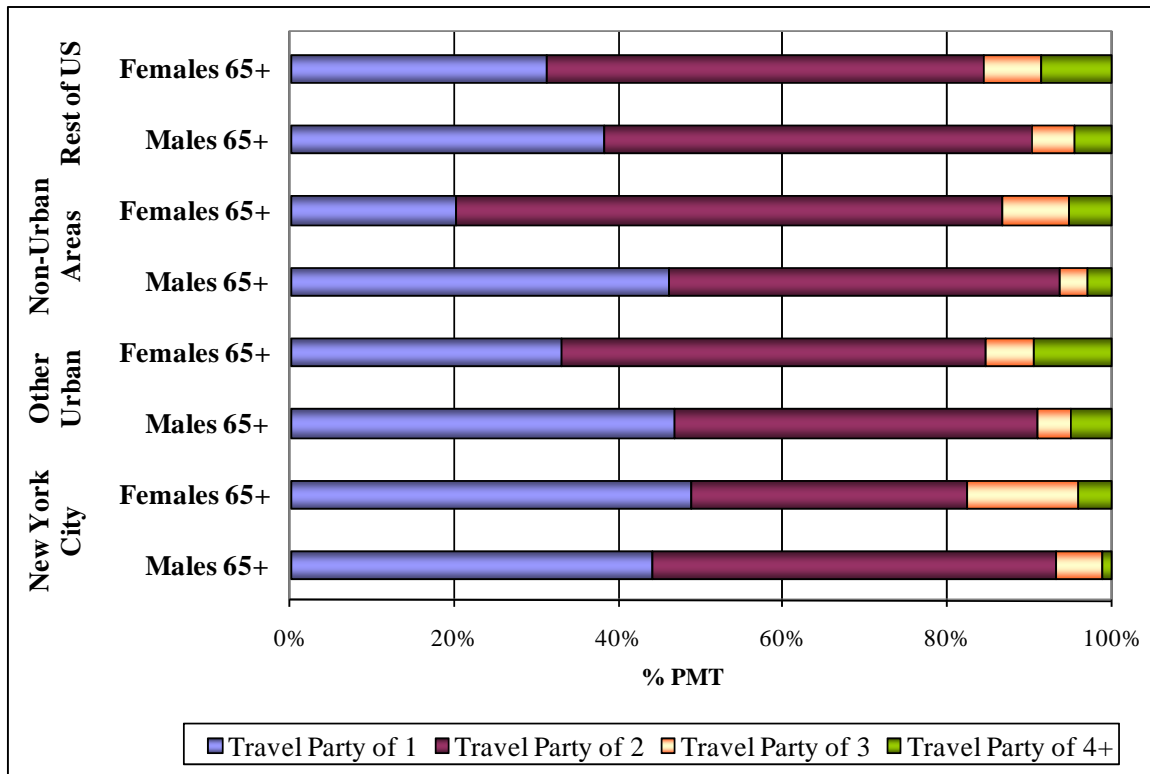


**Figure 3.28 Percent of Person Trips by Size of Travel Party by Resident Location  
2001 NHTS**



In terms of person miles, fewer miles are taken by elderly persons particularly in elderly women, either alone or in pairs (Figure 3.29). In all regions except non-urban areas of New York State, elderly women traveled no more than 85% of miles alone or with a single travel partner. Combined with person trip results shown in Figure 3.28, this suggests that the longer the trip length, the less likely the elderly women are to take those trips alone or in pairs. As further evidence of this tendency, the proportion of miles traveled alone by elderly females is 14 to 26 percentage points lower than the proportion of person trips. Elderly men have similar, but less pronounced tendencies in terms of travel party size. While in general, elderly men travel approximately the same proportion of miles alone or in pairs as they do for trips, there is a slight drop in the proportion of miles traveled in solo trips.

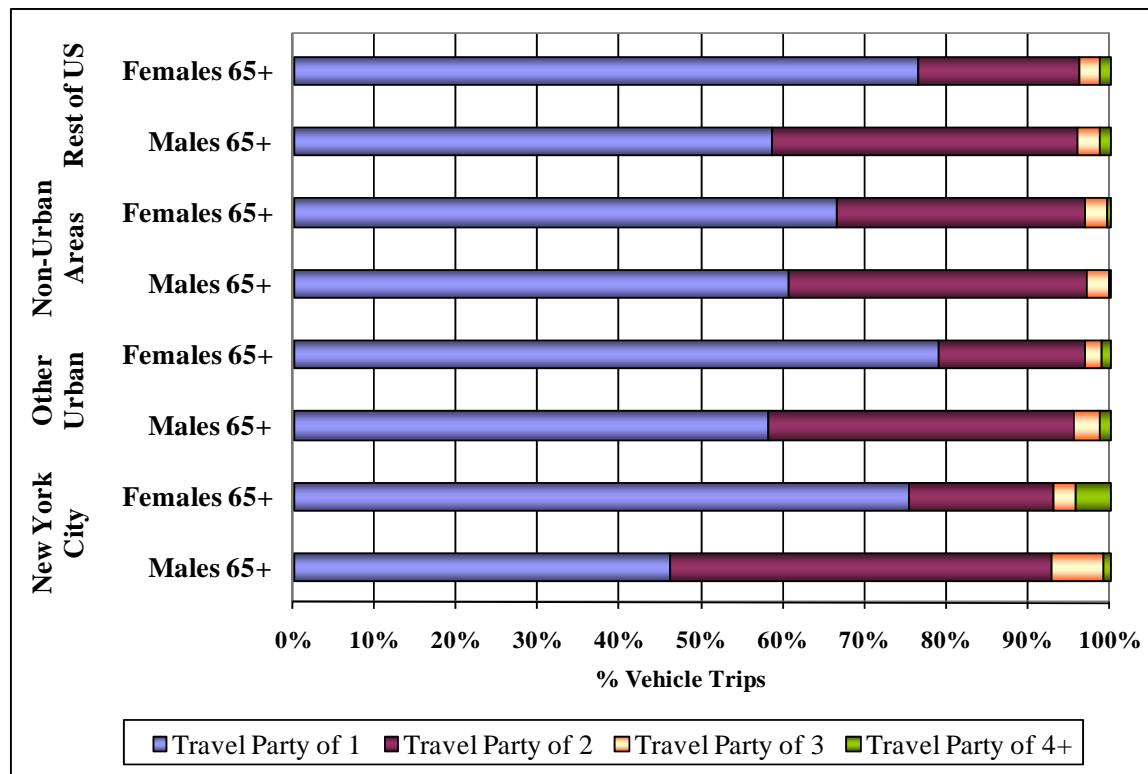
**Figure 3.29 Percent of PMT by Size of Travel Party by Resident Location  
2001 NHTS**



Trends in the size of the travel party on vehicle trips made by elderly drivers are quite different from those of person trips. Of particular note, in every region, elderly women are more likely to drive themselves than elderly men (Figure 3.30). This result makes sense when one considers the traditional roles where, if an elderly couple takes a trip via driving, the male is generally the driver. If an elderly women is driving, it is typically because she is either single or widowed, or simply the only person on a given trip. Also of interest, elderly men in New York City actually took slightly more vehicle trips with a travel partner than alone (47% to 46%).

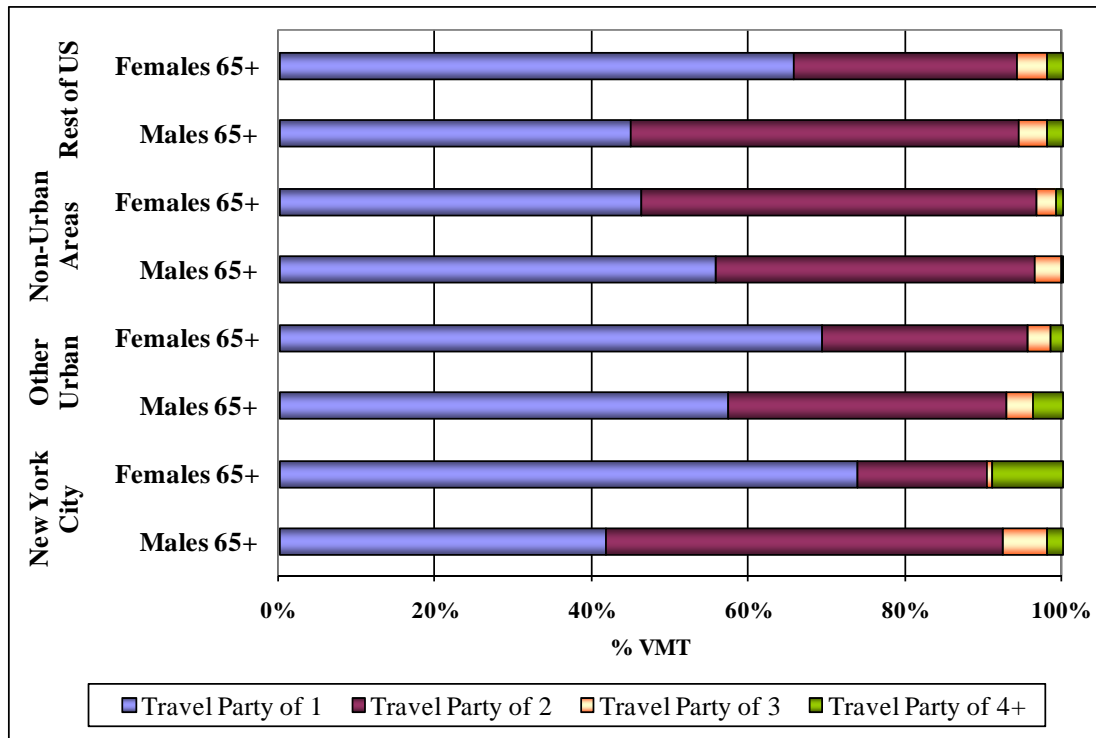


**Figure 3.30 Percent of Vehicle Trips by Size of Travel Party by Resident Location  
2001 NHTS**



Unlike the relationship between person trips and PMT, the distributions of travel party size for vehicle trips and vehicle miles are quite similar. Figure 3.31 shows the tendency of elderly females, in all regions except the non-urban areas of New York state, to drive a higher proportion of their miles alone than elderly men, for a similar rationale presented in the vehicle trips discussion above. However, unlike in the person miles analysis, over 90% of all vehicle miles driven by both genders in all regions are either alone or with a single travel partner.

**Figure 3.31 Percent of VMT by Size of Travel Party by Resident Location  
2001 NHTS**



### 3.5 *Perceptions and Views of Transportation Services*

The 2001 NHTS asked selected respondents about their views on the quality of transportation services. These questions dealt with topics including worries about traffic accidents; aggressive, speeding, distracted, and drunk drivers; large trucks on the road; the price of gasoline; highway and road congestion; rough pavement or potholes; and lack of sidewalks. The questions were asked with five possible responses: Not a Problem, A Little Problem, Somewhat of a Problem, Very Much of a Problem, and A Severe Problem. The questions asked in the 1995 NPTS were somewhat similar. Comparable questions between the two surveys included worries about traffic accidents, highway and road congestion, rough pavement or potholes, and lack of sidewalks. The 1995 survey contained three possible responses: Large Problem, Small Problem, and No Problem. For purposes of this analysis, the final two responses in 2001 (Very Much of a Problem and A Severe Problem) are combined to determine the percentage of respondents compatible to that with a “Large Problem,” the category used in 1995.

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Similarly, the two “small problem” categories were combined to compare the 2001 and 1995 responses.

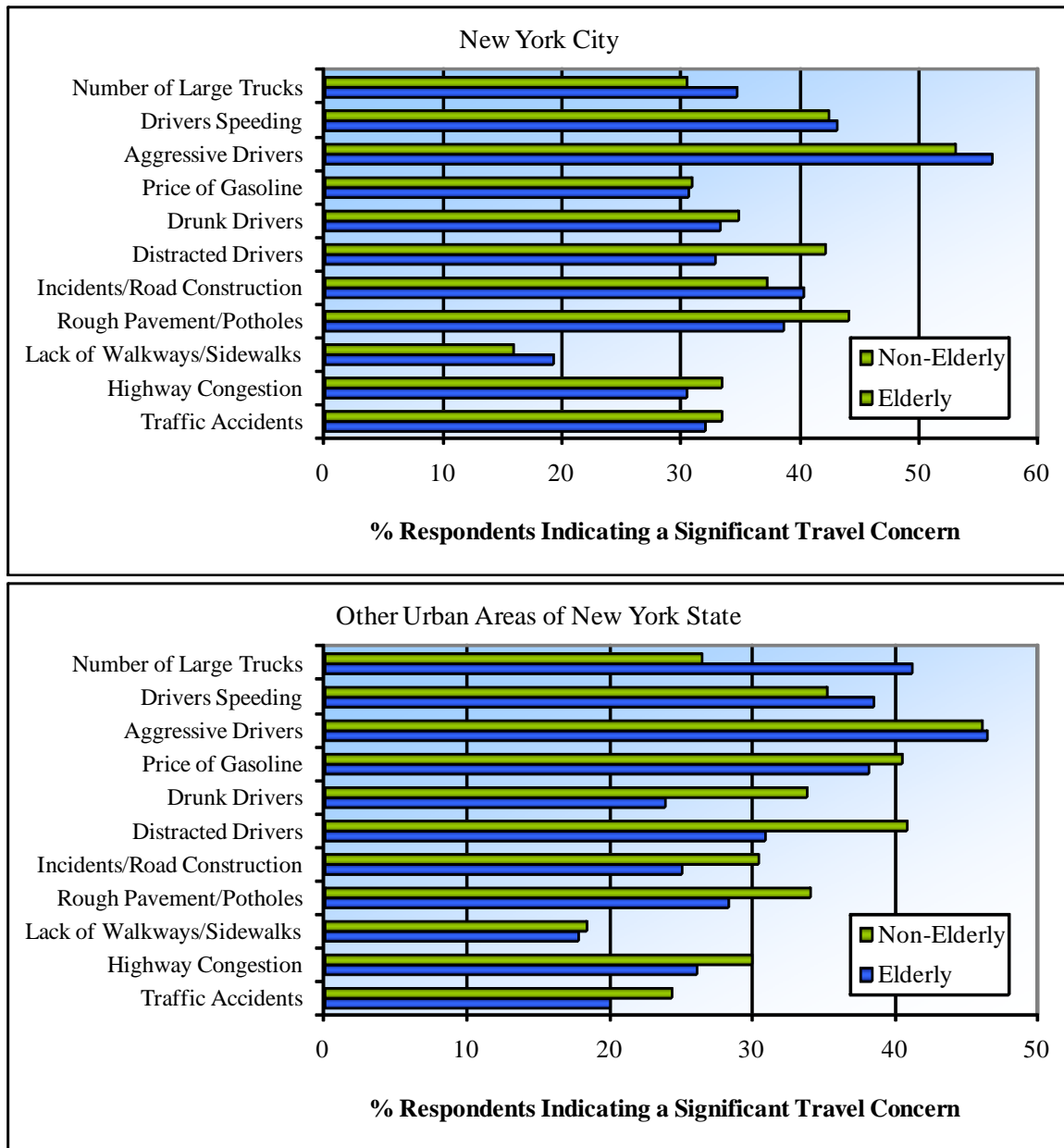
Compared to persons 64 years or younger, sharing the roads with unsafe drivers (aggressive, distracted or speeding) and large trucks was viewed by the elderly population as more problematic than other travel concerns (Figure 3.32). The greatest age-related discrepancy in travel concerns is the elderly’s concern pertaining to the number of large trucks on the road, probably reflecting the elderly drivers’ difficulty in maneuvering their vehicles around large trucks due to their diminished vision and motor skills.

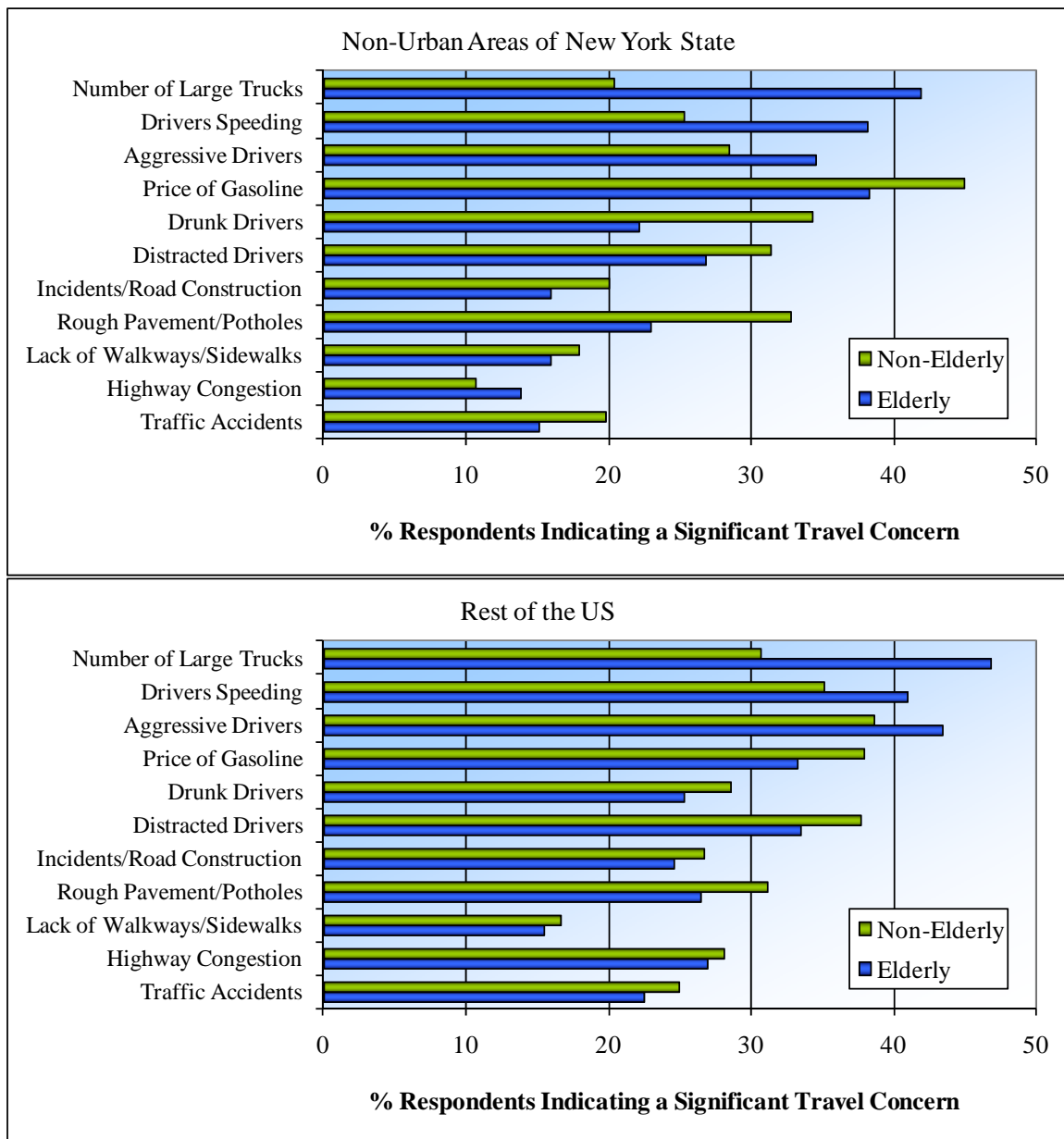
More than 30% of the respondents, in either age group and in all areas except those in New York City, expressed concern over the price of gasoline. This response partially reflects the fact that New York City residents are less likely to drive than those in other areas. Despite the constant disgruntlement over traffic gridlocks, it is interesting to note that traffic congestion was not even ranked among the top three major concerns (Figure 3.32).

To examine the changes over time in elderly perceptions of transportation services, the analysis focused on five transportation issues on which respondents in both surveys (1995 and 2001 NHTS) were asked to provide their opinions. The five common issues were: traffic accidents, highway congestion, the lack of walkways and sidewalks, rough pavement and potholes, and traffic incidents and road construction. Concerns over four of the five issues increased over time (Figure 3.33), except for the criticism over the shortage of walkways or sidewalks. Among the elderly, rough pavement and traffic gridlocks became more of a concern over time. This was the case among the elderly living in different parts of the country (Figure 3.33). The anxiety among the elderly over traffic accidents seemed to remain stable over time.

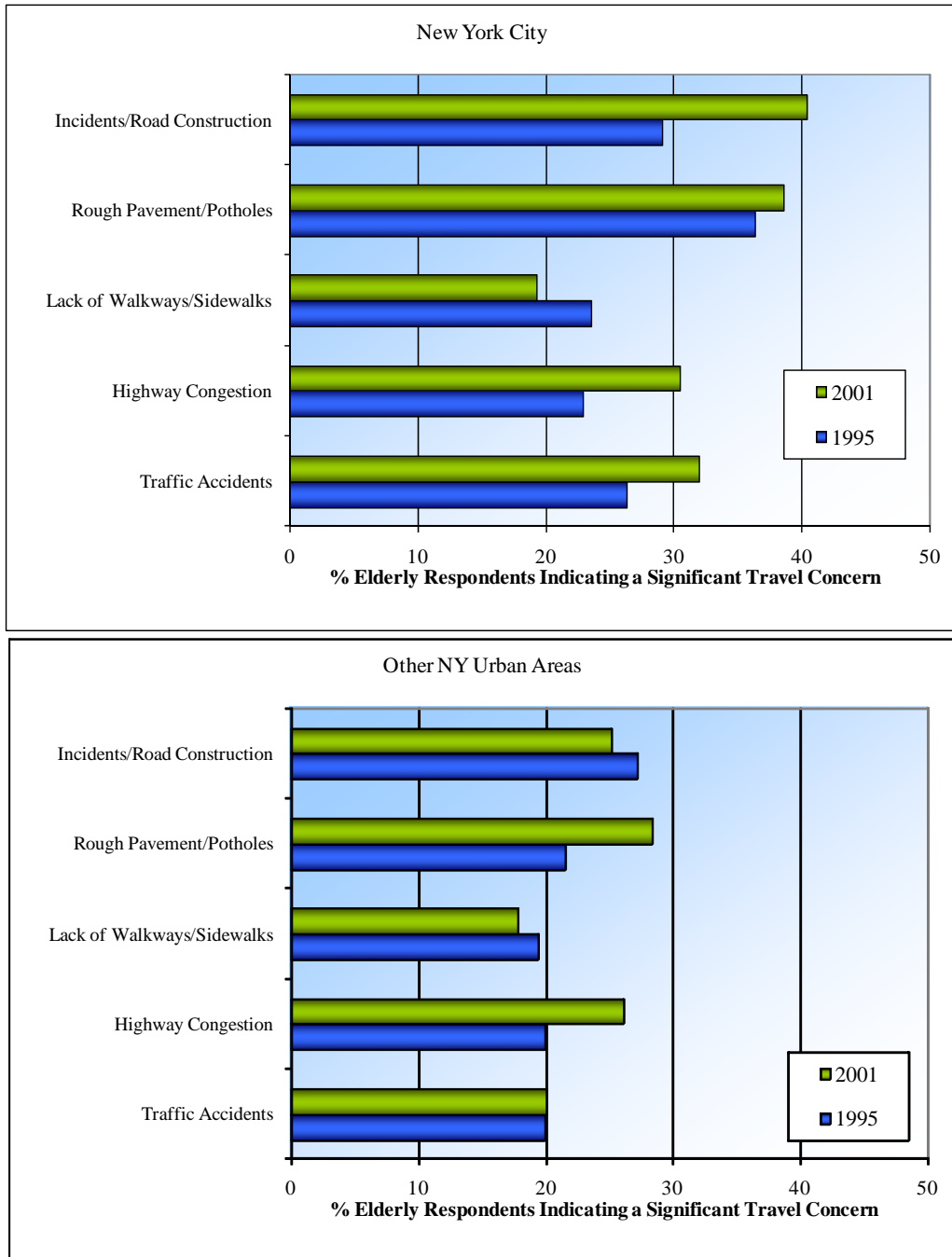
New York City residents either were more vocal in raising their concerns or faced lower quality services than those living outside New York City. For almost all of the travel concerns, at least one-third of the New York City residents who responded to the “quality” questions viewed them as a significant problem (Figure 3.32 and Figure 3.33).

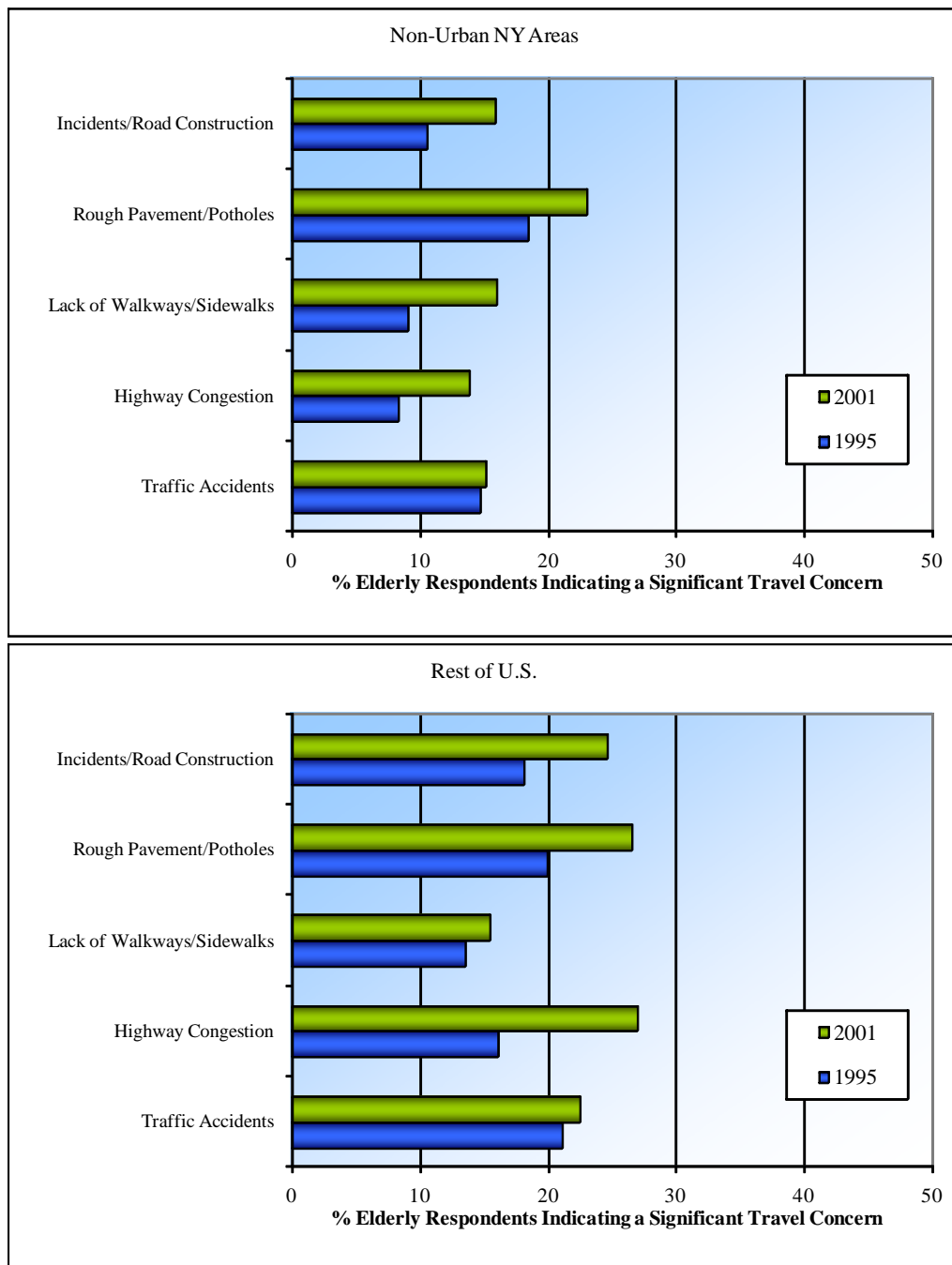
**Figure 3.32 Elderly Respondent Views of Significant Travel Concerns  
2001 NHTS**



**Figure 3.32 (Continued)**

**Figure 3.33 Elderly Respondents' Views on Significant Transportation Problems 1995 and 2001 NHTS**



**Figure 3.33 (Continued)**

### **3.6    *Summary***

Between 1995 and 2001, the New York elderly population increased by more than 10% during the same period, with considerable increases in older age categories, i.e., persons 75 years old or older. The number of New York men who were 80 years of age or older in 2001 almost doubled that in 1995. The number of elderly women in New York State was higher but increased at a significantly slower rate than the men.

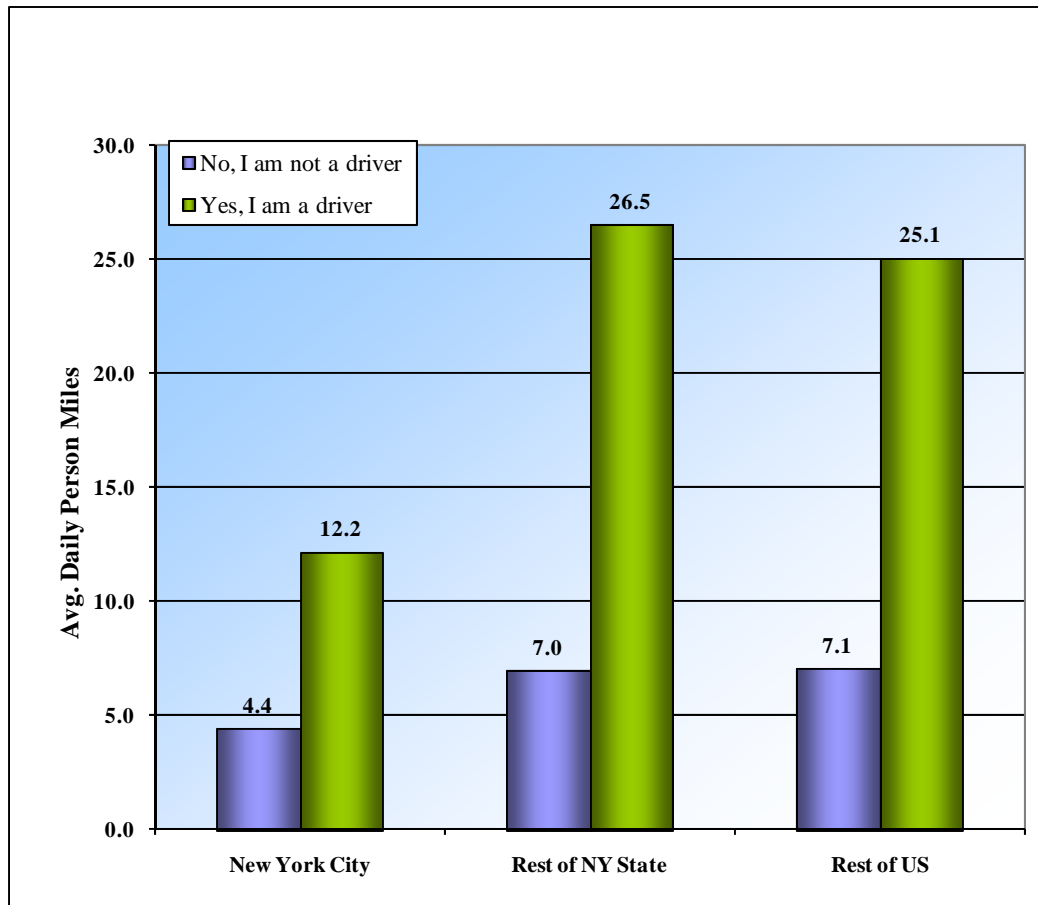
The likelihood of possessing a driver's license or maintaining driver status decreases with age. This age effect seems to be more prominent in New York State than in the rest of the country. Only 20% of women 85 years or older in New York State labeled themselves as a driver while this percentage was close to 30% in other parts of the country (See Figure 3.7). The impact of living in New York City on the likelihood of possessing a driver's license was noteworthy and it was most obvious in women 85 year or older as only slightly more than 15% of them reportedly had a driver's license (See Figure 3.7).

Compared to non-elderly households, a significantly greater proportion of elderly households were in the low-income category of less than \$25,000. Four in every five elderly households (those without any household members who were 65 years old or older) consisted of two or fewer persons, indicating that the elderly were more likely to live alone or with one other elderly person. This is the case across the nation and over time. This living arrangement has interesting mobility implications.

With the exception for New York City, across the state of New York 2 in every 10 elderly who lived alone reportedly did not hold a driver's license (Figure 3.34). However, this ratio was markedly higher for those who lived in New York City. For the elderly who lived alone in New York City, two in every three did not claim themselves as a driver. The elderly who lived alone and no longer retained their driver status traveled only one-third of the miles of those who lived alone and who had retained their driver's license. The elderly who lived alone and no longer retained their driving status were, on average, more likely to report medical conditions that made travel difficult than those who lived alone but still maintained their driving status. There was no noticeable difference among the locations of residents.



**Figure 3.34 Daily PMT by Elderly Who Lived Alone  
2001 NHTS**



There was a remarkable difference between households in New York State and those elsewhere with respect to the percentage of those that did not own or had access to a vehicle. Thirty-one percent of the elderly households living in New York State did not own or have access to a vehicle, compared to 12% in the rest of the country. This sizable difference was primarily due to the extraordinarily high percentage of elderly households living in New York City that did not own a vehicle. One in every two households in New York City did not own or have access to a vehicle.

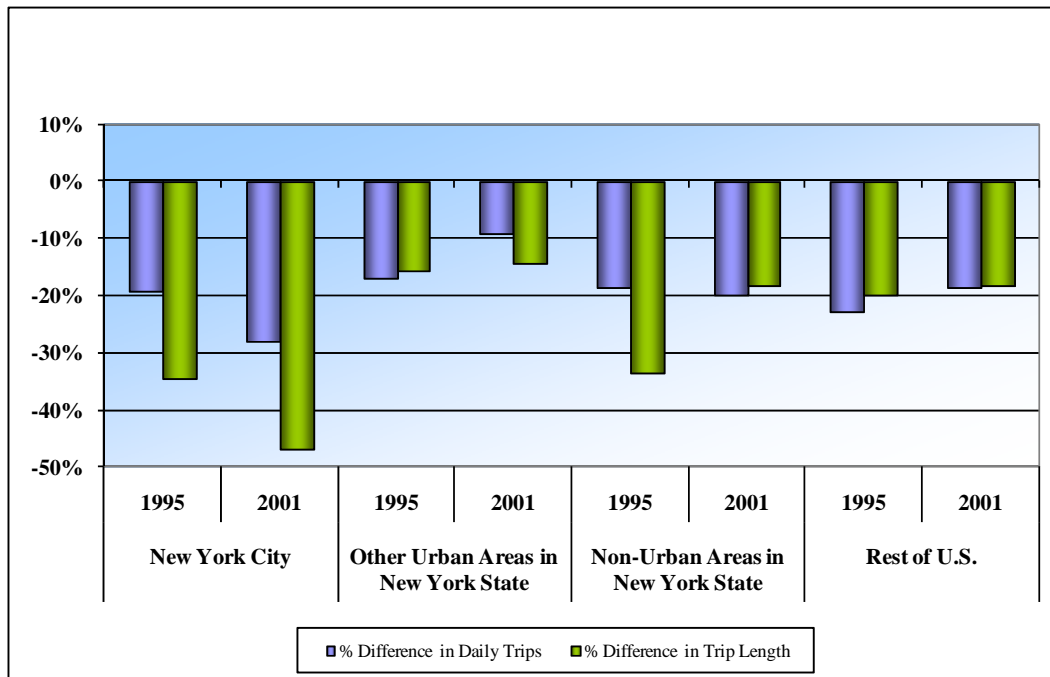
Typically, New York households living outside New York City that did not own or have access to a vehicle were likely to be poor. This generalization cannot be applied to elderly households living in New York City that did not own a vehicle. Although the majority of them were still in the lowest income category, the percentages of zero-vehicle

households in the higher income categories were significantly greater than those outside New York City.

Regardless of the location of the household, the elderly who did not own or have access to a vehicle took significantly fewer person trips than those owning a vehicle. The impact on mobility of not owning or having access to a vehicle was the least prominent among the elderly who lived in New York City. There was no significant difference from 1995 to 2001.

Throughout the nation, Americans took fewer but longer trips in 2001 than in 1995, 5% fewer personal trips, with each trip being, on average, almost 10% longer (Figure 3.35). This observation was almost always true throughout areas of different population density and age cohorts, except among the elderly living in New York City. They not only took fewer but also shorter trips in 2001 than in 1995. Compared to trips taken by their younger neighbors, the elderly living in New York City took almost 30% fewer trips, and 50% shorter trips. Among the elderly population, older women living in New York City were the least mobile.

**Figure 3.35 Percent Difference Between Elderly Population and Non-Elderly Population  
1995 and 2001 NHTS**



The likelihood of an individual driving themselves reduced with age. This aging effect was particularly prominent among elderly women and even more so among elderly women living in New York City. For example, being at least ten years older for elderly women living in New York City reduced their propensity to drive themselves from more than 50% of the time to less than 40% of the time, and increased the likelihood of being driven by members outside their households from slightly more than 20% of the time to close to 30% of the time. Another noticeable gender difference was the tendency to be driven by their children, other relatives and non-household members. This tendency was almost nonexistent among elderly men.

The obvious age impacts on trip purpose were reflected in a significant shift away from traveling to earn a living and in a modest shift toward more trips for family and personal business, and for social and recreational purposes. To avoid congestion, the elderly took the majority of their daily travel between 9 o'clock in the morning and 1 o'clock in the afternoon, with the remaining one-quarter of their travel completed by 4 o'clock in the afternoon. This is in sharp contrast to the temporal patterns of trips taken by those between the ages of 5 and 64.

Does the availability of other drivers in the household have any influence on the mobility of the elderly? If the mobility is measured in terms of the number of person trips, the availability of other drivers present in the household has no influence on elderly mobility. However, if the mobility is measured in terms of the propensity to drive, then the availability of other drivers present in the household reduced the older drivers' need to drive.

Across the country with the exception of New York City, age impacted the propensity to drive which meant usually fewer vehicle trips with increasing age. However, elderly drivers in New York City took 18% more vehicle trips than their younger neighbors. This age-related gap among New York City drivers narrowed significantly by 2001, with a reduction of 18% in 1995 to 8% in 2001. With respect to the driving distance, elderly drivers drove to locations that were 25% to 40% closer to the origins of their trips than drivers younger than 65 years old.

Temporal patterns and the reasons for driving mirrored those of person trips with those persons age 65 and over driving mainly from 9 AM to 4 PM for purposes other than earning a living. Those persons age 65 and older living in New York City had a lesser propensity to drive in these typical elderly-driving-hours than those in other regions,

although they still drove more similarly to their age cohorts outside New York City than they did to younger drivers.

Compared to persons 64 years or younger, sharing the roads with unsafe drivers (aggressive, distracted or speeding) and large trucks was viewed by the elderly population as more problematic than other travel concerns. The greatest age-related discrepancy in travel concerns is the elderly's concern about the number of large trucks on the road. This probably reflected the elderly drivers' difficulty in maneuvering their vehicles around large trucks due to their diminished vision and motor skills.

Among the elderly, rough pavement and traffic gridlocks became more of a concern over time. This was the case among the elderly living in different parts of the country. The anxiety among the elderly over traffic accidents seemed to remain stable over time.

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## Chapter 4. Travel Patterns of Low Income Households

Before analyzing travel patterns of low income households, it is critical to define what constitutes a low income household. Three approaches are used in the literature to define low income households:

- **A simple dollar cutoff.** A simple dollar cutoff is the most commonly used way to define low income households. For example, Pucher and Renne (2003) and Rosenbloom (1998) both used a household income of \$20,000 as a cutoff to define low income households. Waller (2005) used both \$20,000 and \$30,000 as cutoffs for various analyses. Georggi and Pendyala (2001) used \$25,000 as a cutoff for low income households.
- **The Census Bureau's *poverty threshold***<sup>5</sup>. Since 1980, the Census Bureau has defined poverty in terms of family size and the number of children. For those families with one or two members, separate poverty thresholds are also defined for those heads of household under 65 years of age, and those 65 or older. These income cutoffs are determined on a national level; and they do not take into account the cost of living variations among cities. Mallett (2001), Gardenhire and Sermons (2001), Giuliano et al., (2001), and Murakami and Young (1997) all used this definition of poverty in their analyses of daily travel by low income households. This definition is also the basis upon which food stamp eligibility is determined.
- **The Department of Housing and Urban Development's (HUD) low income definition.** HUD defines "low income" and "very low income" to determine eligibility for housing subsidies. These definitions are adjusted both for household size and geographic region to account for especially high-cost or low-cost housing markets. In general, a four-person family is defined as "low income" if the family has an income 80% or less of the Median Family Income (MFI) of the Metropolitan Statistical Area (MSA). For those families outside an MSA, the MFI of the county is used<sup>6</sup>. Similarly, a four-person family is defined as a "very low income" family if it has 50% or less of the MFI for the MSA, or the county, in which it resides. Adjustments are

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<sup>5</sup> <http://www.census.gov/hhes/www/poverty/threshld.html>

<sup>6</sup> <http://www.huduser.org/datasets/il/il07/IncomeLimitsBriefingMaterial.pdf>

made to the MFI value to account for family size from 1 to 8 persons. These numbers for each MSA and county are presented electronically on HUD's low income website.

Depending on the MSA and the county where the household resides, the definition of low income New York households varied widely. For example in year 2001, a four-person household was considered **very** low income if its annual income was less than \$26,500 and if it was in Albany County. The cutoff changed to \$20,700 if the household resided outside a metropolitan area (e.g., Alleghany County); and to \$42,900 if the household was in Westchester County.

Table 4.1 compares the income cutoffs used by the Census Bureau and HUD to identify very low income households. The HUD cutoffs were higher than the Census' for most cases. Two New York areas, one with the highest and the other with the lowest median family incomes, are used here to illustrate the differences between these two definitions. In 1995, Franklin County had the lowest median family income in New York State while the Westchester County had the highest. In 1995, if a two-person household in Franklin County had an income of \$14,050, then it was considered very low income. This same household would not have been classified as very low income if the Census Bureau's definition of \$9,933 was used. Also included in this table are the percentage differences between the two definitions.

**Table 4.1 Comparison of Census Bureau “Poverty” Definition and HUD Very Low Income Cutoffs  
1995 and 2001 NHTS**

	Household Size							
	1	2	3	4	5	6	7	8
<b>1995</b>								
Census definition at the national level	\$7,763	\$9,933	\$12,158	\$15,569	\$18,408	\$20,804	\$23,552	\$26,237
Area-specific HUD definition for Franklin County (the 1995 lowest income county in NYS)	\$12,300	\$14,050	\$15,800	\$17,550	\$18,950	\$20,350	\$21,750	\$23,150
<i>Percent difference between Census and HUD definitions</i>	<i>58.4%</i>	<i>41.4%</i>	<i>30.0%</i>	<i>12.7%</i>	<i>2.9%</i>	<i>-2.2%</i>	<i>-7.7%</i>	<i>-11.8%</i>
Area-specific HUD definition for Westchester County (the 1995 highest income county in NYS)	\$23,400	\$26,750	\$30,100	\$33,450	\$36,150	\$38,800	\$41,500	\$44,150
<i>Percent difference between Census and HUD definitions</i>	<i>201.4%</i>	<i>169.3%</i>	<i>147.6%</i>	<i>114.9%</i>	<i>96.4%</i>	<i>86.5%</i>	<i>76.2%</i>	<i>68.3%</i>
<b>2001</b>								
Census definition at the national level	\$9,039	\$11,569	\$14,128	\$18,104	\$21,405	\$24,195	\$27,517	\$30,627
Area-specific HUD definition for Hamilton County (the 2001 lowest income county in NYS)	\$14,500	\$16,550	\$18,650	\$20,700	\$22,350	\$24,000	\$25,650	\$27,300
<i>Percent difference between Census and HUD definitions</i>	<i>60.4%</i>	<i>43.1%</i>	<i>32.0%</i>	<i>14.3%</i>	<i>4.4%</i>	<i>-0.8%</i>	<i>-6.8%</i>	<i>-10.9%</i>
Area-specific HUD definition for Westchester County (the 2001 highest income county in NYS)	\$30,050	\$34,300	\$38,600	\$42,900	\$46,350	\$49,750	\$53,200	\$56,650
<i>Percent difference between Census and HUD definitions</i>	<i>232.4%</i>	<i>196.5%</i>	<i>173.2%</i>	<i>137.0%</i>	<i>116.5%</i>	<i>105.6%</i>	<i>93.3%</i>	<i>85.0%</i>

This wide-ranging cutoff for the very low income definition suggests that the HUD-based approach is more appropriate than the other two approaches. We decided, however, to focus our comparative analysis on households in the very low income category, rather than on households in the low income category for another reason. If the analysis were to focus on the low-income households, approximately 40% of the New York State households would be categorized in the “low income” category (see Appendix 4A). Travel patterns and socioeconomic attributes of households that are classified as very low-income are analyzed and compared to those that are not in the very low income category. The income cutoffs used to categorize very low income households are in Appendix 4C.

As described in Chapter 1, the geographic areas used in this report are defined as:

- **Manhattan** includes New York county only;
- **Rest of New York City** consists of the other four boroughs of New York City excluding Manhattan: Kings county, Queens county, Richmond county, and Bronx county;
- **New York City** includes the five aforementioned counties: Manhattan/New York county, Kings county, Queens county, Richmond county, and Bronx county;
- **New York Metro** includes the five aforementioned boroughs of New York City, plus Nassau, Suffolk, Putnam, Rockland, and Westchester
- **Other areas** are those outside New York Metro.

#### ***4.1 Characteristics of Very Low-Income New York Residents and Households***

In 2001, one in every four New York residents lived in poverty, compared to one in five in the rest of the country (Table 4.2). Unfortunately, the percentage of the very low income population increased from 1995 to 2001, regardless of the location of residence (Table 4.1). The percentage of New York residents who had very low income was greater than that for the rest of the country.



**Table 4.2 Very Low Income Households<sup>1</sup> in New York State by Area  
1995 and 2001 NHTS**

	2001		1995	
	Population <sup>2</sup> in Very Low Income Households	Percent Population in Very Low Income Households <sup>3</sup>	Population <sup>2</sup> in Very Low Income Households	Percent Population in Very Low Income Households <sup>3</sup>
Manhattan	335,804	26.65%	353,182	30.82%
Rest of New York City	2,190,996	39.51%	1,617,951	37.29%
Nassau, Suffolk	346,927	15.16%	334,087	17.18%
Putnam, Rockland, Westchester	240,798	22.27%	137,695	15.64%
Other Urban (Excluding NY Metro)	753,235	19.25%	588,019	16.54%
Non-Urban Areas	375,350	19.39%	360,898	20.02%
Statewide	4,243,110	26.48%	3,391,832	24.81%
Rest of Country	48,410,575	21.58%	35,499,832	18.91%

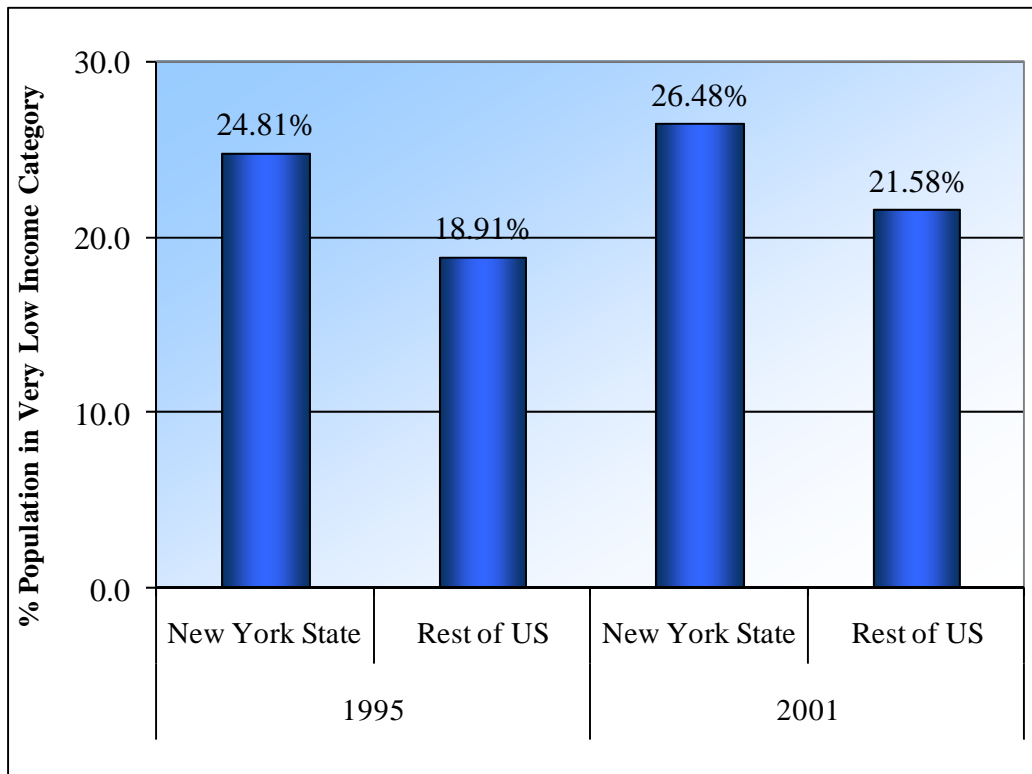
<sup>1</sup> Very low income households are defined by using the HUD definition of “Very Low Income,” which includes households with less than 50% of the median family income for a given area.

<sup>2</sup> Including persons 5 Years or Older.

<sup>3</sup> Excluding households that did not report income information.

This was true for both 1995 and 2001 (Figure 4.1). Among New York urban areas, Nassau and Suffolk residents were, on average, better off than New York residents in other urban areas. The greatest concentration of the very low income New York State residents was in New York City, except those living in Manhattan (Table 4.1).

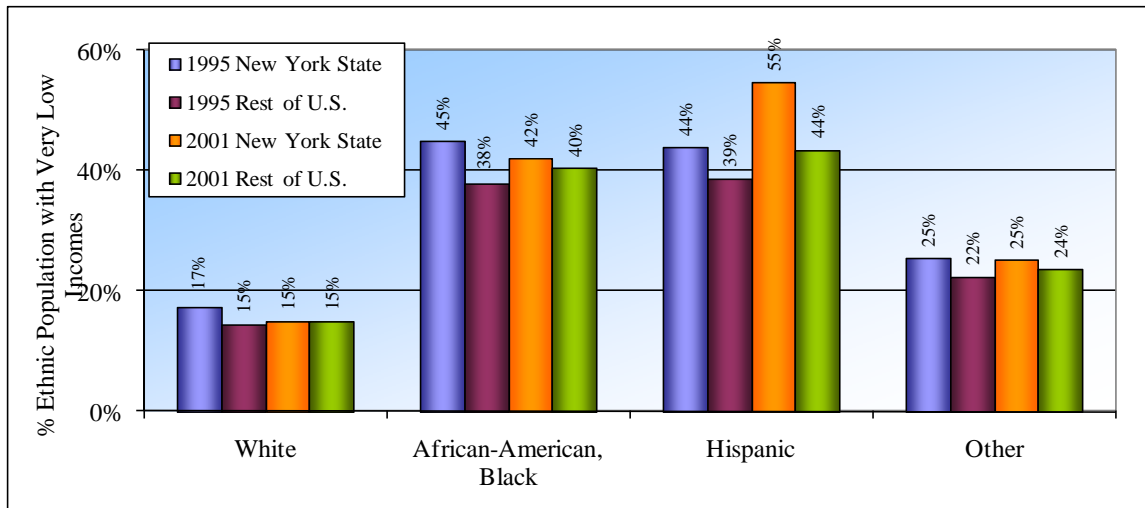
**Figure 4.1 Comparison of Percent of Very Low Income Households\*  
Between New York State and the Rest of the United States  
1995 and 2001 NHTS**



\* Persons 5 Years or Older, excluding households that did not report income information.

Compared to other ethnic groups, significantly greater proportions of African-Americans and Hispanics had very low incomes. In 2001, more than half of the Hispanics living in New York State had very low incomes compared to 40% in the rest of the country (Figure 4.2). The concentration of the very low income population varies by area. Almost three of every five Hispanic residents living in New York City were classified as very low income (Table 4.3).

**Figure 4.2 Percent Ethnic Population\* with Very Low Income  
1995 and 2001 NHTS**



\* Excluding households that did not report income information.

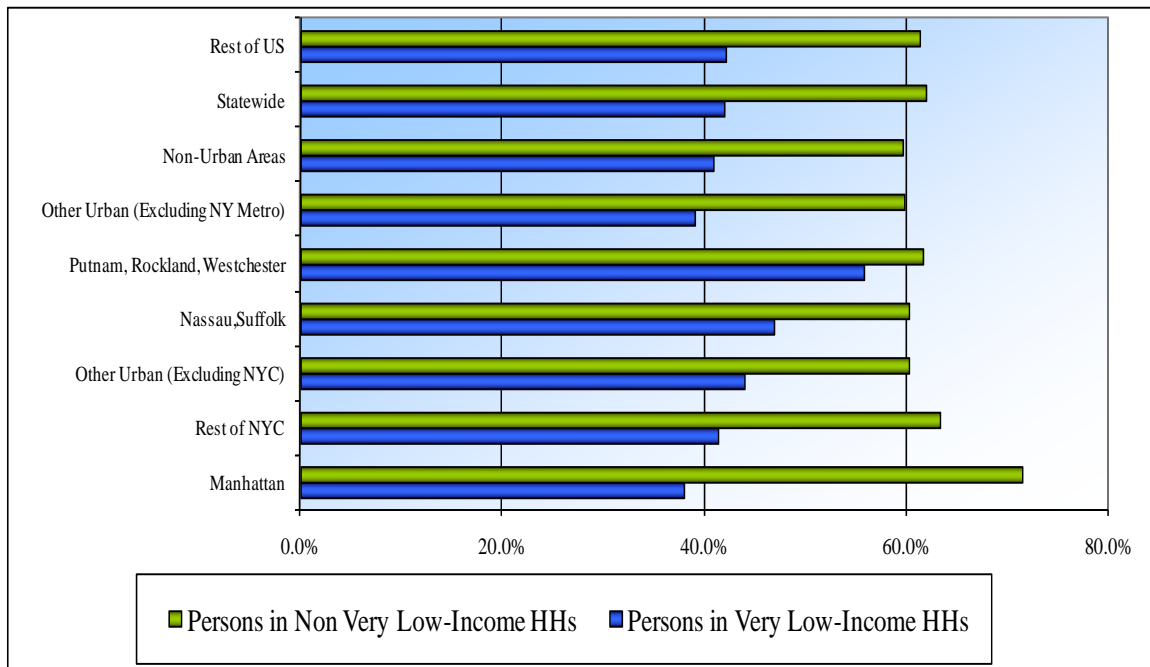
On average, forty-percent of those with very low incomes were employed while the corresponding figure for the rest of the population was about 60% (Figure 4.3). The discrepancy in employment status between those with very low incomes and others is even more pronounced in some areas, especially for residents in Manhattan (Figure 4.3). For example, only two in every five Manhattan residents with very low incomes were employed while seven in every ten Manhattan residents with higher incomes were employed. Residents in Putnam, Rockland, and Westchester counties had much smaller differences with respect to their income level and employment status than other areas in New York State (Figure 4.3).

**Table 4.3 Percent Ethnic Population\* with Very Low Income, by Area  
1995 and 2001 NHTS**

	Year	White	African-American, Black	Hispanic	Other
Manhattan	1995	14.5%	44.3%	68.6%	24.5%
	2001	7.7%	28.5%	56.5%	15.8%
Rest of NYC	1995	27.1%	48.2%	40.1%	31.9%
	2001	21.7%	45.9%	59.0%	23.4%
Other Urban (Excluding NYC)	1995	14.0%	35.0%	36.9%	23.1%
	2001	12.7%	37.3%	45.6%	26.9%
Nassau, Suffolk	1995	13.8%	38.5%	38.8%	20.6%
	2001	9.0%	18.7%	42.6%	35.9%
Putnam, Rockland, Westchester	1995	12.8%	28.4%	24.3%	16.9%
	2001	13.7%	27.5%	56.4%	14.9%
Other Urban (Excluding NY Metro)	1995	14.5%	35.0%	55.1%	26.6%
	2001	14.5%	49.0%	40.2%	27.1%
Non-Urban Areas	1995	19.6%	39.0%	0.0%	18.2%
	2001	17.9%	47.4%	20.0%	41.5%
Statewide	1995	17.3%	44.9%	43.9%	25.4%
	2001	15.0%	42.1%	54.6%	25.1%
Rest of U.S.	1995	14.5%	37.8%	38.7%	22.5%
	2001	14.9%	40.4%	43.5%	23.6%

\*Excluding households that did not report income information.

**Figure 4.3 Percent Population Employed By Income Category  
2001 NHTS**



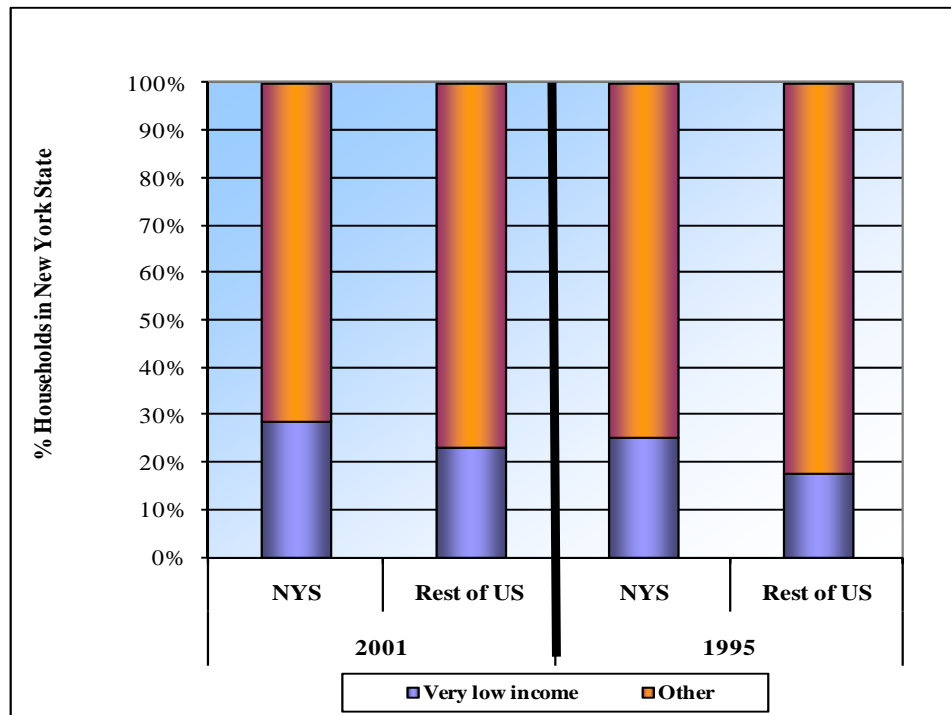
The percentage of New York State households classified as very low income also increased slightly, from 25% in 1995 to almost 29% in 2001 (Table 4.4 and Figure 4.4). Compared to New York State households, a smaller proportion of households outside New York State were in the very low income category. Among all areas within New York State, New York City had by far the highest percentage of its households in the very low income category. More than one in every three households in New York City was in the lowest income category (Figure 4.5).

**Table 4.4 New York State Household Distribution by Income and Life Cycle  
1995 and 2001 NHTS**

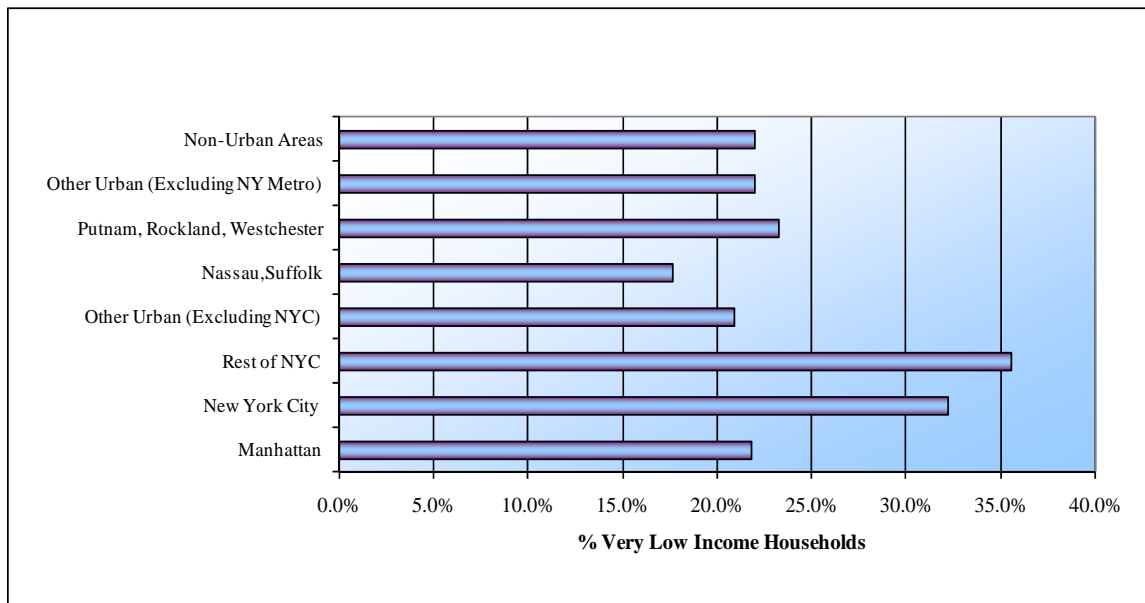
Life Cycle Category	2001 Income Category		1995 Income Category	
	Very Low Income	Other	Very Low Income	Other
	1,855,134 (28.8%)	4,589,699 (71.2%)	1,242,461 (25.2%)	3,693,820 (74.8%)
1 Adult, No Children	16.27%	18.14%	17.61%	18.72%
2+ Adults, No Children	12.87%	22.95%	12.97%	25.73%
1 Adult, Youngest 0-5	6.59%	0.74%	9.26%	0.78%
2+ Adults, Youngest 0-5	12.49%	14.79%	13.32%	16.50%
1 Adult, Youngest 6-15	6.21%	2.21%	6.96%	2.43%
2+ Adults, Youngest 6-15	9.78%	15.27%	10.59%	15.87%
1 Adult, Youngest 16-21	1.49%	0.99%	1.62%	0.63%
2+ Adults, Youngest 16-21	4.09%	5.20%	3.38%	4.06%
1 Adult, Retired, No Children	18.78%	6.00%	14.15%	4.89%
2+ Adults, Retired, No Children	11.15%	13.37%	10.14%	10.39%
Unreported	0.28%	0.33%		
ALL	100.0%	100.0%	100.0%	100.0%

NOTE: Data in yellow highlighted cells are estimated based on a small sample.

**Figure 4.4 Comparison of Percent Households with Very Low Income  
Between New York State and the Rest of the United States  
1995 and 2001 NHTS**

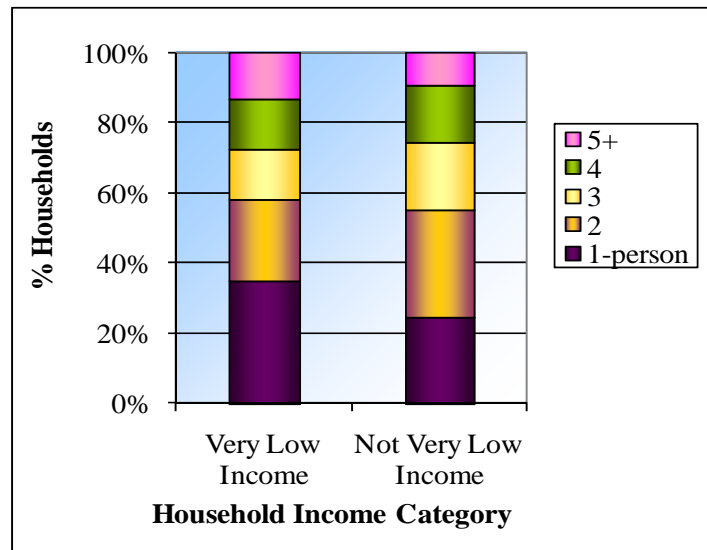


**Figure 4.5 Percent Very Low Income Households by Area  
2001 NHTS**

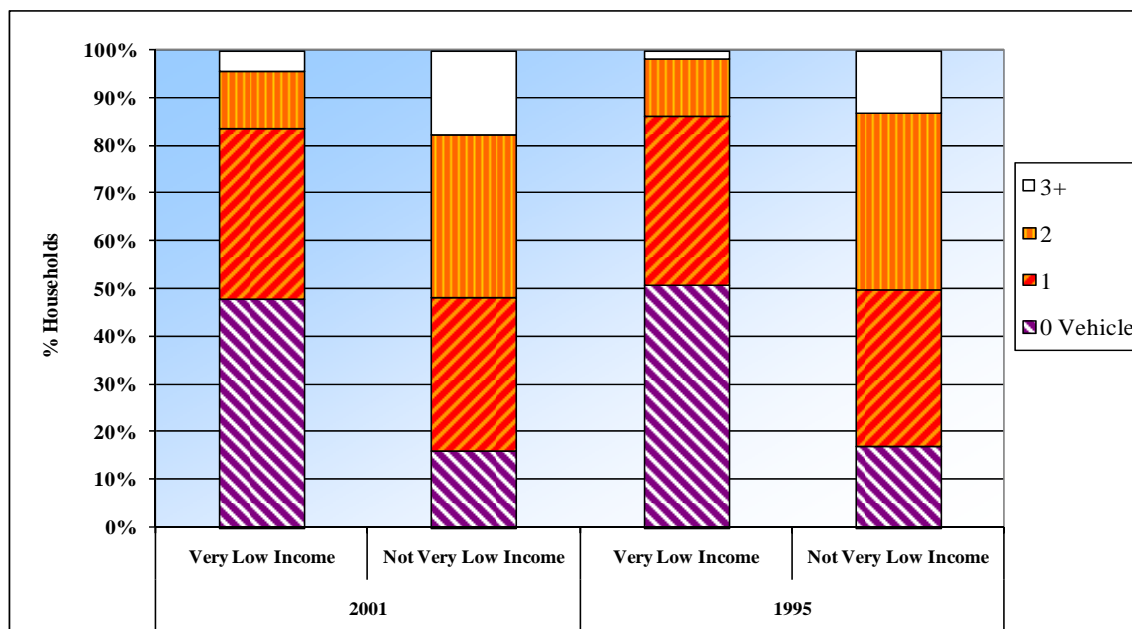


The majority of the very low income households consisted of one adult without any children (Table 4.4 and Figure 4.6) and without a vehicle (Figure 4.7).

**Figure 4.6 New York State Household Distribution by Household Size 2001 NHTS**



**Figure 4.7 New York Household Distribution by Vehicle Ownership and Income 1995 and 2001 NHTS**

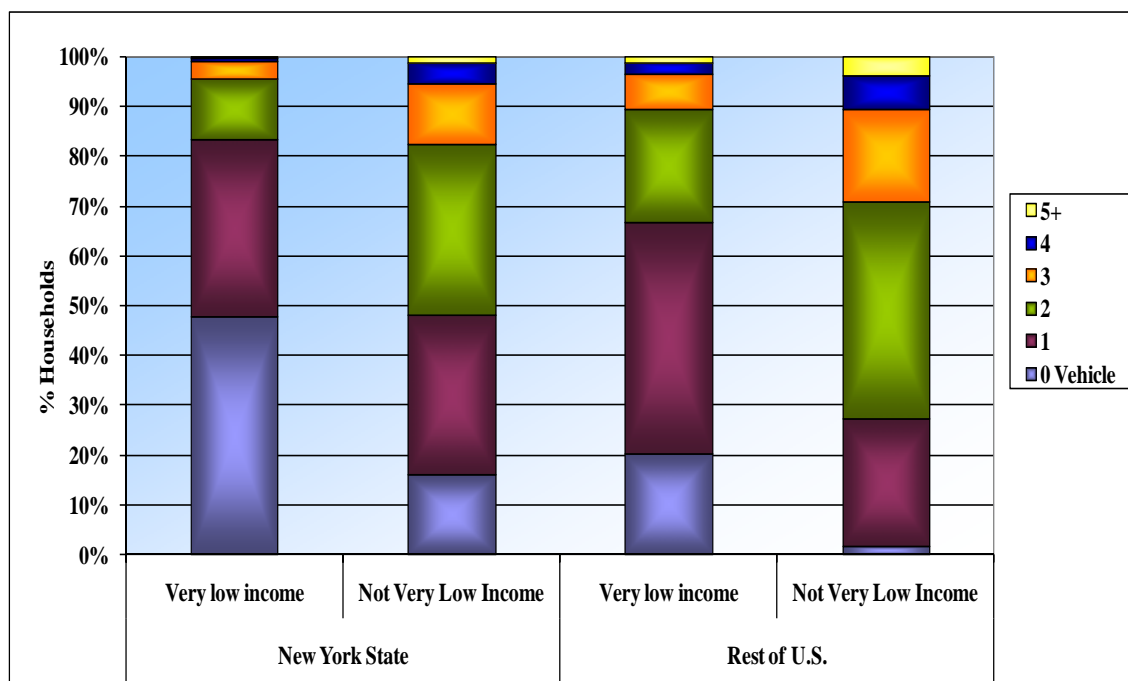




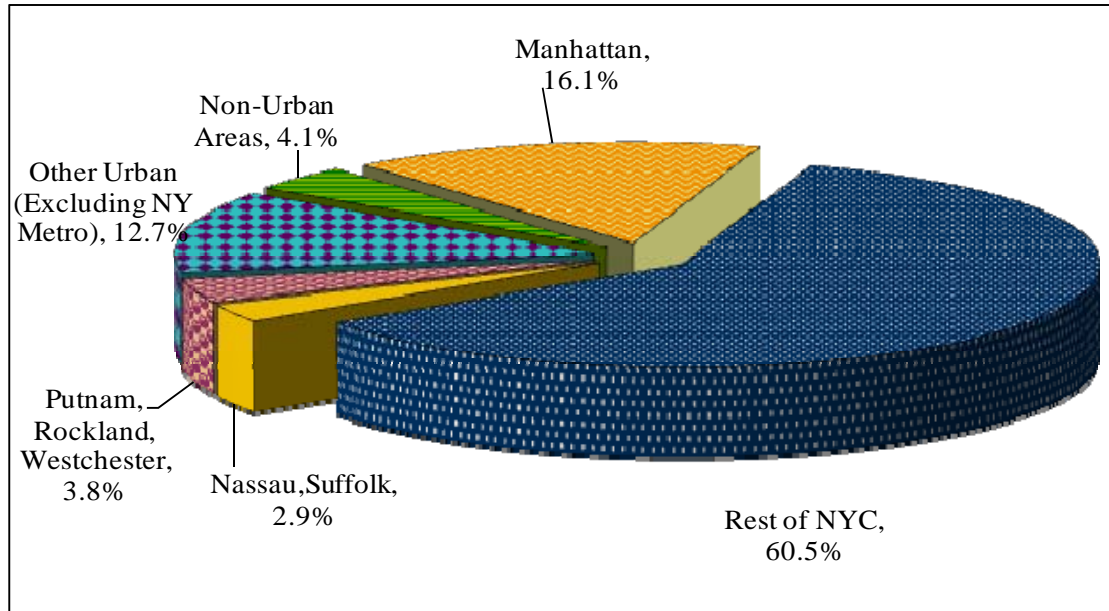
## 4.2 Vehicle Ownership

The majority of the very low-income New York households did not own a vehicle (Figure 4.7). Very few significant changes were observed from 1995 to 2001 (Figure 4.7). Compared to households outside New York State, New York households with very low incomes were significantly more likely not to own a vehicle, 48% in New York State vs. 20% in the rest of the country (Figure 4.8). The large percentage of very low income households with zero-vehicles in New York State was primarily due to the large percentage of zero-vehicle and very low income households in Manhattan. Three in every five very low-income households that did not own a vehicle resided in New York City but outside Manhattan (Figure 4.9). Generally a household without a vehicle is primarily because the household cannot afford one. The vast majority of zero-vehicle households had very low incomes (Figure 4.10). However, this is not true for Manhattan households. The majority of zero-vehicle households in Manhattan were in a higher income category. Fewer significant changes were observed between 1995 and 2001 (Table 4.5).

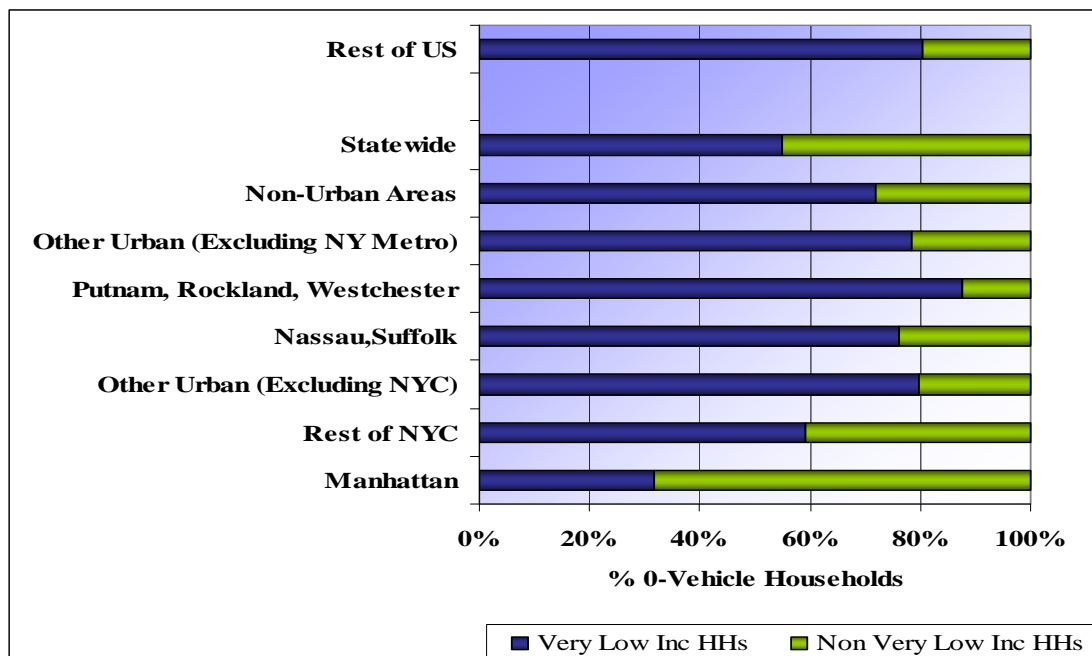
**Figure 4.8 Comparison of Vehicle Ownership Pattern  
New York State versus the Rest of the United States  
2001 NHTS**



**Figure 4.9 Distribution of Zero-Vehicle Households with Very Low Income by Area  
2001 NHTS**



**Figure 4.10 Zero-Vehicle Household Distribution by Income and Area  
2001 NHTS**

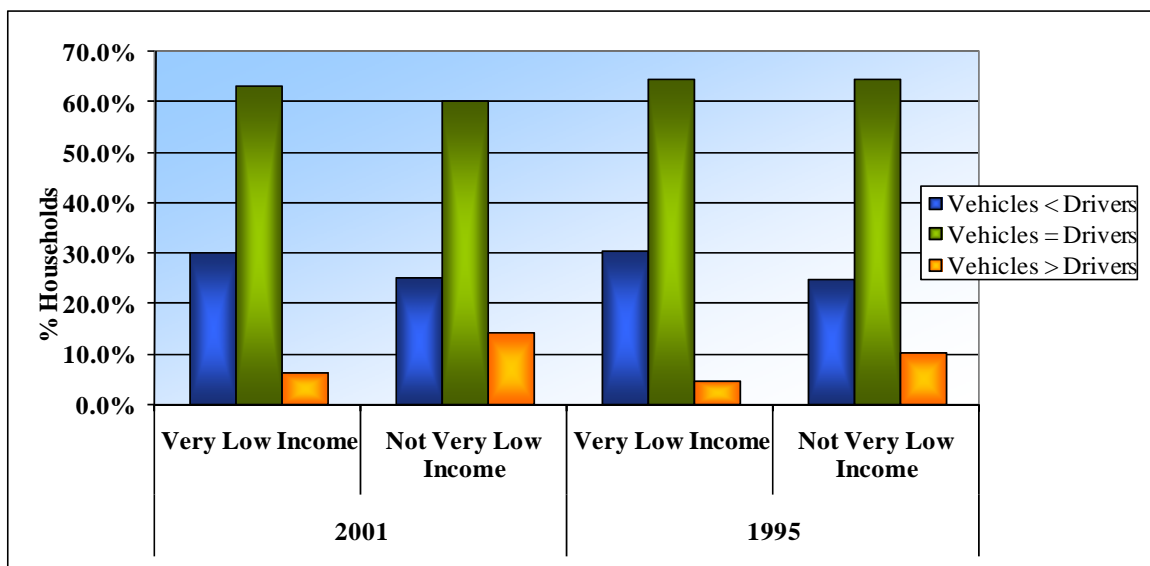


**Table 4.5 Distribution of Zero-Vehicle Households by Income and Area  
1995 and 2001 NHTS  
(In Percentages)**

Households by Income Status	Manhattan		Rest of NYC		Other Urban (Excluding NYC)		Nassau, Suffolk		Putnam, Rockland, West- chester		Other Urban (Excluding NY Metro)		Non-Urban Areas		Statewide		Rest of U.S.	
	2001	1995	2001	1995	2001	1995	2001	1995	2001	1995	2001	1995	2001	1995	2001	1995	2001	1995
Very Low Income	32	32	59	55	80	67	76	72	88	67	78	66	72	72	55	50	80	74
Not Very Low Income	68	68	41	45	20	33	24	28	12	33	22	34	28	28	45	50	20	26

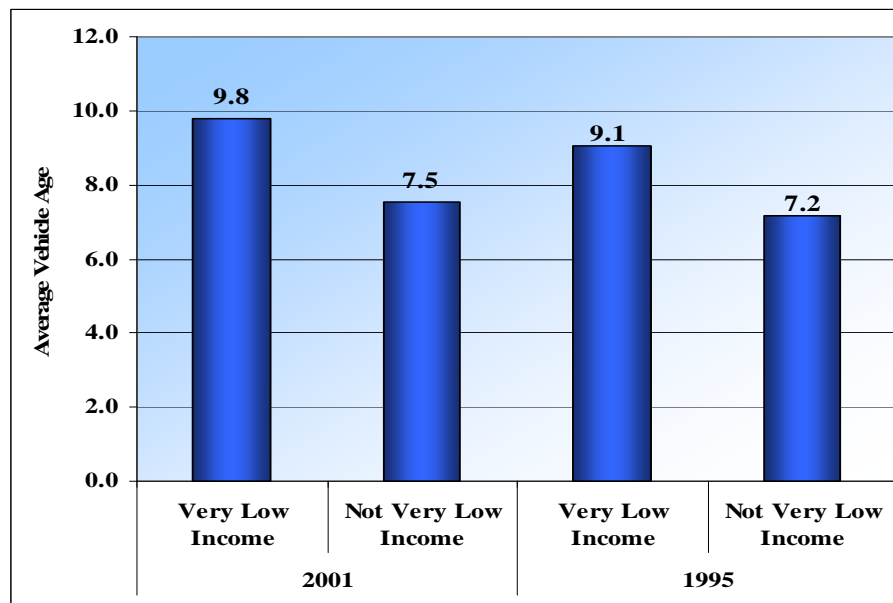
Instead of only examining the status of the number of vehicles owned by the very low income households, it is also revealing to understand the availability of a vehicle to household members in terms of the ratio of the number of vehicles in a household to the number of drivers in that household. Regardless of the income level, an almost equal percentage of households, either with very low income or otherwise, had fewer vehicles than drivers (Figure 4.11). This was also true for the category where each driver in a household had access to a vehicle (i.e., the number of vehicles is equal to the number of drivers). Income rather than drivers has the greatest impact on owning more vehicles in the household. For 2001, 6% of households with very low income had more vehicles than drivers versus 14% in other households (Figure 4.11).

**Figure 4.11 Vehicle to Driver Ratio by Household Income  
New York State Households  
1995 and 2001 NHTS**



If the households with very low incomes did own a vehicle, it was on average almost two years older than vehicles owned by higher incomes households (Figure 4.12).

**Figure 4.12 Average Vehicle Age by Household Income  
for New York State  
1995 and 2001 NHTS**



### 4.3 Travel Patterns

#### 4.3.1 Literature Review

While literature on the travel patterns of very low income persons can be somewhat difficult to find (Clifton, 2003), some things are known. Gardenhire and Sermons (2001) indicated that the poor are less likely to own an automobile. Murakami and Young (1997) also found that lower income households were less likely to own an automobile, which in turn led to more walking trips and, consequently, shorter trips. However, lower income persons still made the vast majority of trips by private vehicle, whether in their own vehicle or in a vehicle owned by someone outside the household. Giuliano et al. (2001) adds that the low income individuals use transit more than those who are not low income, but still use it infrequently. Rosenbloom (1998) also finds this relationship to be true, although other factors such as race and educational status influenced transit use more than income in some metropolitan areas.

Pucher and Renne (2003) report that mode share for low income persons using POV's is over ten percentage points lower than those with incomes of \$20,000 and

above. For the most part, the majority of this mode share difference is attributable to single-occupancy vehicles (SOV), with lower income persons nearly as likely to take trips in multiple-occupancy vehicles as those with higher incomes. Bhat (1997) found that low income workers, possibly due to less flexible mode choices, are less likely to have trip chains involving both work and non-work related travel. Another reason may be that very low income persons tend to live in areas without retail and service businesses within proximity (Alwitt and Donley, 1996).

#### **4.3.2 Personal Travel**

Regardless of how personal mobility was measured (e.g., the propensity to travel, the trip length, or the frequency of trips), those with very low income were significantly less mobile than those with higher incomes. New York residents with very low incomes were less likely to travel on a given day than the rest of the residents. Seventeen percent of very low income persons did not travel on the travel day designated in the survey, compared to 11% of those with higher incomes (Table 4.6). On average, very low income persons in New York State took about 18% fewer trips per day, and at least 30% shorter trips, resulting in at least 45% fewer miles traveled per day than not-very low income persons (Figure 4.13). Across all personal mobility measures, the gaps between the very low and the not-very low income population widened from 1995 to 2001.

The most noticeable differences between the two income groups were between travel made to earn a living, and travel for civil, educational and religious reasons. The very low income population made five percentage points fewer trips to earn a living than their not-very low income neighbors but five percentage points higher for educational and religious purposes (Figure 4.14).

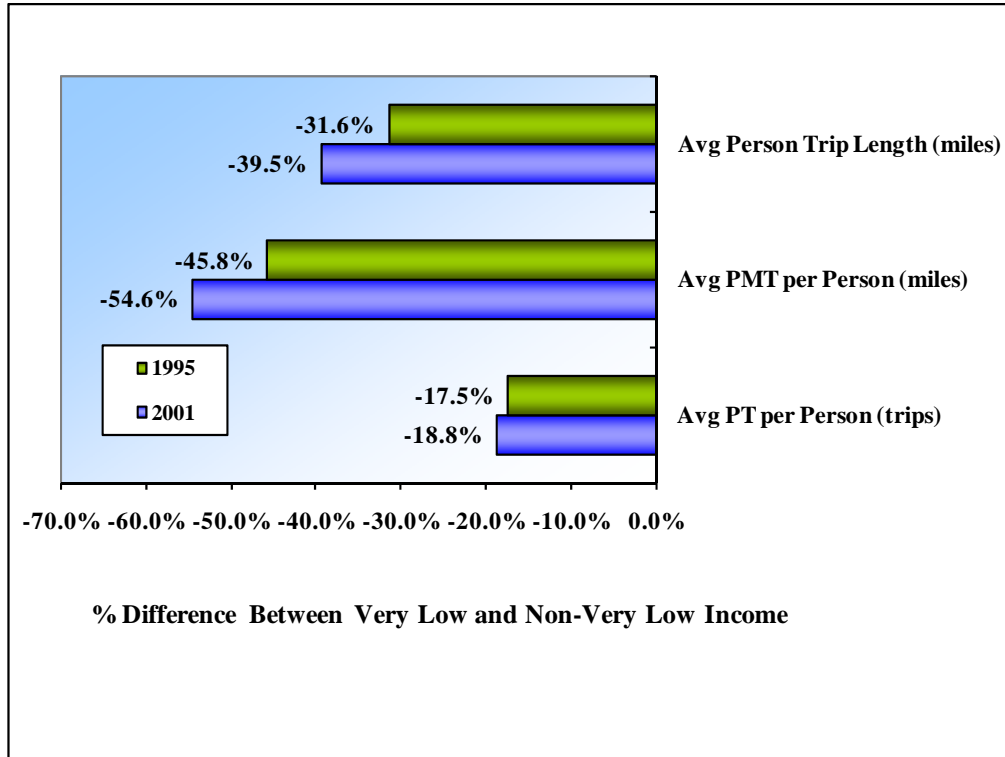
**Table 4.6 Personal Mobility of New York Residents by Household Income  
1995 and 2001 NHTS**

	2001	1995	Percent change from 1995
<b>Total number of Persons*</b>			
Very Low Income	4,243,110	3,391,832	**
Not-Very Low Income	11,779,374	10,277,902	**
<b>No. of persons did not travel on travel day</b>			
Very Low Income	709,030	597,340	**
Not-Very Low Income	1,293,306	1,186,178	**
<b>Percent person did not travel on travel day</b>			
Very Low Income	16.71%	17.61%	-5.1%
Not-Very Low Income	10.98%	11.54%	-4.9%
<b>Avg. Person Trips/person</b>			
Very Low Income	3.23	3.43	-5.8%
Not-Very Low Income	3.98	4.16	-4.3%
Percent difference between income groups	-18.8%	-17.5%	
<b>Average Person Miles Travelled/person</b>			
Very Low Income	15.87	18.22	-12.9%
Not-Very Low Income	34.98	33.61	4.1%
Percent difference between income groups	-54.6%	-45.8%	
<b>Average Person trip length (in miles)</b>			
Very Low Income	5.49	5.67	-3.2%
Not-Very Low Income	9.08	8.29	9.5%
Percent difference between income groups	-39.5%	-31.6%	

\*Excluding persons younger than five years old.

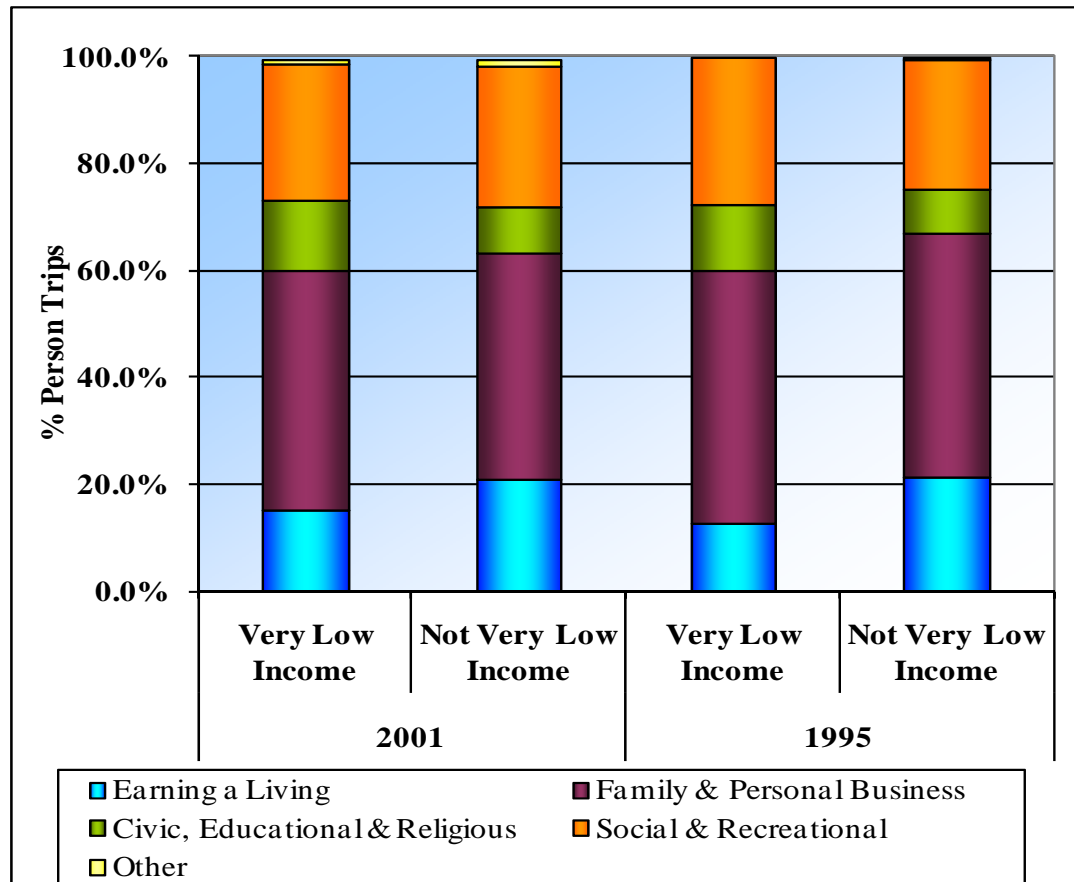
\*\* Due to the differences in the number of persons who did not report income between 1995 and 2001, comparisons of these figures are inconsistent.

**Figure 4.13 Percent Difference in Mobility Between the Very Low Income and the Not-Very Low Income Populations  
New York State, 1995 and 2001 NHTS**





**Figure 4.14 Person Trip Distributions by Trip Purpose and Household Income  
1995 and 2001 NHTS**

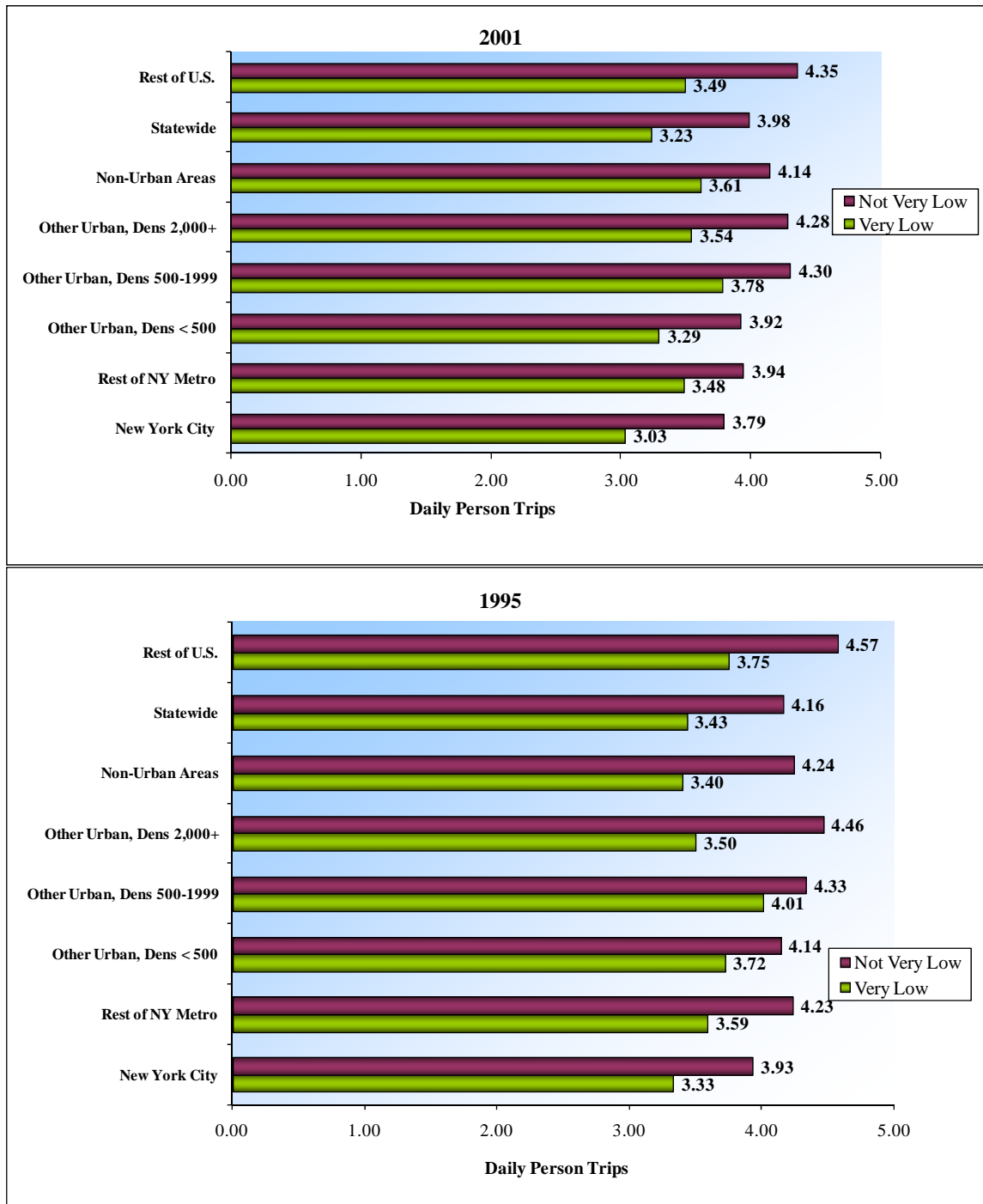


Another noteworthy difference between the two income groups is that although both groups took fewer trips in 2001 than in 1995, the trips were shorter in 2001 than in 1995 for the very low income persons but not for those with higher incomes (Table 4.6). As a whole, New York State residents took slightly fewer trips in 2001 than non-New York residents (Figure 4.15), but the income related personal mobility gap in New York State was similar to that observed in the rest of the country, i.e., the very low income population took on average between 18% to 19% fewer trips than those with higher incomes. However, a detailed look of New York areas with different population density reveals that the very low income population in New York City was by far the least mobile (measured by the number of trips taken per day) when compared with other New York State residents and residents outside New York State (Figure 4.15). The results were statistically significant for 2001, except when comparing travel by low-income

individuals living in New York City to travel of very low income individuals living in less populated urban areas with fewer than 500 persons per square mile.

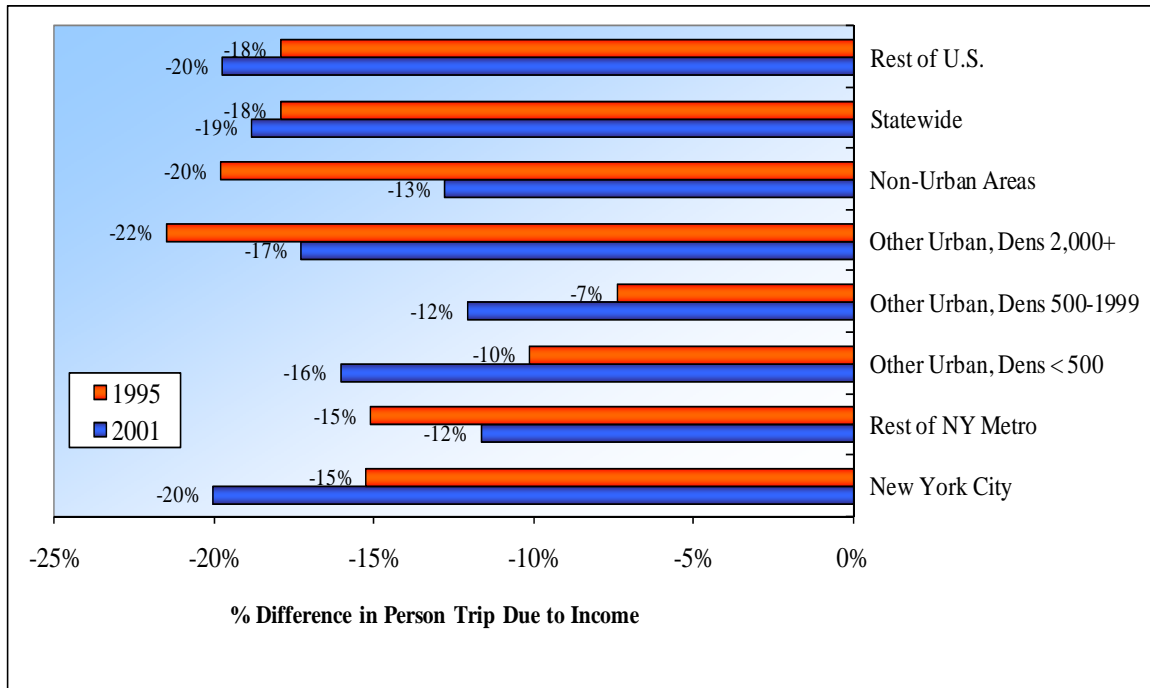
In 1995, the greatest percentage difference in trip frequency between two income groups was observed in the most densely populated areas in New York State outside New York City (Figure 4.15). Very low income persons residing in areas with more than two thousand people per square mile (excluding New York City) took 22% fewer trips in 1995 than those living elsewhere. This difference was no longer evident in the 2001 survey data. Instead, the income-related mobility gap was the greatest among residents in New York City (Figure 4.16). This gap for non-New York State residents was also noticeable. This widening gap in New York City was due to the fact that its residents with very low incomes reduced their daily travel from 1995 to 2001 at a rate that was greater than that taken by New York City residents with higher incomes, or a 9% reduction from 3.33 daily person trips in 1995 to 3.03 in 2001 vs. a 3% reduction from 3.93 trips in 1995 to 3.79 in 2001 (Figure 4.15).

**Figure 4.15 Daily Person Trips by Population Density<sup>1</sup> and Household Income  
1995 and 2001 NHTS**



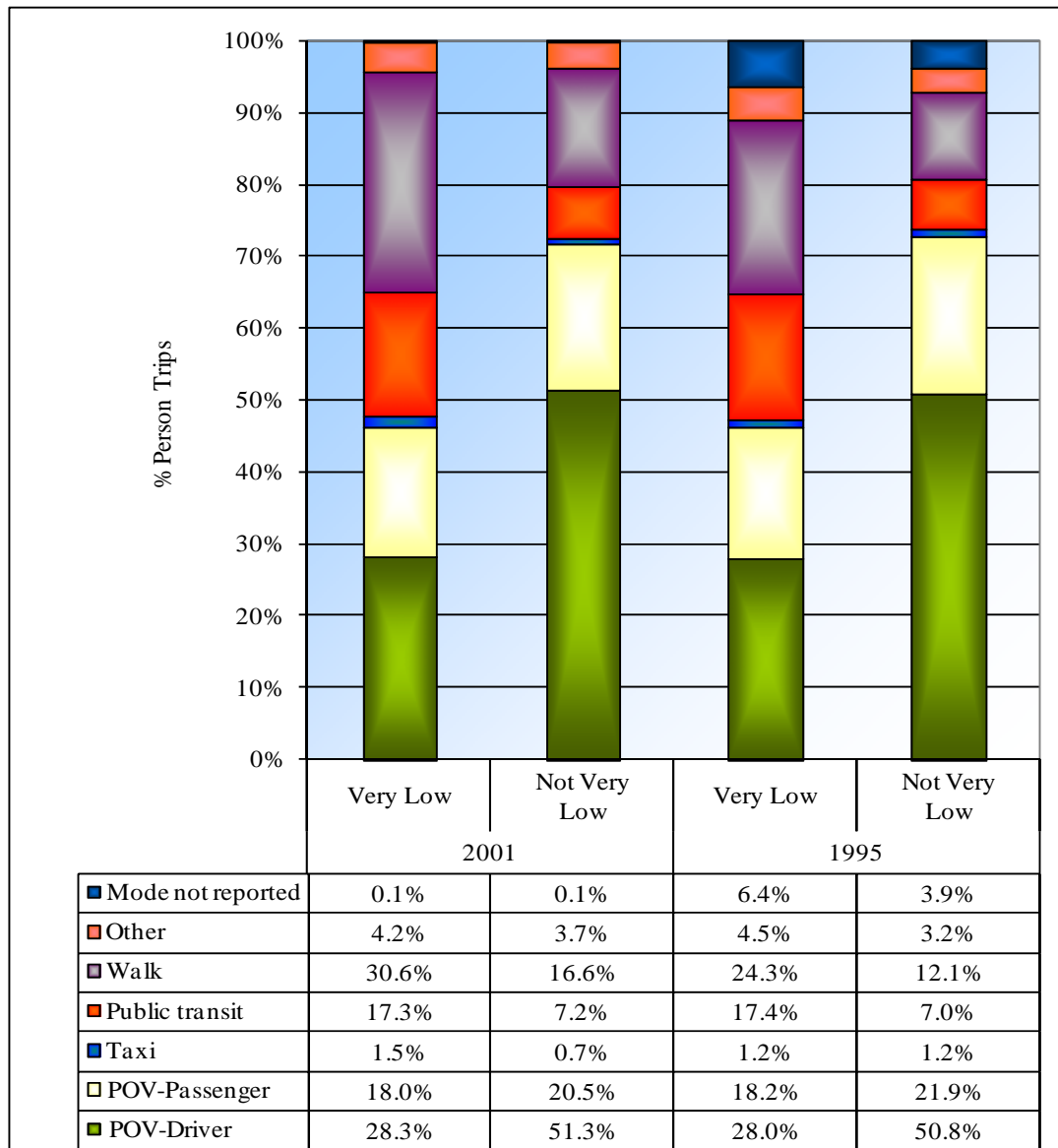
<sup>1</sup> Census Tract-level Population per Square mile.

**Figure 4.16 Percent Difference in Person Trip between Two Income Groups, Categorized by Population Density 1995 and 2001 NHTS**

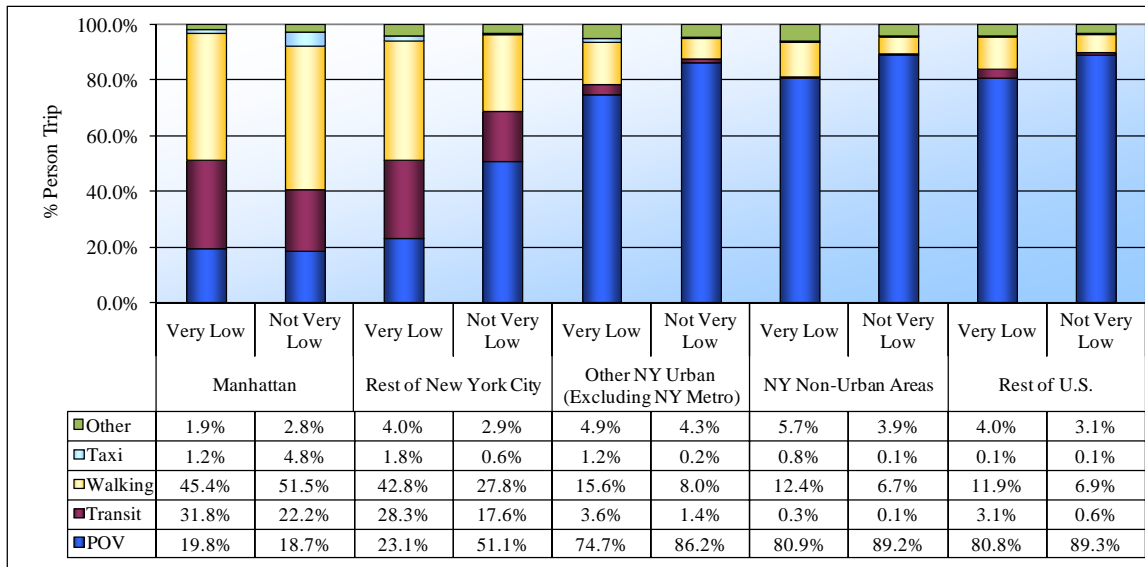


Almost three-quarters of the trips taken by the not-very low income population were taken in a POV, either as a driver or as a passenger. This percentage was less than fifty percent for very low income persons (Figure 4.17). Transit and walking play a significant role in meeting the mobility needs of Manhattan residents, regardless of their income level (Figure 4.18). Although Manhattan residents in a higher income category were slightly less inclined to use transit than their neighbors with very low incomes, they made up the difference by the use of taxis, with 1.2% of total trips by taxi for very low income persons compared with 4.9% by those in other income groups (Figure 4.18). Transit became an alternative to POVs for the very low income population who resided outside Manhattan and in areas with transit services available (Figure 4.18).

**Figure 4.17 Person Trip Distributions by Mode and Household Income for New York Residents  
1995 and 2001 NHTS**



**Figure 4.18 Comparison of Transit and Walking in Selected Areas  
2001 NHTS**



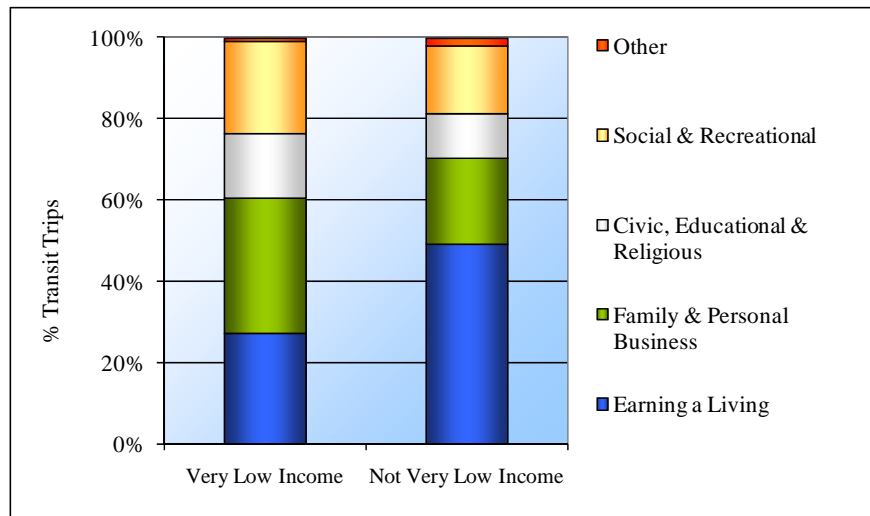
Regardless of the trip purpose, those with higher incomes predominantly used POVs for travel (Table 4.7). Although POV also was the preferred mode for very low income persons for commutes and trips related to family and personal business (e.g., pickup children, go to the doctor's office), very low income persons used public transit significantly more frequently for educational, religious, and social purposes than persons with higher incomes (Table 4.7). When the not-very low income population used public transit, the majority of the trips were for earning a living. When the very low income population used public transit, the majority of the trips were for family and personal business (Figure 4.19).

**Table 4.7 Daily Personal Trips by Mode, Trip Purpose, and Household Income for New York Residents  
1995 and 2001 NHTS**

2001												
	Earning a Living		Family & Personal Business		Civic, Educational & Religious		Social & Recreational		Other		All	
	Very Low Income	Not-Very Low Income	Very Low Income	Not-Very Low Income	Very Low Income	Not-Very Low Income	Very Low Income	Not-Very Low Income	Very Low Income	Not-Very Low Income	Very Low Income	Not-Very Low Income
<b>Average PT/person</b>	<b>0.49</b>	<b>0.83</b>	<b>1.45</b>	<b>1.70</b>	<b>0.43</b>	<b>0.34</b>	<b>0.82</b>	<b>1.05</b>	<b>0.03</b>	<b>0.05</b>	<b>3.23</b>	<b>3.98</b>
POV-Driver	38.7%	65.6%	33.5%	58.0%	11.4%	23.2%	22.5%	39.8%	16.0%	26.3%	28.3%	51.3%
POV-Passenger	12.0%	5.9%	18.2%	19.4%	14.5%	29.6%	23.1%	30.4%	14.2%	20.7%	18.0%	20.5%
Taxi	1.1%	1.2%	1.7%	0.4%	1.0%	0.6%	1.4%	0.8%	1.2%	0.9%	1.5%	0.7%
Public	31.2%	17.0%	12.7%	3.6%	20.8%	9.3%	15.2%	4.5%	17.1%	11.9%	17.3%	7.2%
Walk	14.2%	8.3%	32.2%	17.7%	37.0%	15.9%	33.9%	21.2%	46.3%	27.0%	30.6%	16.6%
Other	2.7%	2.0%	1.7%	1.0%	15.0%	21.3%	3.7%	3.3%	4.7%	12.8%	4.2%	3.7%
Unreported	0.1%	0.1%	.	0.0%	0.4%	0.0%	0.2%	0.0%	0.6%	0.5%	0.1%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
1995												
<b>Average PT/person</b>	<b>0.44</b>	<b>0.89</b>	<b>1.62</b>	<b>1.90</b>	<b>0.43</b>	<b>0.35</b>	<b>0.94</b>	<b>1.01</b>	<b>0.00</b>	<b>0.01</b>	<b>3.43</b>	<b>4.16</b>
POV-Driver	39.9%	65.9%	34.3%	56.2%	10.6%	20.7%	19.3%	37.9%	23.5%	30.6%	28.0%	50.8%
POV-Passenger	11.8%	6.9%	16.4%	19.9%	16.6%	29.6%	25.2%	36.4%	35.5%	32.2%	18.2%	21.9%
Taxi	0.9%	1.8%	1.5%	0.7%	0.4%	0.3%	1.1%	1.8%	.	.	1.2%	1.2%
Public	29.7%	15.6%	13.7%	3.6%	18.1%	8.9%	17.8%	4.9%	10.1%	2.0%	17.4%	7.0%
Walk	11.8%	5.7%	27.0%	14.7%	26.8%	14.0%	24.5%	12.2%	.	26.0%	24.3%	12.1%
Other	2.3%	1.7%	1.0%	0.8%	19.1%	23.3%	5.1%	2.0%	27.0%	.	4.5%	3.2%
Unreported	3.5%	2.4%	6.3%	4.2%	8.3%	3.3%	6.9%	4.8%	4.1%	9.1%	6.4%	3.9%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

NOTE: Data in yellow highlighted cells are estimated based on a small sample.

**Figure 4.19 Transit Trips Categorized by Trip Purpose  
New York State  
2001 NHTS**



The proportion of walking trips by New York City residents was striking, particularly for very low income persons, 43% in New York City vs. 12% in other parts of New York State and elsewhere in the country (Table 4.8). The increased share of walking trips in 2001 was probably an artifact of the improvement in the 2001 survey where special prompting was carried out to better recall walking and bicycling trips. Other than walking trips, there were no noticeable differences between 1995 and 2001.

The impact of income on personal mobility was remarkably evident in the total number of miles traveled per day. In 2001, those with very low incomes traveled 55% fewer miles in a day than those without very low incomes, or 16 miles for very low income persons and 35 miles for not-very low income persons (Figure 4.20). The greatest difference between persons with very low and not-very low incomes was on commutes. While the workers with very low incomes traveled on average only 3.28 miles to and from work in a day, workers with higher incomes traveled three times as much per day for their commutes, or 10.58 miles (Table 4.9). There was no difference between 1995 and 2001 with respect to these observations.

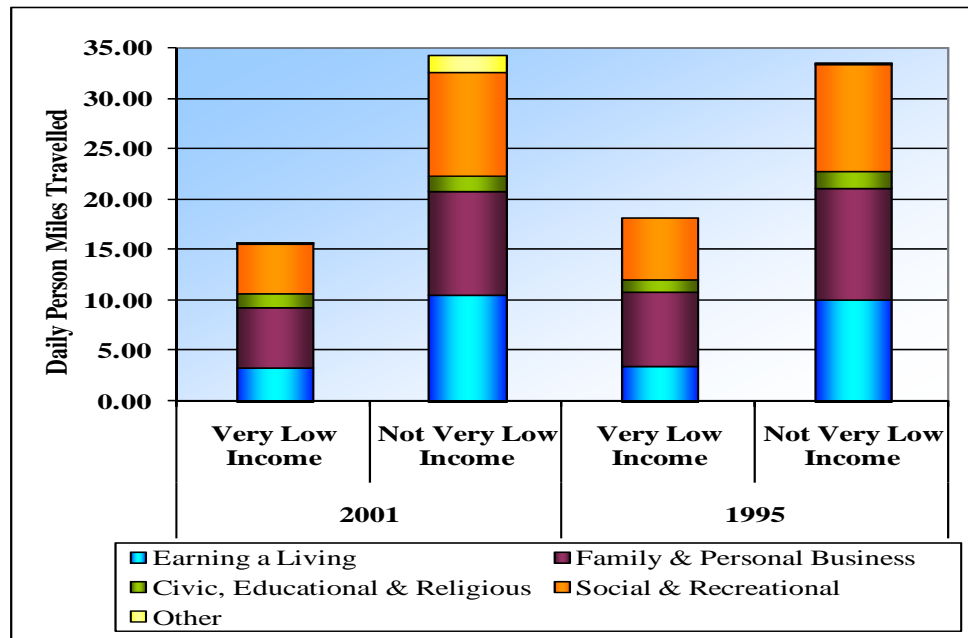


**Table 4.8 Average Daily Person Trips by Mode, Population Density, and Household Income  
1995 and 2001 NHTS**

	New York City		Rest of NY Metro		Other Urban, Dens < 500		Other Urban, Dens 500-1999		Other Urban, Dens 2000+		Non-Urban Areas		Statewide		Rest of U.S.	
	Very Low Income	Not-Very Low	Very Low Income	Not-Very Low	Very Low Income	Not-Very Low	Very Low Income	Not-Very Low	Very Low Income	Not-Very Low	Very Low Income	Not-Very Low	Very Low Income	Not-Very Low	Very Low Income	Not-Very Low
<b>2001</b>																
<b>Average Person Trips/person</b>	<b>3.03</b>	<b>3.79</b>	<b>3.48</b>	<b>3.94</b>	<b>3.29</b>	<b>3.92</b>	<b>3.78</b>	<b>4.30</b>	<b>3.54</b>	<b>4.28</b>	<b>3.61</b>	<b>4.14</b>	<b>3.23</b>	<b>3.98</b>	<b>3.49</b>	<b>4.35</b>
POV-Driver	12.0%	29.1%	50.7%	61.7%	56.0%	64.4%	55.1%	65.3%	42.4%	63.4%	50.1%	62.9%	28.3%	51.3%	50.5%	64.0%
POV-Passenger	10.7%	14.2%	27.1%	22.2%	28.0%	24.6%	29.9%	23.1%	23.6%	23.7%	30.8%	26.4%	18.0%	20.5%	30.3%	25.3%
Taxi	1.7%	1.7%	0.4%	0.3%		0.0%	0.1%	0.1%	2.8%	0.2%	0.8%	0.1%	1.5%	0.7%	0.1%	0.1%
Public Transit	28.8%	18.7%	3.6%	2.4%	0.4%	0.2%	0.4%	0.4%	5.3%	0.7%	0.3%	0.1%	17.3%	7.2%	3.1%	0.6%
Walk	43.2%	33.5%	12.8%	9.4%	8.6%	5.8%	9.9%	6.3%	22.0%	7.9%	12.4%	6.7%	30.6%	16.6%	11.9%	6.9%
Other	3.5%	2.8%	5.3%	3.8%	6.9%	5.0%	4.5%	4.8%	4.0%	3.9%	5.7%	3.9%	4.2%	3.7%	3.9%	3.1%
No Response	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	0.1%		0.1%		0.0%	0.1%	0.1%	0.1%	0.1%
All	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<b>1995</b>																
<b>Average Person Trips/person</b>	<b>3.33</b>	<b>3.93</b>	<b>3.59</b>	<b>4.23</b>	<b>3.72</b>	<b>4.14</b>	<b>4.01</b>	<b>4.33</b>	<b>3.50</b>	<b>4.46</b>	<b>3.40</b>	<b>4.24</b>	<b>3.43</b>	<b>4.16</b>	<b>3.75</b>	<b>4.57</b>
POV-Driver	10.0%	27.4%	48.2%	60.7%	56.2%	65.7%	54.0%	60.7%	48.4%	63.0%	55.3%	61.6%	28.0%	50.8%	49.5%	63.8%
POV-Passenger	11.8%	15.5%	26.9%	24.3%	30.5%	25.2%	27.2%	26.2%	22.3%	23.7%	28.8%	26.3%	18.2%	21.9%	28.3%	25.9%
Taxi	1.6%	3.2%	0.9%	0.3%	0.1%	0.0%	0.4%	0.1%	0.9%	0.2%	0.4%		1.2%	1.2%	0.3%	0.1%
Public Transit	28.6%	18.7%	2.7%	2.5%	0.2%	0.4%	2.8%	0.5%	6.7%	1.6%	0.6%	0.5%	17.4%	7.0%	3.6%	0.8%
Walk	37.0%	28.6%	8.3%	5.5%	3.4%	1.9%	6.8%	3.8%	11.9%	4.7%	5.0%	3.3%	24.3%	12.1%	9.4%	3.9%
Other	3.6%	1.7%	8.4%	3.4%	4.9%	4.3%	3.8%	4.9%	3.7%	2.6%	5.1%	4.8%	4.5%	3.2%	4.2%	2.8%
No Response	7.4%	4.8%	4.5%	3.3%	4.8%	2.5%	5.2%	3.9%	6.1%	4.2%	4.9%	3.4%	6.4%	3.9%	4.8%	2.8%
All	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

NOTE: Blank cells indicate no data present.

**Figure 4.20 Daily Person Miles Traveled by Income and Trip Purpose  
New York State  
1995 and 2001 NHTS**



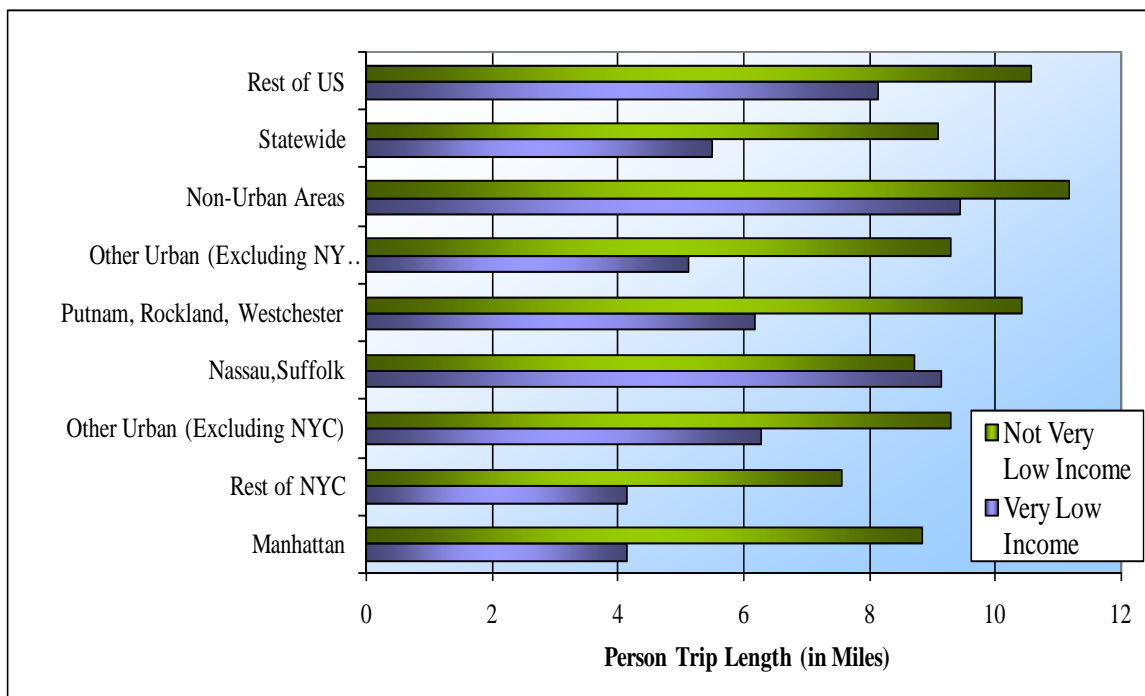
**Table 4.9 Differences in Daily Person Miles Traveled by Income  
1995 and 2001 NHTS**

Daily Person Miles Traveled	2001			1995		
	Very Low Income	Not-Very Low Income	Percent difference between two groups	Very Low Income	Not-Very Low Income	Percent difference between two groups
Earning a Living	3.28	10.58	-69.0%	3.52	10.02	-64.9%
Family & Personal Business	6.04	10.19	-40.7%	7.26	11.03	-34.2%
Civic, Educational & Religious	1.36	1.62	-16.0%	1.35	1.76	-23.3%
Social & Recreational	5.00	10.20	-51.0%	6.07	10.70	-43.3%
Other	0.15	1.77	-91.5%	0.00	0.08	-100.0%
<b>All</b>	<b>15.87</b>	<b>34.98</b>	<b>-54.6%</b>	<b>18.22</b>	<b>33.61</b>	<b>-45.8%</b>
<b>Percent difference from 1995</b>	<b>-12.9%</b>	<b>4.1%</b>				

NOTE: Data in yellow highlighted cells are estimated based on a small sample.

Outside New York State, the average trip length taken by very low income persons was 23% shorter than those taken by not-very low income persons, or 8.13 miles per trip vs. 10.6 miles per trip, respectively (Figure 4.21). On average, New York residents took shorter trips than those living elsewhere in the country. This was true regardless of the income levels. The difference in trip length between New York residents and those elsewhere was larger among the very low income population than the not-low income population. Of the entire New York State population, very low income residents in New York City took, by far, the shortest trips (Figure 4.21). All of these differences are statistically significant.

**Figure 4.21 Trip Length by Income and Area  
2001 NHTS**



Twenty-nine percent of the children<sup>7</sup> in New York State lived in very low income households, compared to 24% in the rest of the country. Among the four groups of children as categorized in Table 4.10, children living in poverty in New York State were the least mobile of all children. They took at least 8% fewer trips and at least 46% shorter trips than other children (Table 4.10). Their mobility patterns deviated the least from those of children of not-very low income New York households. Even given that,

<sup>7</sup> Younger than 16 years old.

the children of very low income New York households traveled 53% fewer miles than children of not-very low income New York households, or only 8.7 miles a day. More than half of their mobility was met by using transit or walking. Among the children in the other income categories, there were no noticeable differences in the reason for their travel.

**Table 4.10 Personal Travel (PT) Statistics of Children by Mode  
and Household Income  
New York State vs. Rest of the United States  
2001 NHTS**

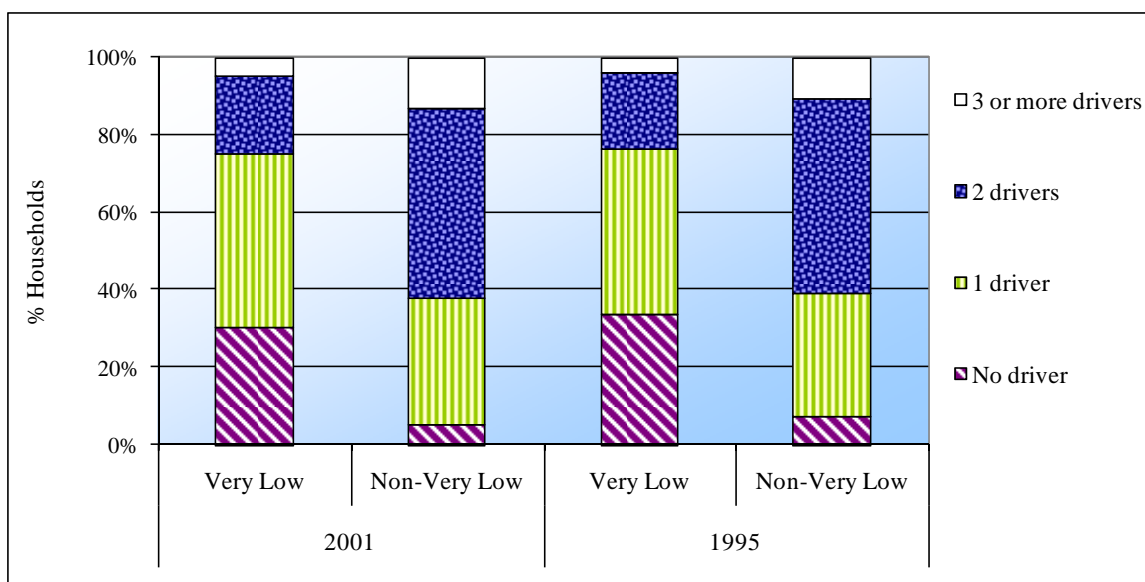
	New York State			Rest of U.S.		
	Very Low Income	Not- Very Low Income	Percent Difference	Very Low Income	Not- Very Low Income	Percent Difference
<b>Percent Children Under 16</b>	<b>28.7%</b>	<b>71.3%</b>		<b>23.9%</b>	<b>76.1%</b>	
<b>Average PT/person</b>	<b>2.76</b>	<b>3.00</b>	<b>-8.0%</b>	<b>3.12</b>	<b>3.50</b>	<b>-10.9%</b>
POV-Driver	0.0%	0.0%		0.2%	0.3%	
POV-Passenger	32.4%	65.2%		70.5%	78.9%	
Taxi	2.1%	0.4%		0.1%	0.0%	
Public transit	11.1%	3.6%		2.4%	0.3%	
Walk	43.7%	17.5%		16.1%	10.2%	
Other	10.2%	13.2%		10.7%	10.2%	
Unreported	0.5%	0.1%		0.0%	0.1%	
All	100.0 %	100.0%		100.0%	100.0%	
<b>Average PMT/person</b>	<b>8.70</b>	<b>18.68</b>	<b>-53.4%</b>	<b>20.51</b>	<b>27.80</b>	<b>-26.2%</b>
POV-Driver	0.0%	0.1%		0.1%	0.3%	
POV-Passenger	63.9%	80.4%		89.7%	87.8%	
Taxi	1.0%	0.3%		0.2%	0.0%	
Public transit	14.5%	2.1%		1.0%	0.2%	
Walk	7.0%	2.0%		1.3%	0.7%	
Other	13.2%	15.1%		7.7%	10.9%	
Unreported	0.3%	0.1%		0.0%	0.0%	
All	100.0 %	100.0%		100.0%	100.0%	
<b>Average PT Length</b>	<b>3.41</b>	<b>6.34</b>	<b>-46.2%</b>	<b>6.95</b>	<b>7.99</b>	<b>-13.0%</b>

NOTE: Data in yellow highlighted cells are estimated based on a small sample.

### 4.3.3 Vehicle Travel Patterns

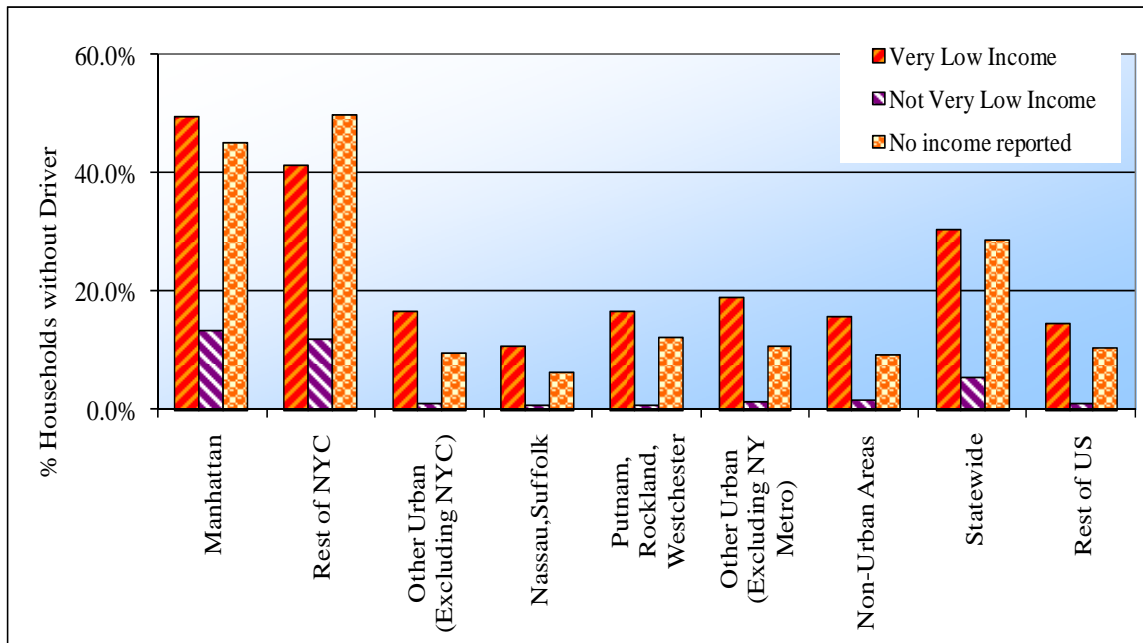
Households with very low incomes were more likely to have either no driver or one driver compared to households with higher incomes (Figure 4.22). More than 30% of the very low income households did not have a driver (versus less than 5% in not-very low income households) while only less than 5% of these households had 3 or more drivers (versus greater than 10% in not-very low income households).

**Figure 4.22 Household Distributions by Number of Drivers and Income**  
New York State  
1995 and 2001 NHTS



Compared to the rest of the country, the survey data suggest that New York State households, as a whole, were three times more likely not to have a driver in the household. This is misleading. A more detailed analysis by individual areas suggests that this huge discrepancy is primarily due to New York City households (Figure 4.23). If one were to remove New York City households from the analysis, the remaining New York households would exhibit very similar patterns in terms of the number of drivers in the household.

**Figure 4.23 Percent of Households without a Driver  
2001 NHTS**



Drivers having very low incomes were significantly less mobile than those with higher incomes, no matter how mobility was measured. Drivers with very low incomes were less likely to drive than those with higher incomes on the survey's designated travel day. The difference between the two income groups in their propensity to drive on a given day was about 15 percentage points, or 49% for very low income and 32% for the not-very low income drivers (Table 4.11).

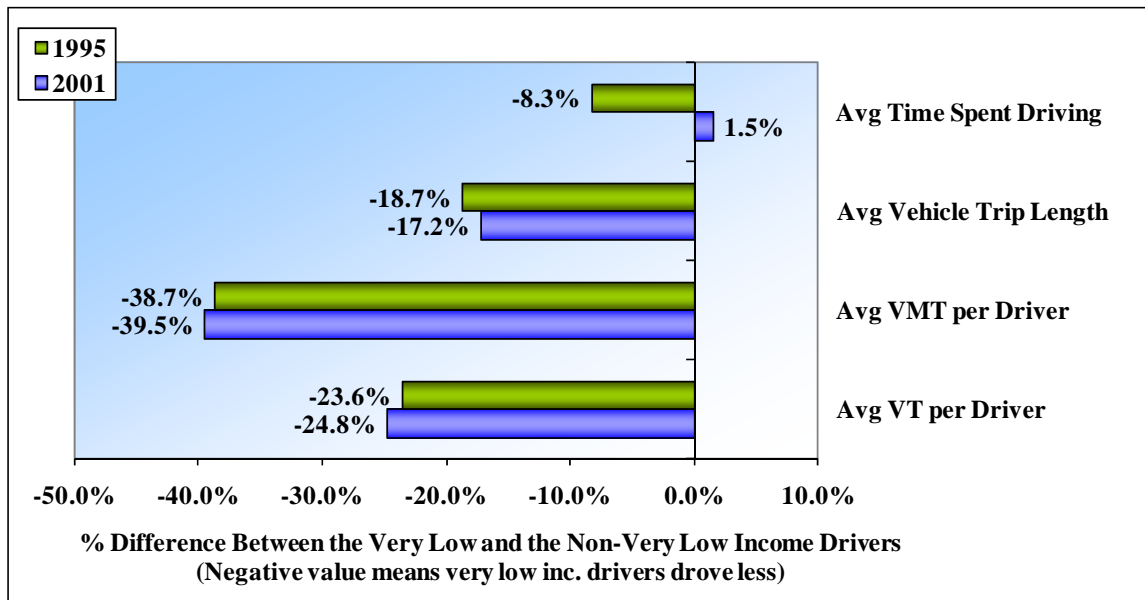
Furthermore, drivers with very low incomes drove almost 40% fewer miles in a typical day than drivers with higher incomes. This was due to the fact that drivers with very low incomes drove fewer and shorter trips than drivers with higher incomes (Table 4.11). Although driving fewer miles, drivers with very low incomes spent about the same amount of time driving in a day than the other drivers (Figure 4.24). Presumably, this was due to the fact that drivers with very low incomes were more likely to reside in more densely populated areas, therefore driving in more congested conditions. Overall, drivers spent more time driving to closer destinations in 2001 than in 1995.

**Table 4.11 Summary Driving Statistics of New York Drivers by Household Income  
1995 and 2001 NHTS**

	2001	1995	Percent change from 1995
<b>Total number of drivers</b>			
Very low income	1,833,428	1,397,895	*
Not-very low households	8,514,340	7,107,168	*
<b>No. of drivers did not drive on travel day</b>			
Very low income	895,106	638,765	*
Not-very low households	2,731,085	2,193,013	*
<b>Percent drivers did not drive on travel day</b>			
Very low income	48.8%	45.7%	*
Not-very low households	32.1%	30.9%	*
<b>Average VT/driver</b>			
Very low income	2.12	2.33	-9.0%
Not-very low households	2.82	3.05	-7.5%
Percent difference between income groups	-24.8%	-23.6%	
<b>Average VMT/driver</b>			
Very low income	15.51	16.71	-7.2%
Not-very low households	25.65	27.28	-6.0%
Percent difference between income groups	-39.5%	-38.7%	
<b>Average trip length/VT (in miles)</b>			
Very low income	7.63	7.33	4.1%
Not-very low households	9.22	9.02	2.2%
Percent difference between income groups	-17.2%	-18.7%	
<b>Average time spent in vehicle/those who drove in travel day (in minutes)</b>			
Very low income	81.20	67.25	20.7%
Not-very low households	79.99	73.31	9.1%
Percent difference between income groups	1.5%	-8.3%	

\* Due to the differences between 1995 and 2001 in the number of persons who did not report their income data, comparisons of these figures are meaningless.

**Figure 4.24 Percent Difference in Driving Patterns Between New York Drivers with Very Low Incomes and Higher Incomes  
1995 and 2001 NHTS**



The percent time that drivers with very low incomes drove for a given reason was similar of that of drivers with higher incomes (Table 4.12). The only notable difference between drivers with two income groups was the distance driven to earn a living in a typical day. Drivers with higher incomes drove twice the distance than the other drivers in order to earn a living.



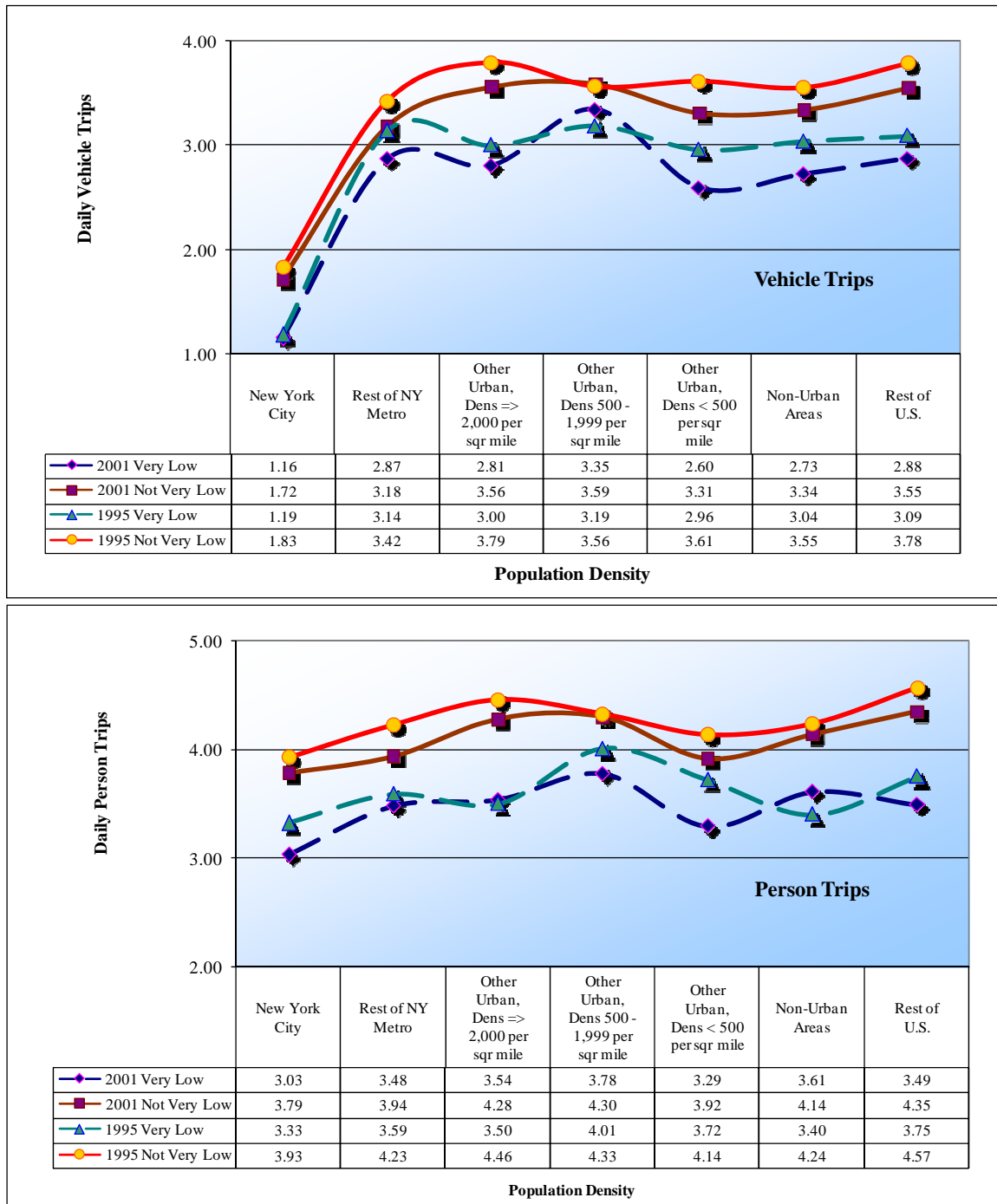
**Table 4.12 Summary Statistics of Vehicle Travel (VT) by Driver's Income  
1995 and 2001 NHTS**

	2001			1995		
	Very Low Income	Not-Very Low Income	Percent Difference	Very Low Income	Not-Very Low Income	Percent Difference
<b>Average VT/driver</b>	<b>2.12</b>	<b>2.82</b>	-24.82%	<b>2.33</b>	<b>3.05</b>	-23.61%
Earn a Living	20.7%	26.6%		18.4%	27.8%	
Family & Personal Business	52.9%	48.3%		57.8%	50.5%	
Civic, Educational & Religious	5.4%	3.9%		4.7%	3.4%	
Social & Recreational	20.3%	20.5%		18.9%	18.2%	
Other	0.5%	0.6%		0.1%	0.1%	
Unreported	0.1%	0.2%		0.1%	0.0%	
All	100.0%	100.0%		100.0%	100.0%	
<b>Average VMT/driver</b>	<b>15.51</b>	<b>25.65</b>	-39.53%	<b>16.71</b>	<b>27.28</b>	-38.75%
Earn a Living	26.3%	35.9%		29.8%	37.3%	
Family & Personal Business	40.4%	34.1%		45.8%	34.2%	
Civic, Educational & Religious	3.8%	3.2%		2.9%	2.8%	
Social & Recreational	28.6%	25.8%		21.5%	25.4%	
Other	0.8%	0.8%		0.0%	0.3%	
Unreported	0.3%	0.3%		0.0%	0.1%	
All	100.0%	100.0%		100.0%	100.0%	

NOTE: Data in yellow highlighted cells are estimated based on a small sample.

Population density has little impact on the propensity to *drive*, except in New York City (Figure 4.25). Only when outside of New York City did income become a factor that separated drivers with very low incomes from those with higher incomes with respect to their propensity to *drive*. The impact of living in New York City had a milder impact in separating New York City residents from the rest of the residents on the propensity to *travel* than on the propensity to *drive* (Figure 4.25).

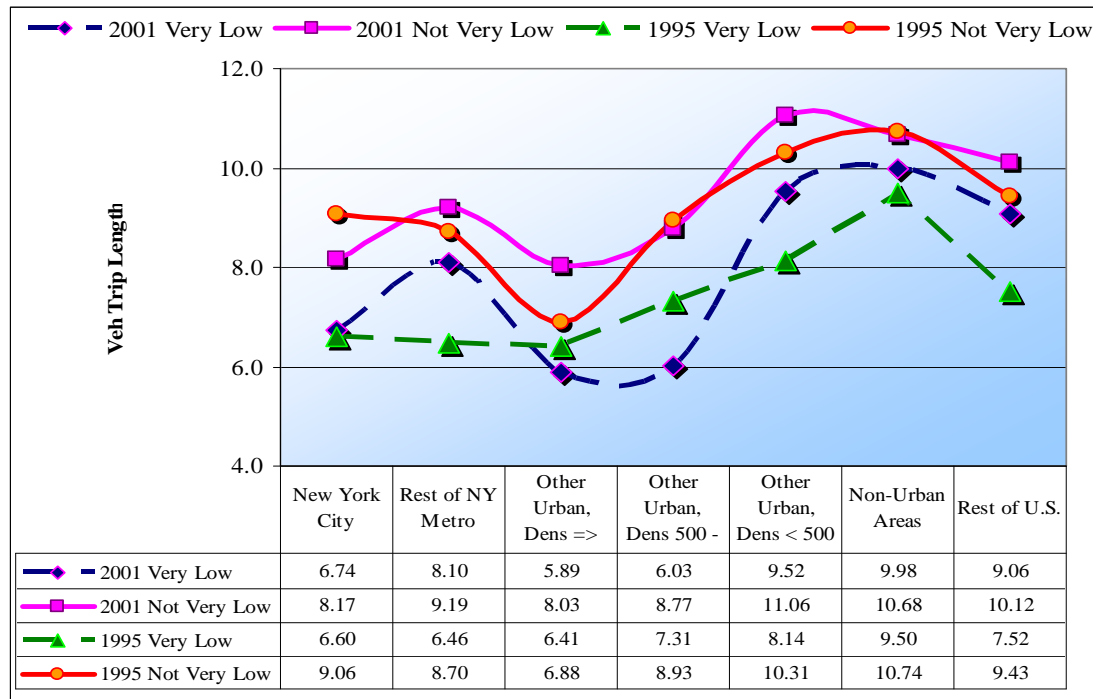
**Figure 4.25 Average Vehicle and Person Trips by Population Density and Income 1995 and 2001 NHTS**



The POVs were predominantly used for family and personal business. However, drivers with very low incomes were more likely to use POVs for these purposes than drivers with higher incomes. Drivers in New York City used POVs to earn a living one-quarter of the time. This was consistent across the two income groups. Outside New York City, the difference in using POVs to earn a living widened between drivers of the two income groups (Table 4.13). For example, drivers having very low incomes who lived in urban areas with a population density of fewer than 500 people per square mile used POVs 16% of the time to earn a living. This percentage was 29% for drivers living in the same areas but with higher incomes (Table 4.13).

For areas outside New York metropolitan areas, population density had a greater impact on the *length* of trips than on the *frequency* of trips. The length of driving trips increased with decreasing population density. Regardless of population density, drivers with very low incomes consistently drove shorter trips than drivers with higher incomes (Figure 4.26).

**Figure 4.26 Average Length of Vehicle Trips by Population Density and Income 1995 and 2001 NHTS**



**Table 4.13 Vehicle Trips (VT) by Population Density and Household Income  
1995 and 2001 NHTS**

	New York City		Rest of NY Metro		Other Urban, Dens < 500 per square mile		Other Urban, Dens 500 -1,999 per square mile		Other Urban, Dens >=2,000 per square mile		Non-Urban Areas		Rest of U.S.	
	Very Low Inc	Not- Very Low Inc	Very Low Inc	Not- Very Low Inc	Very Low Inc	Not- Very Low Inc	Very Low Inc	Not- Very Low Inc	Very Low Inc	Not- Very Low Inc	Very Low Inc	Not- Very Low Inc	Very Low Inc	Not- Very Low Inc
<b>2001</b>														
<b>Total VT per Driver</b>	<b>1.16</b>	<b>1.72</b>	<b>2.87</b>	<b>3.18</b>	<b>2.60</b>	<b>3.31</b>	<b>3.35</b>	<b>3.59</b>	<b>2.81</b>	<b>3.56</b>	<b>2.73</b>	<b>3.34</b>	<b>2.88</b>	<b>3.55</b>
Earn a Living	25.6%	25.8%	21.3%	26.2%	16.3%	29.3%	12.7%	26.7%	16.2%	25.7%	23.1%	27.6%	21.0%	27.4%
Family & Personal Business	56.1%	49.7%	48.3%	47.9%	55.1%	47.0%	53.3%	47.7%	52.4%	48.9%	55.4%	47.8%	52.4%	47.1%
Civic, Educational & Religious	3.8%	3.7%	6.7%	3.9%	3.9%	3.2%	7.6%	4.7%	6.6%	4.2%	4.0%	3.3%	6.3%	4.7%
Social & Recreational	14.4%	19.4%	22.8%	21.2%	22.9%	20.0%	25.9%	20.3%	24.1%	20.7%	17.1%	20.8%	20.0%	20.2%
Other	0.0%	1.3%	0.9%	0.6%	1.2%	0.4%	0.3%	0.5%	0.7%	0.5%	0.3%	0.3%	0.3%	0.5%
Unreported	0.1%	0.1%		0.2%	0.6%	0.1%	0.3%	0.1%	0.0%	0.1%	0.1%	0.3%	0.1%	0.1%
All	100%	100%	100%	100.0%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<b>1995</b>														
<b>Total VT per Driver</b>	<b>1.19</b>	<b>1.83</b>	<b>3.14</b>	<b>3.42</b>	<b>2.96</b>	<b>3.61</b>	<b>3.19</b>	<b>3.56</b>	<b>3.00</b>	<b>3.79</b>	<b>3.04</b>	<b>3.55</b>	<b>3.09</b>	<b>3.78</b>
Earn a Living	16.3%	27.5%	21.4%	26.4%	19.3%	30.5%	13.3%	27.0%	19.0%	27.4%	17.5%	29.7%	21.0%	28.8%
Family & Personal Business	60.3%	51.2%	57.7%	51.8%	55.9%	48.5%	61.8%	50.6%	51.7%	51.2%	60.2%	48.3%	54.9%	49.2%
Civic, Educational & Religious	6.2%	4.0%	6.1%	3.4%	3.4%	3.2%	4.0%	3.8%	5.1%	2.7%	2.2%	3.3%	5.6%	3.9%
Social & Recreational	17.2%	17.2%	14.5%	18.3%	21.4%	17.8%	20.9%	18.5%	24.2%	18.5%	19.6%	18.6%	18.5%	18.0%
Other		0.0%		0.1%		0.1%	0.0%	0.1%		0.1%	0.3%	0.1%	0.0%	0.1%
Unreported			0.3%	0.0%						0.1%	0.2%		0.0%	0.0%
All	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

NOTE: Data in yellow highlighted cells are estimated based on a small sample.

#### 4.3.4 Commute Patterns

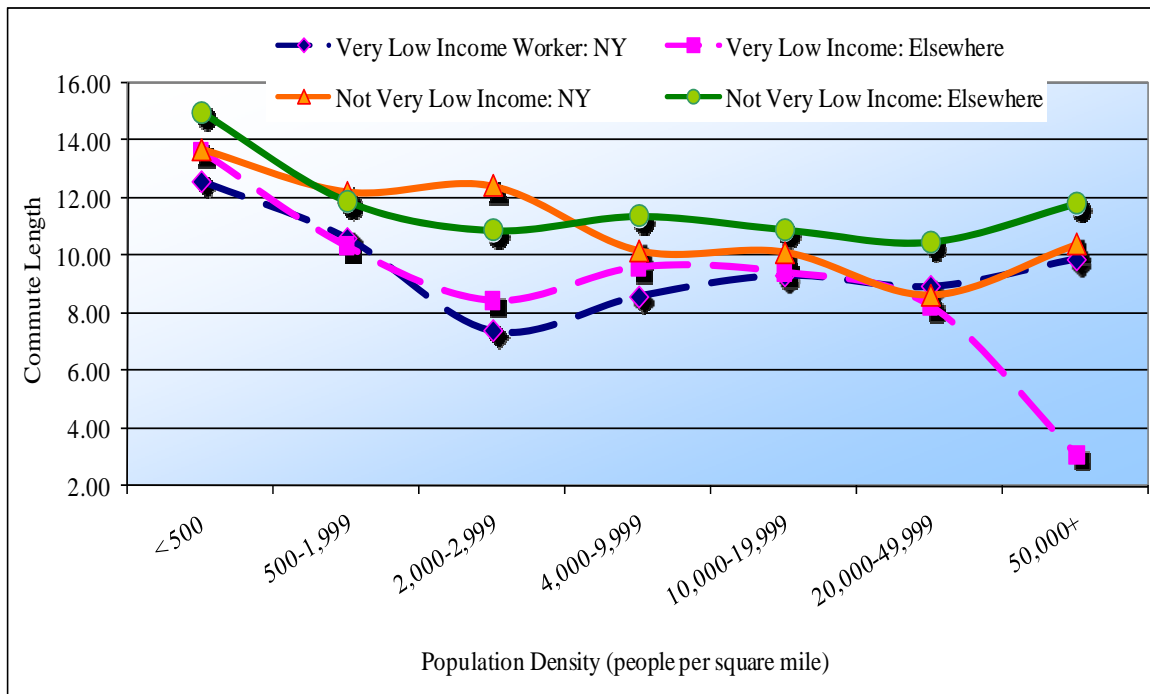
During weekdays there were no notable differences in the commute frequency between New York workers with very low incomes and those with higher incomes (Table 4.14). On average, one-third of the trips during weekdays were for commutes. The impact of income on commutes was more obvious during weekends. A greater percentage of the weekend travel by workers with very low incomes was for commutes when compared to that of workers with higher incomes, implying that workers having very low incomes were more likely to be employed by lower-paying service sectors than other workers.

**Table 4.14 Commute Statistics by Day of Week and Income Level  
2001 NHTS**

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>Daily Trips per Worker</b>							
Very Low Income	2.28	3.53	3.78	3.29	3.54	4.11	4.25
Not Very Low Income	3.91	4.03	4.11	4.42	4.61	4.78	4.32
<b>Daily Commute Trips per Worker</b>							
Very Low Income	0.32	1.23	1.05	1.21	1.03	1.29	0.85
Not Very Low Income	0.26	1.33	1.46	1.46	1.58	1.36	0.51
<b>Percent Trips for Commute</b>							
Very Low Income	14.0%	34.8%	27.8%	36.8%	29.1%	31.4%	20.0%
Not Very Low Income	6.6%	33.0%	35.5%	33.0%	34.3%	28.5%	11.8%

Commute distances were slightly shorter for workers in more densely populated areas than those in rural areas (Figure 4.27). Also, workers with very low incomes traveled shorter distances for commutes than workers with higher incomes. This difference held true for workers both within and outside New York State. Regardless of where one lived or one's income level, those who used POVs usually spent less time in a day commuting than those who used public transit (Table 4.15).

**Figure 4.27 Commute Distance by Income and Population Density**  
**New York State versus the Rest of the United States**  
**2001 NHTS**



**Table 4.15 Summary of Commute Statistics by Mode, Population Density, and Household Income, 2001 NHTS**

	Population Density (Population per square mile)													
	< 500		500-1999		2000-2999		4000-9999		10,000-19,999		20,000-49,999		50,000+	
	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.
<b>Average Commute Length (miles)</b>														
<b>Very Low Income Persons</b>														
Private	12.63	13.68	10.64	10.35	7.40	8.45	8.61	9.62	9.34	9.44	8.95	8.27	9.91	3.08
Transit	9.46	9.96	0.50	11.54	4.00	10.08	11.29	5.53	10.78	7.61	9.85	7.65	7.25	9.57
Other	4.00	6.47	28.53	4.09	14.95	0.53	6.06	3.03	8.96	1.45	1.66	3.75	10.68	
Walk	0.77	0.52	0.75	0.69	0.52	0.78	0.52	0.55	1.31	0.80	0.80	0.57	0.92	0.22
<b>Not Very Low Income Persons</b>														
Private	13.70	14.99	12.21	11.89	12.41	10.87	10.17	11.36	10.12	10.90	8.63	10.47	10.37	11.79
Transit	20.75	25.08	30.39	23.34	27.92	15.10	23.75	15.16	14.68	10.72	11.93	5.98	7.88	2.45
Other	29.21	105.00	25.31	132.80	11.92	104.98	13.61	122.14	12.28	73.73	8.63	1.89	6.23	
Walk	3.05	0.95	0.96	0.79	1.69	1.29	2.35	1.15	1.34	0.96	1.36	1.04	1.27	0.00
<b>Commute Travel Time (minutes)</b>														
<b>Very Low Income Persons</b>														
Private	21.35	23.89	21.83	21.00	23.92	20.70	22.09	22.07	23.86	28.06	29.60	22.75	42.82	19.35
Transit	49.59	37.83		34.63	72.29	45.41	46.75	64.79	73.66	47.43	62.43	39.66	54.02	56.14
Other	42.50	18.13	38.14	17.29	49.78	17.71	26.35	41.65	31.23	11.25	23.70	38.55	40.52	
Walk	22.61	8.49	171.48	31.97	17.43	13.27	12.01	14.53	19.97	11.41	20.85	12.99	23.59	10.00
<b>Not Very Low Income Persons</b>														
Private	23.47	24.20	22.47	22.11	23.17	21.28	21.62	22.92	26.41	24.88	27.50	24.47	32.85	26.94
Transit	56.81	128.67	75.40	66.48	70.97	59.55	81.17	58.58	71.66	48.67	58.33	46.42	48.83	37.58
Other	53.17	75.24	53.56	64.48	26.92	58.36	54.96	38.90	48.90	48.94	34.84	21.72	29.24	
Walk	11.87	9.25	11.67	12.82	10.79	13.85	12.12	12.42	15.68	15.07	20.29	17.84	18.84	1.31
<b>Average Commute Speed (mph)</b>														
<b>Very Low Income Persons</b>														
Private	35.50	34.35	29.25	29.56	18.57	24.50	23.34	26.17	23.56	20.19	18.13	21.82	13.88	9.55
Other	7.50	23.92	20.68	18.96	22.52	1.89	14.63	5.15	3.18	7.78	4.61	5.10	25.60	
Walk	2.03	3.70	0.26	1.29	1.80	3.05	2.58	2.28	3.43	2.00	2.38	2.64	2.72	1.33
<b>Not Low Very Income Persons</b>														
Private	35.04	37.20	32.90	32.28	32.47	30.76	28.22	29.76	23.48	26.33	18.25	25.83	18.95	26.26
Other	17.02	84.75	23.92	139.95	12.34	129.53	14.91	237.22	19.00	7.32	18.08	5.25	10.61	
Walk	7.82	6.01	5.24	2.92	9.68	2.92	8.44	5.18	2.80	3.93	4.04	2.39	3.26	0.00

NOTE: Data in yellow highlighted cells are estimated based on a small sample.

#### 4.3.5 Mobility of Zero-Vehicle Households

Almost 50% of the very low-income households in New York State did not own or have access to a vehicle, compared to 20% in the rest of the country (Figure 4.8). This large percentage of very low income households not owning a vehicle in New York State was primarily due to the large percentage of zero-vehicle and very low income households in Manhattan. Three in every five very low-income households that did not own a vehicle resided in New York City outside Manhattan.

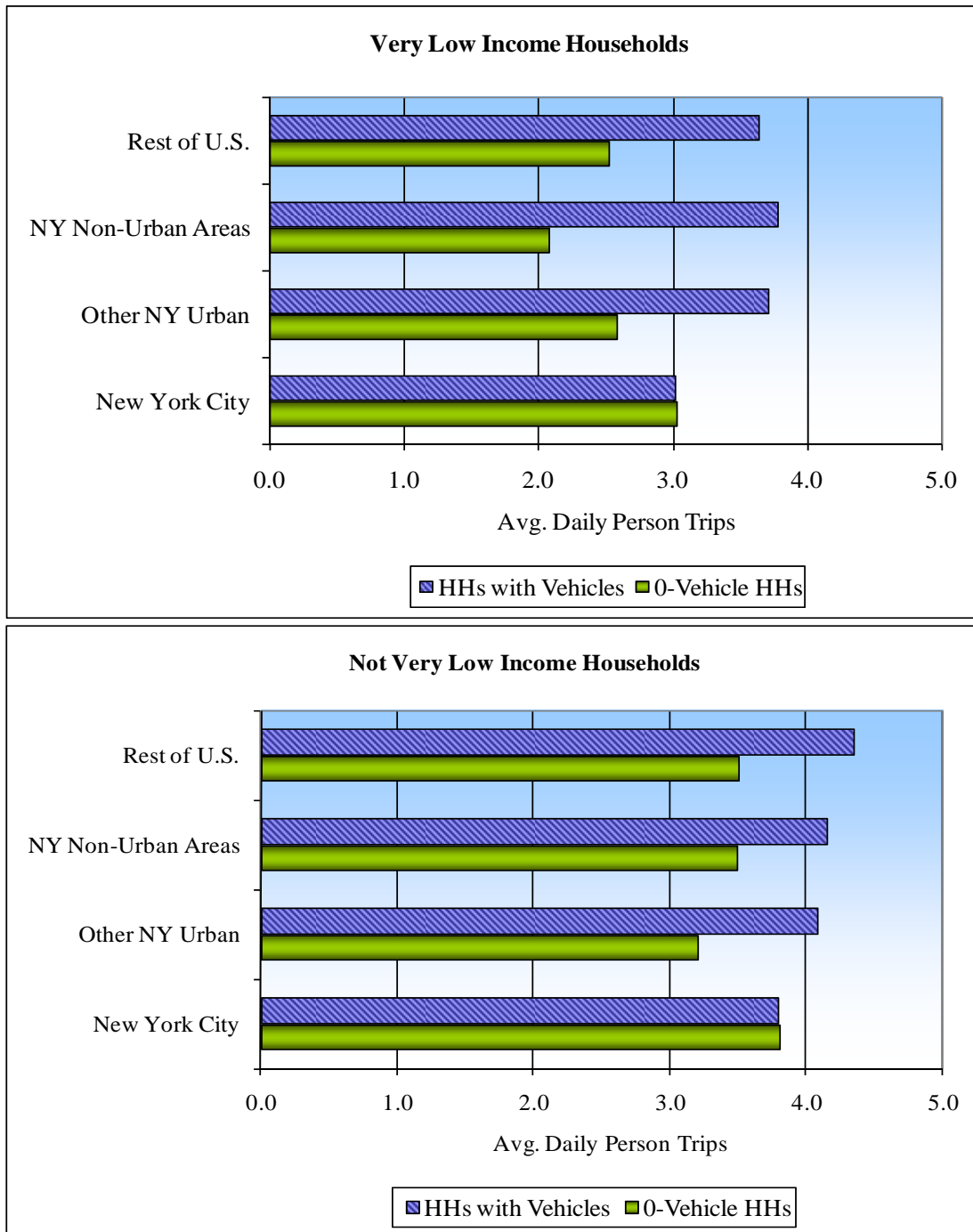
Individuals with very low incomes and without access to a vehicle were the least mobile of all people (Table 4.16 and Figure 4.28). They were more likely not to travel on a given day and took fewer and shorter trips. On average, they traveled less than 10 miles a day (Table 4.16).

**Table 4.16 Personal Mobility Comparison between Those with and without Access to a Vehicle, New York State  
2001 NHTS**

	Zero-Vehicle Households	Households With Vehicles	Percent Difference Due to Owning a Vehicle
<b>Percent person did not travel on travel day</b>			
Very Low-Income	17.3%	16.3%	*
Not Very Low-Income	12.8%	10.7%	*
<b>Avg. PT/person</b>			
Very Low-Income	2.95	3.44	-14.2%
Not Very Low-Income	3.77	4.01	-6.0%
Percent difference between income groups	-21.8%	-14.2%	
<b>Average PMT/person</b>			
Very Low-Income	9.17	20.85	-56.0%
Not Very Low-Income	30.09	35.64	-15.6%
Percent difference between income groups	-69.5%	-41.5%	
<b>Average person trip length</b>			
Very Low-Income	3.81	6.42	-40.7%
Not Very Low-Income	8.64	9.13	-5.4%
Percent difference between income groups	-55.9%	-29.7%	

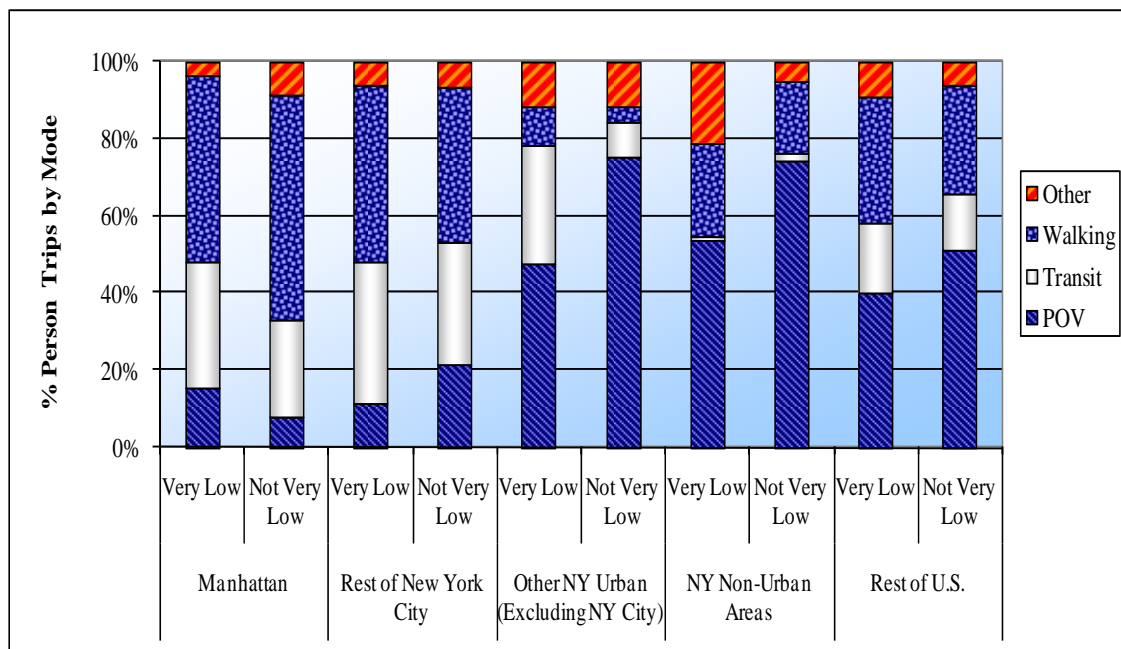
\* Due to the differences between 1995 and 2001 in the number of persons who did not report their income information, comparisons of these figures are meaningless.



**Figure 4.28 Daily Person Trips by Accessibility to a Vehicle and Household Income  
2001 NHTS**

The mobility of those who were very low income and had no access to a vehicle was met primarily by walking. Transit played a significant role for those without a vehicle and living in New York City (Figure 4.29).

**Figure 4.29 Person Trips Taken by Those Without A Vehicle, by Mode and Income**  
2001 NHTS

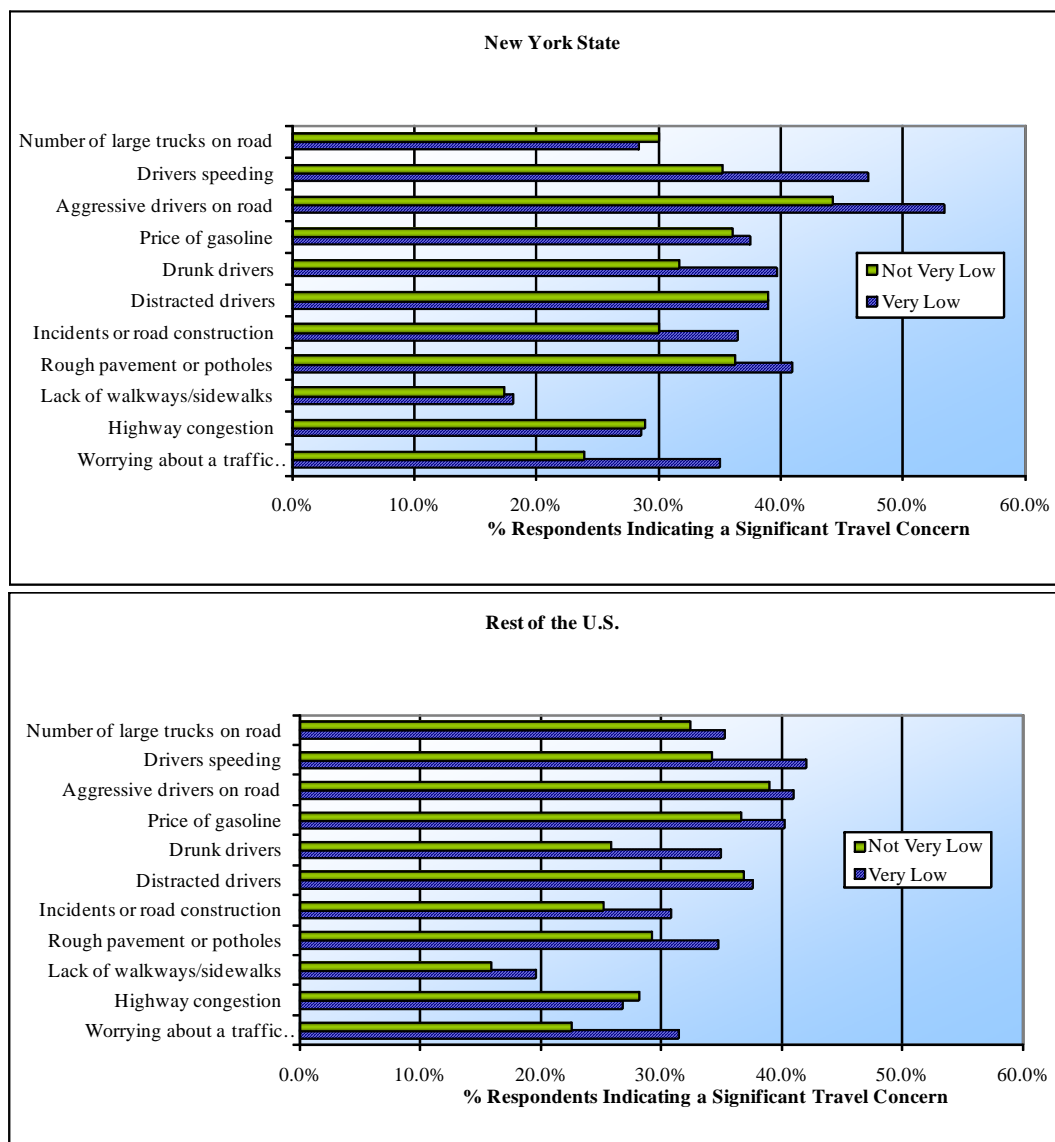


#### 4.4 Perceptions and Views of Transportation Services

Sharing the road with unsafe drivers (aggressive, distracted, or speeding) was the most severe problem (as defined by a response of “A severe problem” or “Very much of a problem”) viewed by all New York State residents, regardless of their income. That said, a higher percentage of very low income New York residents considered this problem more acute than residents with higher incomes (Figure 4.30). For example, more than half (53%) of very low income New York residents expressed concern over aggressive drivers on the road while this percentage was 44% for the other residents (Table 4.17).

In New York State, residents with very low incomes were more likely than residents with higher incomes to be dissatisfied, based on almost all indicators, with the quality of transportation services (Table 4.17 and Figure 4.30). Consistent to this observation, not-very low income persons were more likely than very low income respondents to rate these transportation concerns as trivial, as defined by a response of “Not a problem” or “A little problem” (Figure 4.31).

**Figure 4.30 Significant Travel Concerns, Based on the 2001 NHTS**

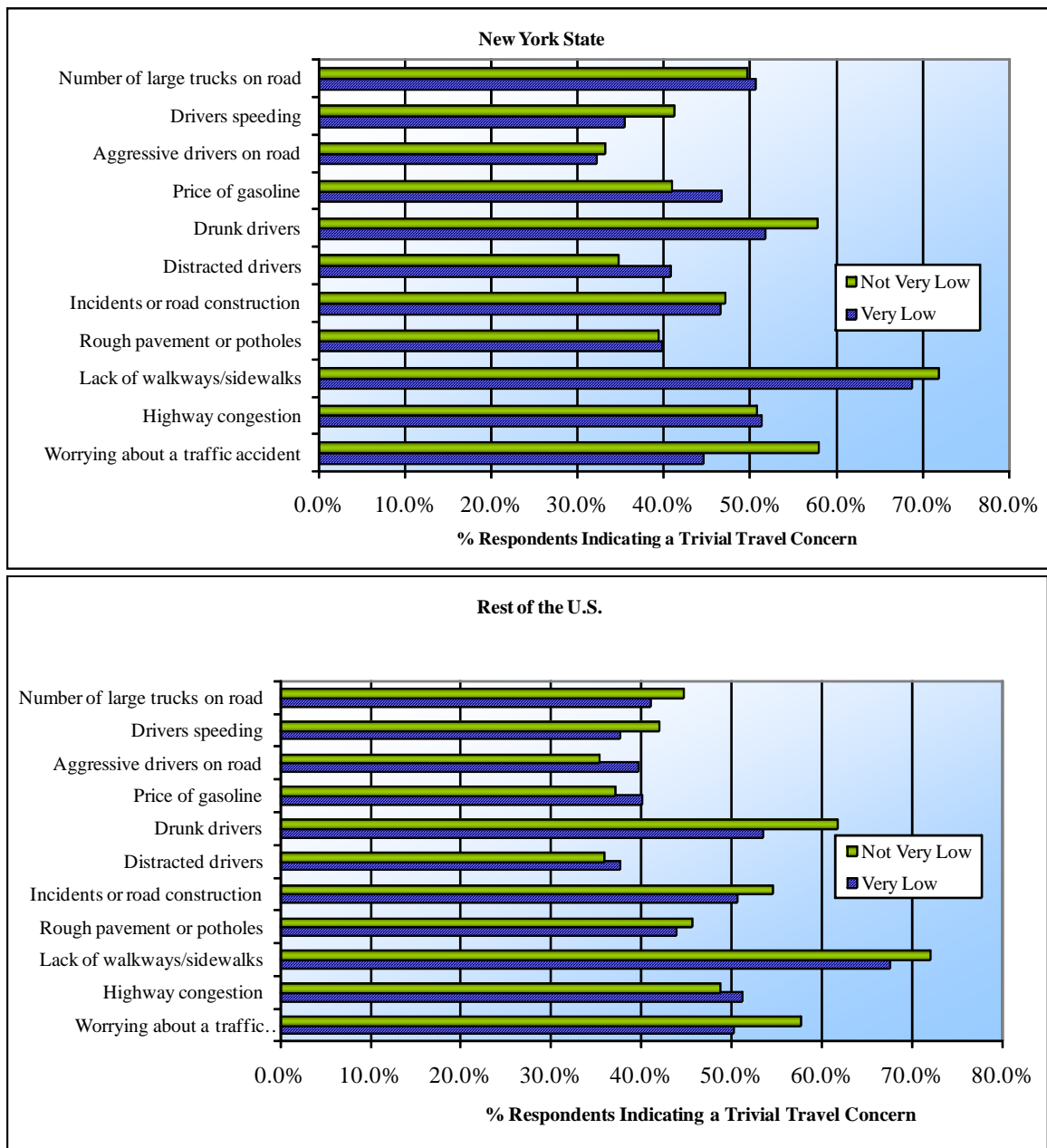


**Table 4.17 Percent Respondent Views of *Significant* Transportation Problems  
New York State vs. Rest of the United States  
2001 NHTS**

Transportation Concern	Manhattan		Rest of NYC		New York City		Other Urban (Excluding NYC)		Nassau, Suffolk		Putnam, Rockland, Westchester	
	Very Low	Not Very Low	Very Low	Not Very Low	Very Low	Not Very Low	Very Low	Not Very Low	Very Low	Not Very Low	Very Low	Not Very Low
Worrying about a traffic accident	52.46%	22.17%	36.41%	31.53%	38.88%	29.37%	30.92%	21.90%	25.84%	30.00%	55.21%	20.32%
Highway congestion	30.42%	22.49%	31.30%	37.54%	31.17%	34.07%	28.07%	29.64%	35.47%	50.39%	31.65%	34.34%
Lack of walkways/sidewalks	14.03%	14.91%	17.31%	16.97%	16.71%	16.51%	20.61%	17.91%	22.59%	20.42%	14.67%	20.60%
Rough pavement or potholes	44.22%	33.47%	41.85%	48.24%	42.20%	44.81%	39.71%	31.15%	30.85%	26.04%	36.19%	26.55%
Traffic incidents or road construction	30.53%	27.52%	42.35%	37.82%	40.52%	35.39%	30.78%	28.95%	24.40%	37.11%	37.24%	23.48%
Distracted drivers	45.61%	42.14%	35.90%	43.25%	37.09%	43.03%	42.92%	38.71%	57.59%	47.05%	44.67%	40.08%
Drunk drivers	34.80%	28.37%	39.57%	34.91%	38.82%	33.38%	39.95%	30.77%	39.62%	34.02%	42.31%	25.76%
Price of gasoline	31.54%	11.07%	34.84%	34.91%	34.37%	29.14%	41.76%	39.78%	40.74%	37.90%	43.82%	40.50%
Aggressive drivers on road	44.43%	37.75%	61.96%	53.13%	58.71%	49.81%	53.68%	43.61%	57.55%	57.11%	72.95%	41.47%
Drivers speeding	41.98%	30.19%	55.07%	41.15%	53.28%	38.26%	38.61%	35.00%	33.12%	39.34%	32.99%	49.51%
Number of large trucks on road	51.30%	31.88%	22.13%	36.94%	25.75%	35.93%	35.66%	27.20%	53.22%	30.96%	46.66%	34.35%

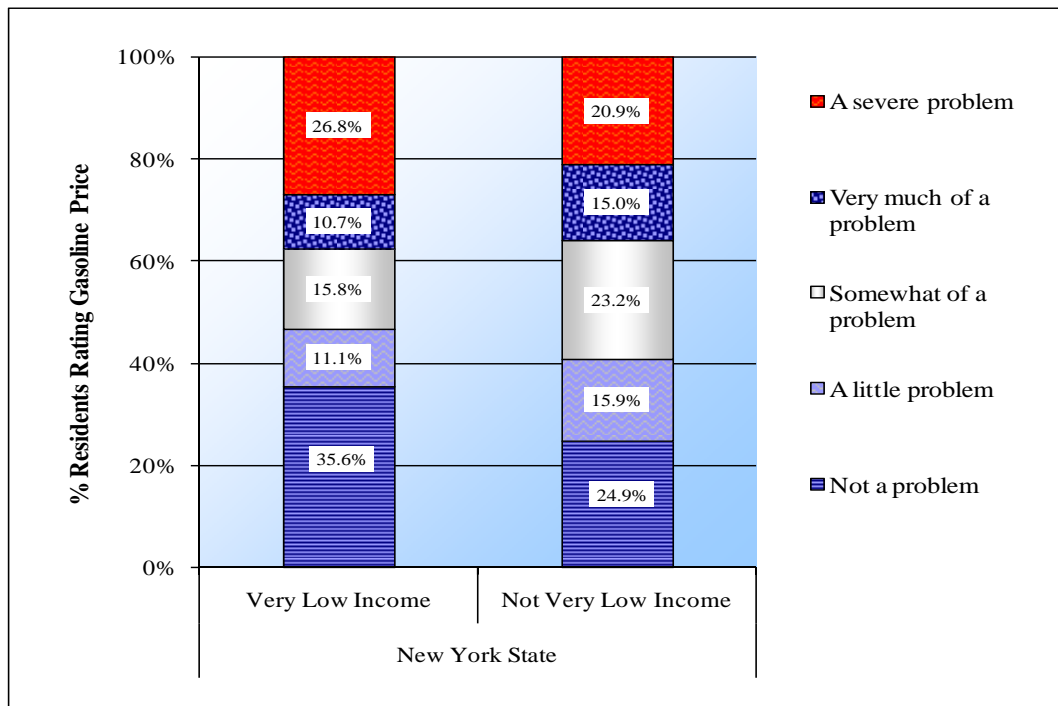
Table 4.17 (Continued)

Transportation Concern	NY Metro Total		Other Urban (Excluding NY Metro)		ALL Urban		Non-Urban Areas		Statewide		Rest of US	
	Very Low	Not Very Low	Very Low	Not Very Low	Very Low	Not Very Low	Very Low	Not Very Low	Very Low	Not Very Low	Very Low	Not Very Low
Worrying about a traffic accident	39.02%	28.43%	24.82%	18.52%	35.63%	25.17%	29.19%	15.69%	35.00%	23.82%	31.44%	22.52%
Highway congestion	31.71%	38.13%	23.42%	16.81%	30.07%	31.61%	14.23%	10.52%	28.63%	28.85%	26.82%	28.08%
Lack of walkways/sidewalks	17.39%	17.94%	21.54%	15.99%	18.22%	17.31%	17.12%	17.08%	18.11%	17.28%	19.62%	15.79%
Rough pavement or potholes	40.40%	38.13%	44.98%	35.19%	41.31%	37.23%	37.64%	29.55%	40.98%	36.22%	34.78%	29.15%
Traffic incidents or road construction	38.51%	34.48%	31.84%	25.35%	37.07%	31.74%	29.79%	16.97%	36.49%	29.98%	30.84%	25.09%
Distracted drivers	39.84%	43.75%	34.84%	33.12%	38.96%	40.60%	39.26%	28.80%	38.98%	38.91%	37.60%	36.76%
Drunk drivers	39.13%	32.65%	39.56%	30.19%	39.22%	31.90%	45.48%	29.84%	39.71%	31.65%	35.03%	25.76%
Price of gasoline	35.79%	32.51%	41.64%	40.69%	36.89%	34.92%	43.48%	43.15%	37.47%	35.96%	40.27%	36.52%
Aggressive drivers on road	59.81%	50.68%	44.67%	37.17%	56.74%	46.27%	25.96%	30.20%	53.41%	44.15%	41.06%	38.84%
Drivers speeding	49.41%	39.69%	42.80%	29.29%	48.07%	36.57%	37.90%	25.76%	47.20%	35.16%	42.11%	34.14%
Number of large trucks on road	30.24%	34.44%	23.18%	22.91%	28.98%	31.02%	22.77%	23.96%	28.41%	30.01%	35.32%	32.35%

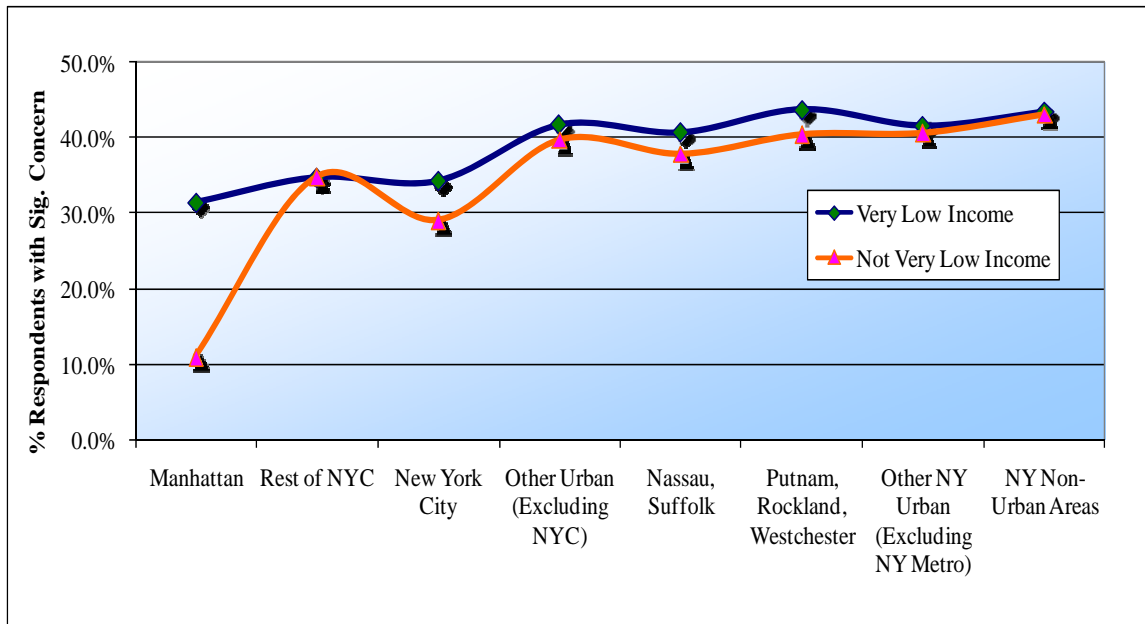
**Figure 4.31 Trivial Travel Concerns, Based on the 2001 NHTS**

Intuitively, the very low income population should be more concerned than the not-very low income population over the price of gasoline. The 2001 NHTS data support that assertion in that a larger percentage of very low income respondents viewed the price of gasoline as a severe problem (Figure 4.32). On the other hand, the 2001 NHTS data also suggest that a greater percentage of very low income persons viewed the price of gasoline as a minor problem, compared to the percentage of not-very low income persons. One-third of very low income respondents did not view the price of gasoline as a problem while one-quarter of those with higher incomes did. This finding again is attributable to the relative indifference of Manhattan residents to the price of gasoline (Figure 4.33), partially reflecting the fact that New York City residents are less likely to drive than those in other areas.

**Figure 4.32 Comparison of New York State Residents' View of the Price of Gasoline by Income 2001 NHTS**



**Figure 4.33 New York Residents' Perception of the Price of Gasoline  
2001 NHTS**

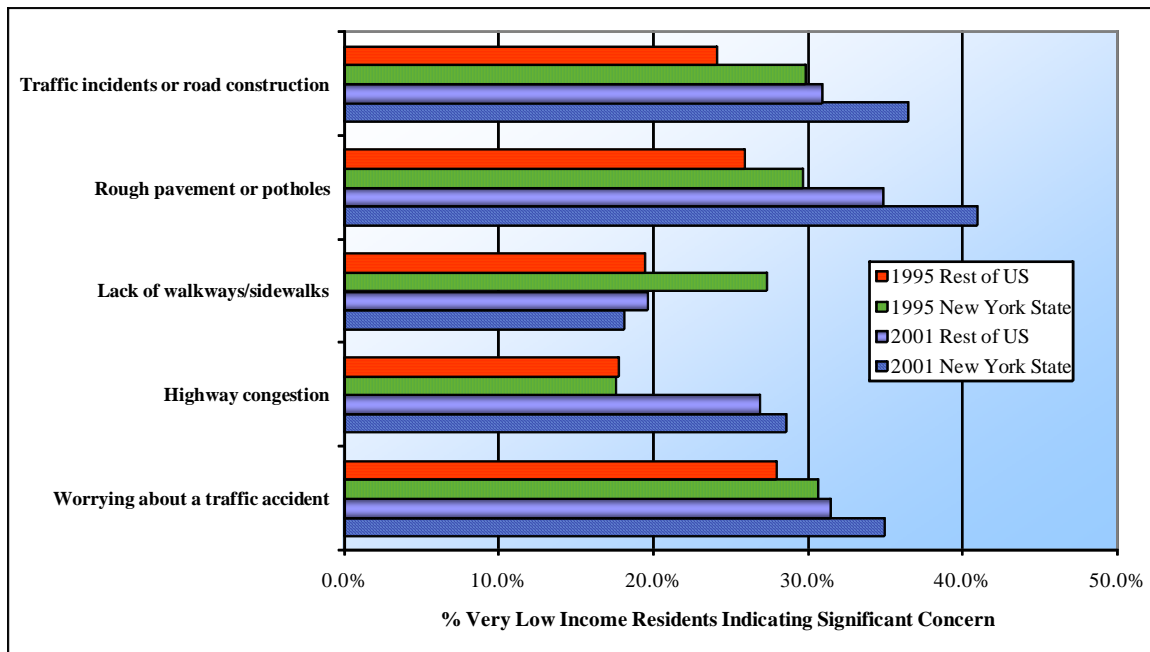


Despite the constant disgruntlement over traffic gridlocks, it is interesting to note that traffic congestion was not even ranked among the top three major concerns (Figure 4.30). The lack of walkways and sidewalks raised the least concern among all Americans.

To examine the changes over time to the very low income population's perceptions of transportation services, the analysis focused on five transportation issues in which respondents in both surveys (1995 and 2001 NHTS) were asked to provide their opinions. The five common issues were: traffic accidents, highway congestion, the lack of walkways and sidewalks, rough pavement and potholes, and traffic incidents or road construction. Concerns over four of the five issues increased over time (Figure 4.34), except for the criticism over the shortage of walkways or sidewalks. Among those having very low incomes, rough pavement and traffic gridlocks became more of a concern over time. The increasing concern over rough pavement reflected the continued deterioration of our nation's transportation infrastructure.



**Figure 4.34 Very Low Income Residents' Views on Significant Transportation Problems  
1995 and 2001 NHTS**



## 4.5 Summary

In this analysis, we used HUD's definition of low income, where low income cutoffs were adjusted for both household size and geographic region to account for especially high-cost or low-cost housing markets. For the purpose of analysis, the households surveyed by the NHTS were grouped into two income categories, very low income and not very low income.

The percentage of very low income New York residents was greater than that for the rest of the country. This statistic was true for both 1995 and 2001. Among New York urban areas, Nassau and Suffolk residents had, on average, higher incomes than residents in other New York urban areas. The greatest concentration of very low income New York State residents was in New York City, except for those living in Manhattan. Compared to other ethnic groups, significantly greater proportions of African-Americans and Hispanics had very low incomes. In 2001, more than half of the Hispanics living in

New York State had very low incomes compared to 40% of Hispanics in the rest of the country.

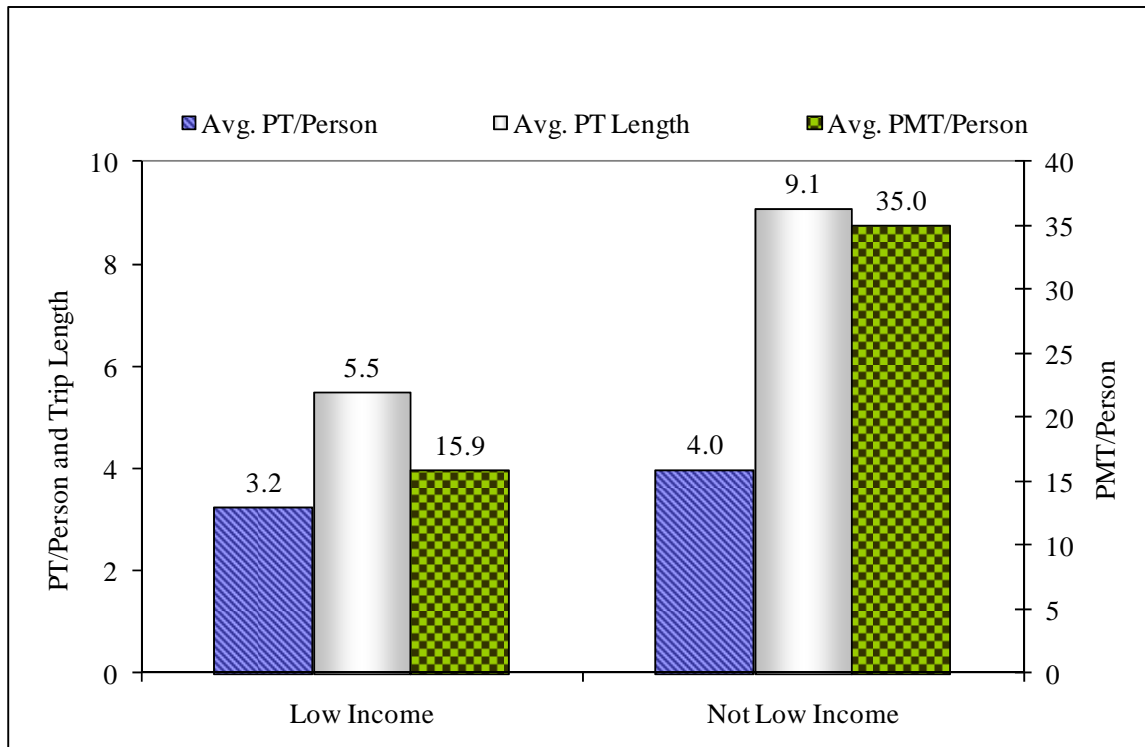
As expected, income level was closely related to employment status. On average, forty-percent of those having very low income were employed while the corresponding figure for the rest of the population was about 60%. The discrepancy in employment status between those with very low incomes and the rest of the New York population was striking in some areas, especially in Manhattan. For example, only 2 in every 5 Manhattan residents having very low income were employed while 7 out of 10 Manhattan residents having higher income were employed.

Among all areas within New York State, New York City had, by far, the highest percentage of households in the very low income category, i.e., more than 1 in every 3 households (See Figure 4.5). The majority of the very low income households consisted of one adult, with no children or vehicles.

Compared to households outside New York State, New York households with very low incomes were significantly more likely not to own or have access to a vehicle. This difference was primarily due to the large percentage of zero-vehicle and very low income households in Manhattan. A household generally does not own a vehicle because it cannot afford one. However, this is not true for Manhattan households. The majority of zero-vehicle households in Manhattan were in a higher income category. If the households with very low incomes did own a vehicle, it was on average almost two years older than those owned by higher income households.

Regardless of how personal mobility was measured (e.g., the tendency to travel, the trip length, or the frequency of trips), those having very low incomes were significantly less mobile than those with higher incomes (Figure 4.35). New York State residents with very low incomes were less likely to travel on a given day than the rest of the residents. Seventeen percent of very low income residents did not travel on the travel day designated in the survey, compared to 11% of those with higher incomes. On average, individuals having very low income in New York State took about 18% fewer trips per day, and at least 30% shorter trips, resulting in at least 45% fewer miles traveled per day than the not-very low income population (See Figure 4.13). Across all personal mobility measures, the gaps between those with and without very low incomes widened from 1995 to 2001.

**Figure 4.35 Daily Person Trip Statistics for New York State Residents  
2001 NHTS**



The most noticeable differences between the two income groups were in trips taken to earn a living and travel for civil, educational and religious reasons. The very low income population made five percentage points fewer trips to earn a living than their more fortunate neighbors but five percentage points more for educational and religious purposes. The very low income population in New York City was by far the least mobile (measured by the number of trips taken per day) when compared with other New York State residents and residents outside of New York State.

Almost three-quarters of the trips taken by the not-very low income population were taken in a POV, either as a driver or as a passenger. This percentage was less than 50% for the very low income population. Transit and walking play a significant role in meeting the mobility needs of Manhattan residents, regardless of their income level (See Figure 4.19). Regardless of the trip purpose, those with higher incomes predominantly used POVs to travel. Although a POV was the preferred mode for very low income residents for commutes and trips related to family and personal business, e.g., pick up

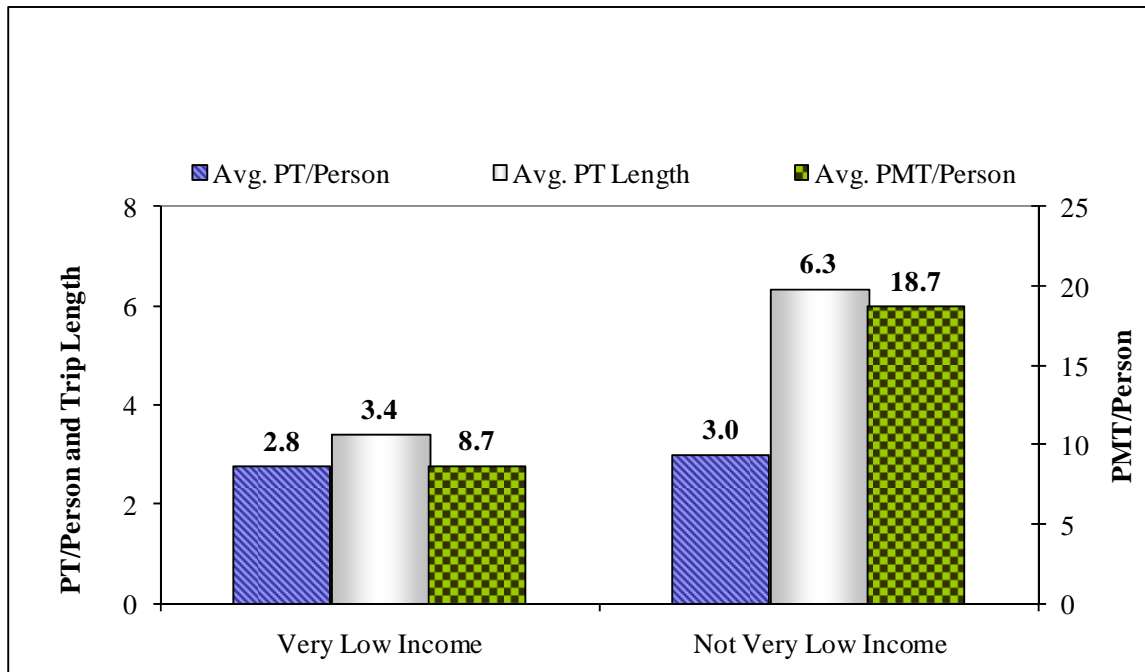
children, doctor's office visits (See Figure 4.19), very low income residents used public transit significantly more frequently than not-very low income residents for educational, religious, and social purposes. When not-very low income residents used public transit, the majority of the trips were taken for earning a living. When very low income residents used public transit, the majority of the trips were for family and personal business (See Figure 4.19).

The impact of income on personal mobility was remarkably evident in the total number of miles traveled per day. In 2001, very low income residents traveled 55% fewer miles in a day than those with higher incomes, i.e., 16 miles for very low income residents and 35 miles for not-very low income residents. The greatest difference between very low income residents and not-very low income residents was in their commutes. While the workers with very low incomes traveled on average only 3.28 miles to and from work in a day, workers with higher incomes commuted three times as much, or 10.58 miles. Of the entire New York State population, very low income residents in New York City took by far the shortest trips.

Children living in poverty in New York State were the least mobile of all children. They took at least 8% fewer trips and at least 46% shorter trips than other children (Figure 4.36). Their mobility patterns deviated the least from those of children of not-very low income New York households. Even given that, the children of very low income New York households traveled 53% fewer miles than children of not-very low income New York households, or only 8.7 miles a day. More than half of their mobility was met by using transit or walking.

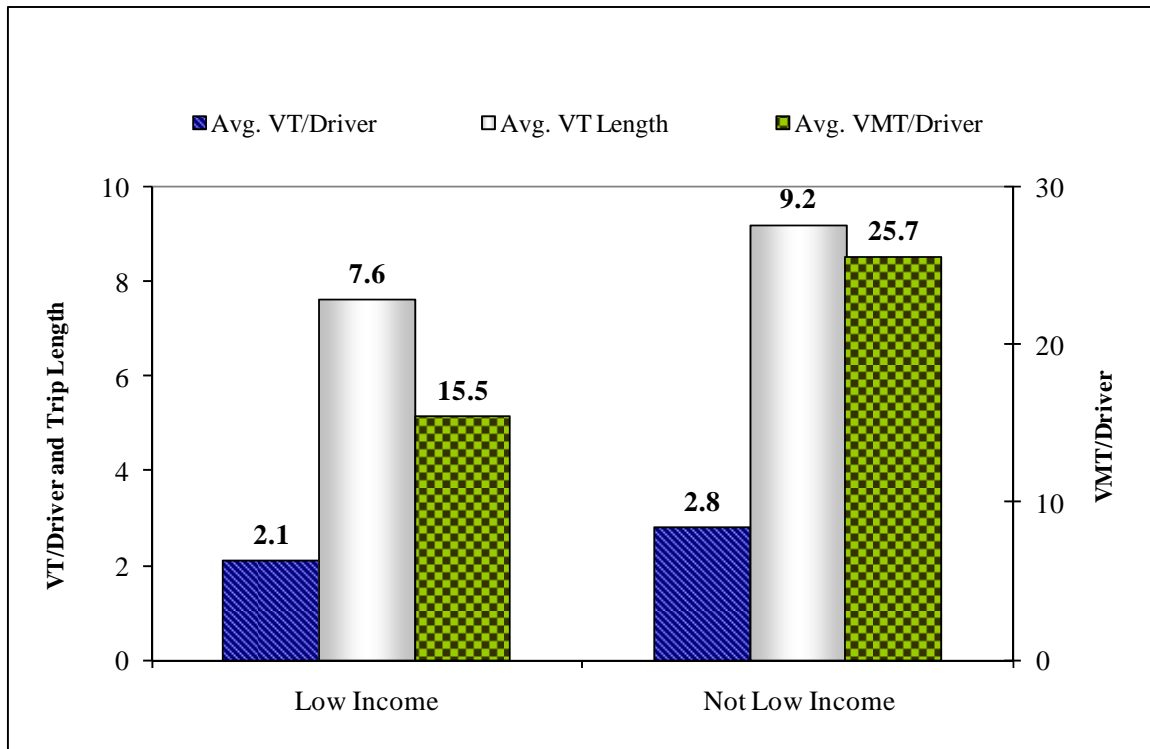
Households with very low incomes were more likely to have no driver, or one driver, compared to households with higher income. More than 30% of very low income households did not have a driver (versus less than 5% in not-very low income households). Drivers with very low incomes were significantly less mobile than those with higher incomes, no matter how mobility was measured. Drivers with very low incomes were less likely to drive than those with higher incomes on the travel day that was designated in the survey. The difference between the two income groups in their propensity to drive on a given day was about 15 percentage points, or 49% for very low income and 32% for not-very low income drivers.

**Figure 4.36 Person Trip Statistics of New York Children  
2001 NHTS**



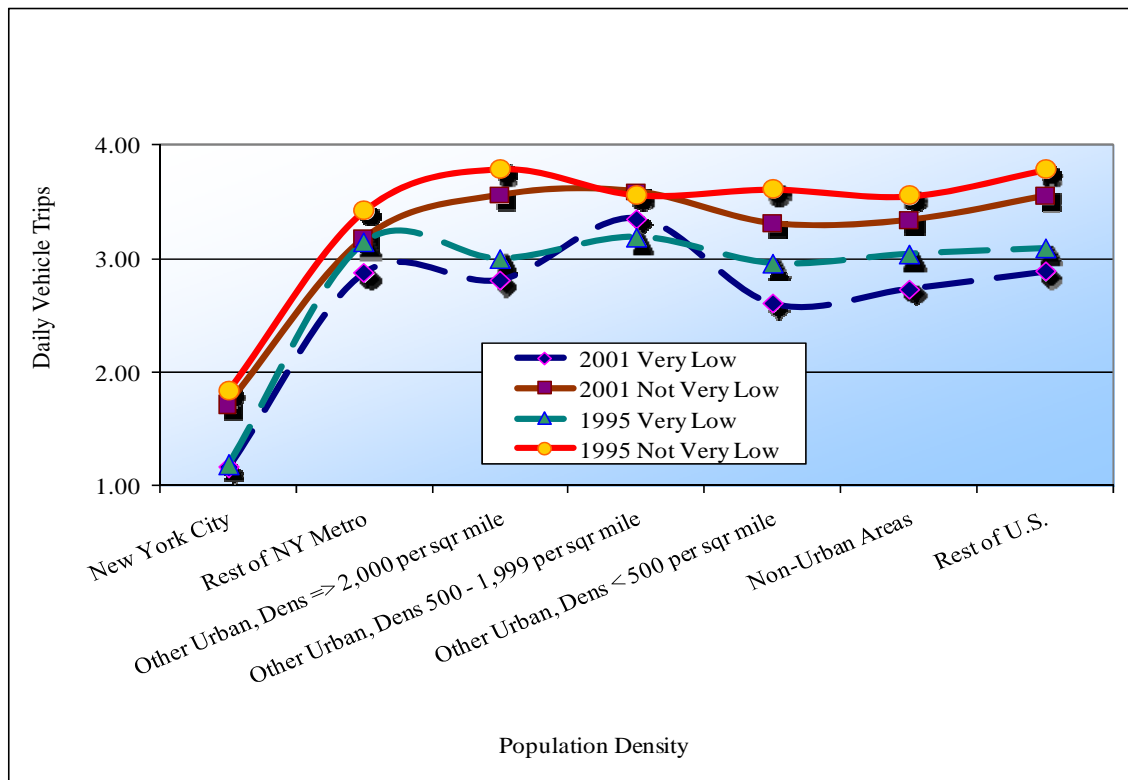
Drivers with very low incomes drove almost 40% fewer miles in a typical day than drivers with higher incomes (Figure 4.37). This was due to the fact that drivers with very low incomes drove fewer and shorter trips than drivers with higher incomes. Although they drove fewer miles, New York State drivers with very low incomes spent about the same amount of time driving (approximately 80 minutes) per day. Presumably, this was due to the fact that the very low incomes drivers were more likely to reside in more densely populated areas where driving in more congested. The percent of time that drivers with very low incomes traveled for a given reason was similar to that of drivers with higher incomes.

**Figure 4.37 Daily Vehicle Trips for New York State  
2001 NHTS**



Population density has little impact on the propensity to *drive*, except in New York City (Figure 4.38). Only outside New York City did income become a factor that separated drivers with very low incomes from higher incomes with respect to their propensity to *drive*. The POVs were predominantly used for family and personal business. However, drivers with very low incomes were more likely to use POVs for these purposes than drivers with higher incomes. One-quarter of the time, drivers in New York City used POVs to earn a living which was consistent across the two income groups. Outside New York City, the difference in using POVs to earn a living widened between drivers of the two income groups.

**Figure 4.38 Relationship Between the Propensity to Drive and Population Density  
1995 and 2001 NHTS**



For areas outside New York metropolitan areas, population density had a greater impact on the *length* of trips than on the *frequency* of trips. Trip length increased with decreasing population density. Regardless of population density, drivers with very low incomes consistently drove shorter trips than drivers with higher incomes.

On average, one-third of the trips during weekdays were for commutes. The impact of income on commutes was more obvious during weekends. A greater percentage of the weekend travel by workers with very low incomes was for commutes when compared to that of workers with higher incomes, implying that workers with very low incomes were more likely to be employed by lower-paying service sectors than other workers. Also, workers with very low incomes traveled shorter distances during commutes than workers with higher incomes. This difference held true for workers both within and outside New York State. Regardless of where one lived or one's income level, those who used POVs usually spent less time commuting in a day than those who used public transit.

Sharing the road with unsafe drivers (aggressive, distracted, or speeding) was the most severe concern of all New York State residents, regardless of their income. That said, a higher percentage of very low income New York residents considered this problem more acute than residents with higher incomes. Based on almost all indicators, residents in New York State with very low incomes were more likely than residents with higher incomes to be dissatisfied with the quality of transportation services.

Intuitively, very low income residents should be more concerned than not-very low income residents over the price of gasoline. The 2001 NHTS data support that assertion in that a larger percentage of the very low income population viewed the price of gasoline as a severe problem. On the other hand, the 2001 NHTS data also suggest that a greater percentage of very low income residents viewed the price of gasoline as a minor problem, compared to the not-very low income population. Again this unexpected finding is attributable to the relative indifference of Manhattan residents to the price of gasoline, partially reflecting the fact that New York City residents are less likely to drive than those residing in other areas.

Despite the constant disgruntlement over traffic gridlock, it is interesting to note that traffic congestion was not even ranked among the top three major concerns. The lack of walkways and sidewalks raised the least concern among all Americans. Among very low income residents, rough pavement and traffic gridlocks became more of a concern over time. The increasing concern over the rough pavement reflected the continued deterioration of our nation's transportation infrastructure.



## **Chapter 5. Work-At-Home Workers and Telecommuters**

### ***5.1 Profile of Work-at-Home Workers***

In this chapter, workers are classified into three groups depending on their work location: those who work only at the workplace, those who work only at home (also referred to as “Home-based workers”), and those who work both at home and at the workplace (also referred to as “telecommuters”).

In the long form of the 2000 Decennial Census, the respondents were asked “How did you usually get to work LAST WEEK?” The “usually” was defined to mean most days during the week. Therefore, people who worked at home part of the week, but elsewhere more days than at home, were not counted as at-home workers. The Bureau of Census indicated that its estimates may be lower than other estimates that count at-home workers differently. This section summarizes the census’ estimates on home-based workers by age, sex, educational attainment, race, industry, and occupation.

The Bureau of Census estimated that nearly 4.2 million people worked at home in 2000, which was up from 3.4 million in 1990. This 23% increase in home-based workers age 16 and older was almost double the growth in the overall work force during the decade (Table 5.1). About 3% of the workers indicated that they usually worked at home. This rate was slightly lower in New York State than in the nation (Figure 5.1). The percentage of Manhattan workers who usually worked at home was almost twice that of the rest of the New York State.

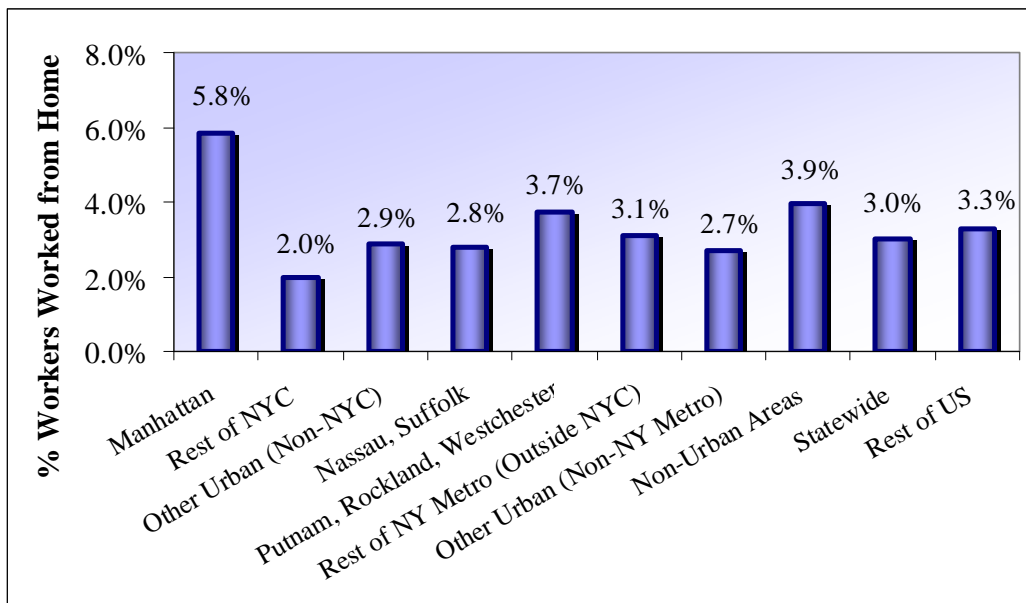
**Table 5.1 Historical Trends of All Workers and at-Home Workers for the United States: 1960 to 2000 Census**

Census Date	Number of Workers			Percent Change		
	Total	Worked at home	% worked at home	Ten-year period	All workers	Worked at home
1960 <sup>1</sup>	64,655,805	4,662,750	7.2			
1970 <sup>1</sup>	76,852,389	2,685,144	3.5	1960 to 1970	18.9	-42.4
1980 <sup>2</sup>	96,617,296	2,179,863	2.3	1970 to 1980	25.7	-18.8
1990 <sup>2</sup>	115,070,274	3,406,025	3.0	1980 to 1990	19.1	56.2
2000 <sup>2</sup>	128,279,228	4,184,223	3.3	1990 to 2000	11.5	22.8

Source: Census 2000 and 1960 to 1990 Censuses of Population, U.S. Census Bureau

<sup>1</sup> Workers 14 years and older

<sup>2</sup> Workers 16 years and older

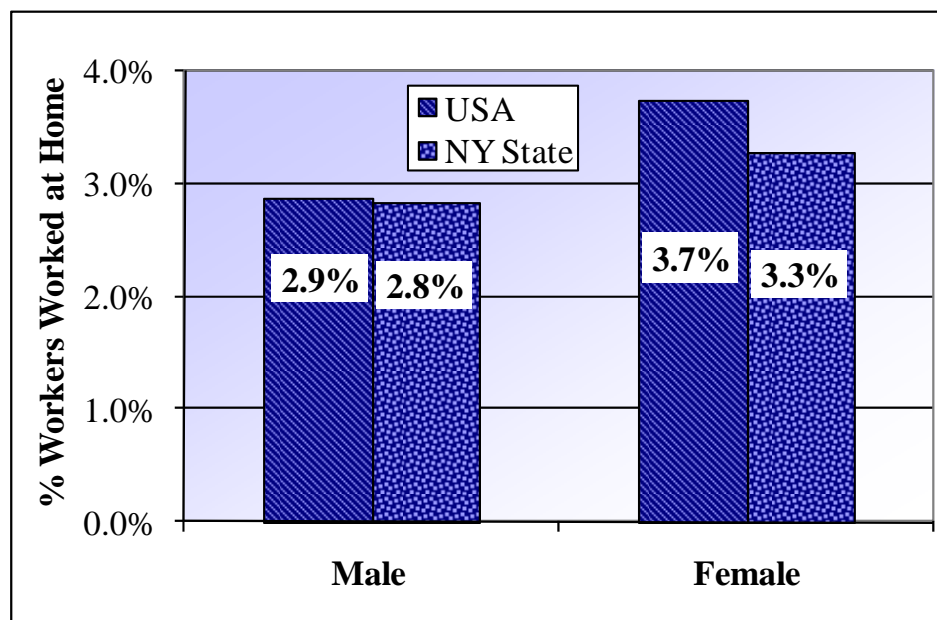
**Figure 5.1 Percent Workers That Usually Worked at Home 2000 Census of Population**

Male workers usually account for more than half of the entire labor force. However, it is not true for those who worked at home. More than half of the work-at-home workers were female (Table 5.2). Female workers in New York State were less likely to work at home when compared to their counterparts across the country, or 3.3% vs. 3.7%, respectively (Figure 5.2). However, the likelihood for male workers to work at home was almost identical for both New York State and the entire country.

**Table 5.2 Labor Force Categorized by Work Place and Gender  
2000 Census of Population**

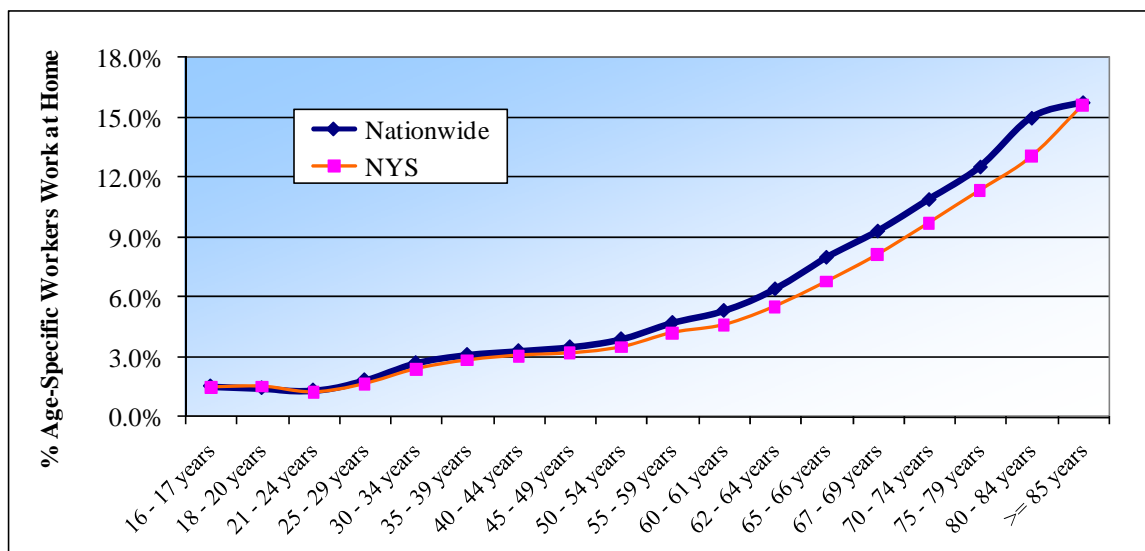
	Workers who worked at home		Workers who did not work at home	
	Nationwide			
Gender	Number	Percent	Number	Percent
Male	1,972,231	47.1	66,915,793	53.9
Female	2,211,992	52.9	57,179,212	46.1
	New York State			
Gender	Number	Percent	Number	Percent
Male	121,241	48.9	4,194,655	52.7
Female	126,628	51.1	3,769,392	47.3

**Figure 5.2 Percent Male and Female Workers Who Worked at Home  
2000 Census of Population**



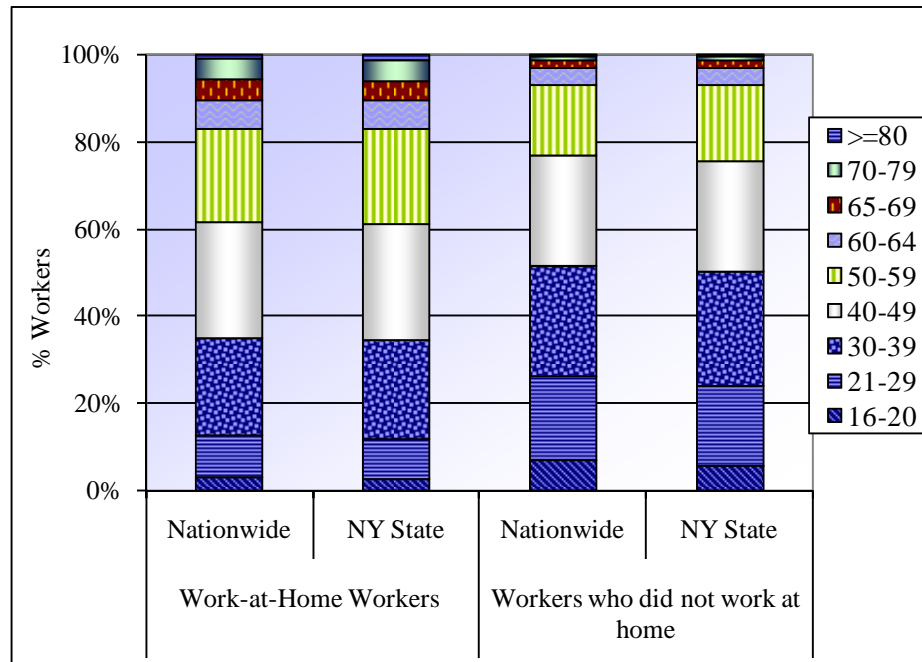
Within a given age category the percentage of workers who worked at home increases with age. This trend suggests that the likelihood of working at home increases with age (Figure 5.3). The work-at-home rate remains around 3% for younger age groups, then starts to increase noticeably for workers 50 years of age or older. Workers who were 70 years of age or older were almost twice as likely to work at home than workers who were between the ages of 60 to 69 years old.

**Figure 5.3 Likelihood of Working At Home by Worker Age Category  
New York State vs. the Nation  
2000 Census of Population**

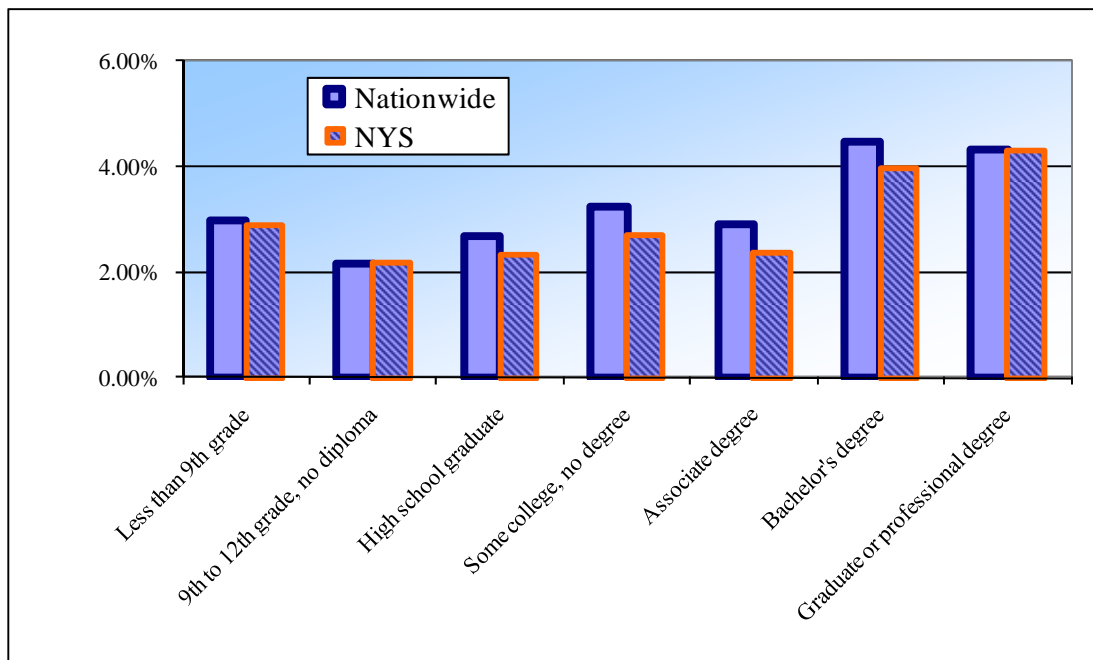


Compared to the work-outside-the-home labor force, the work-at-home labor force consists of a smaller percentage of workers between the ages of 21 and 29, and then noticeably greater percentages of workers 50 years or older (Figure 5.4). Those with higher educational attainment were more likely to work at home than those with lower educational levels (Figure 5.5). The percentage of white workers who worked at home was almost twice that of other ethnic groups (Figure 5.6).

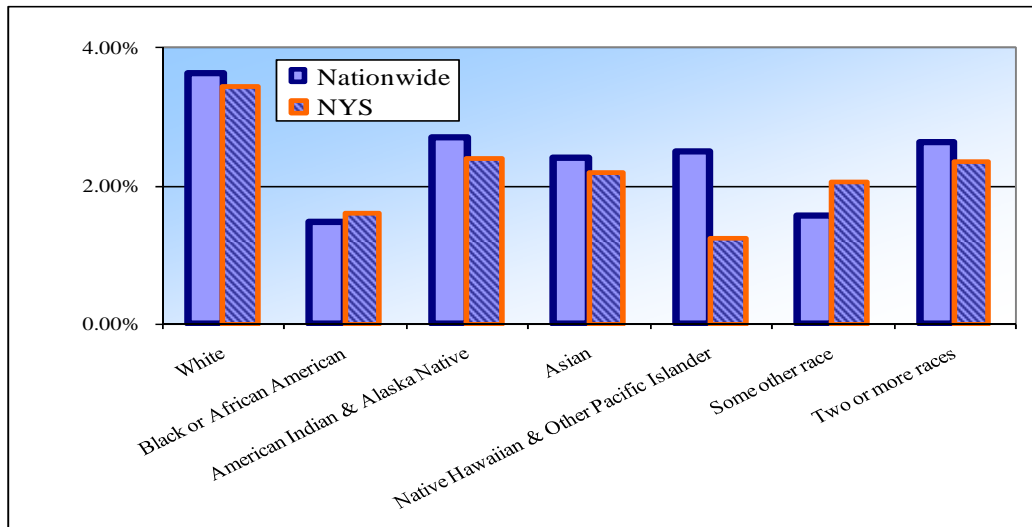
**Figure 5.4 Age Distribution of Labor Forces  
2000 Census of Population**



**Figure 5.5 Percent Workers by Educational Attainment Who Worked at Home  
2000 Census of Population**

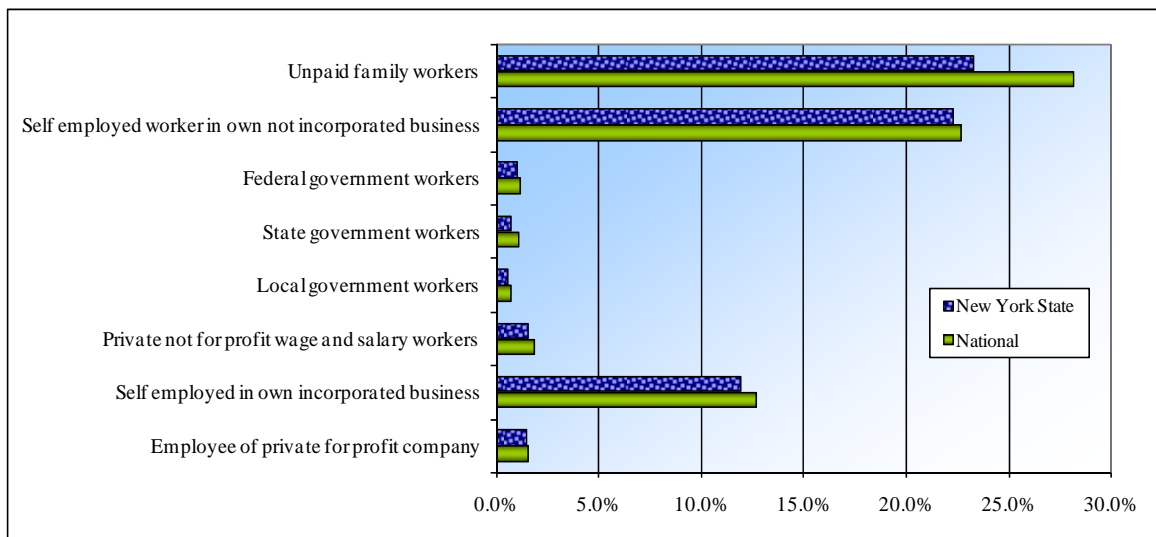


**Figure 5.6 Percent Ethnic Workers Who Worked at Home  
2000 Census of Population**



As expected, a significantly greater share of the self-employed and unpaid family workers were much more likely to work at home compared with other workers (Figure 5.7). Only slightly more than one percent of the public-sector employees usually worked at home. Greater percentages of those employed in the agriculture, forestry, fishing and hunting, and mining industries worked at home than those employed by other industries.

**Figure 5.7 Percent Class of Workers Who Work-at-Home  
2000 Census of Population**



In 2001 NHTS, workers were asked to use the following categories to identify their work locations: (1) work place, (2) work only at home, (3) no fixed workplace, or (4) both home and workplace. Unfortunately, one out of every three workers did not respond to this question. Among those who responded to this question, slightly more than 5% of the New York State labor force indicated that they worked only at home (Table 5.3). This rate was significantly higher than the 3% estimated by the Bureau of Census (Figure 5.1). Presumably, the difference in defining work-at-home workers contributes to the difference between the two estimates. Also, it is difficult to draw meaningful conclusions about the difference between 1995 and 2001 because the 1995 survey asked the respondents to identify their work location as: (1) workplace, (2) home, or (3) no fixed workplace. We assume that workers who reportedly worked at home were categorized under the “Work at home and workplace” category. Therefore, the analysis in the rest of this chapter will focus on comparing New York State profiles to the rest of the country for 1995 and for 2001.

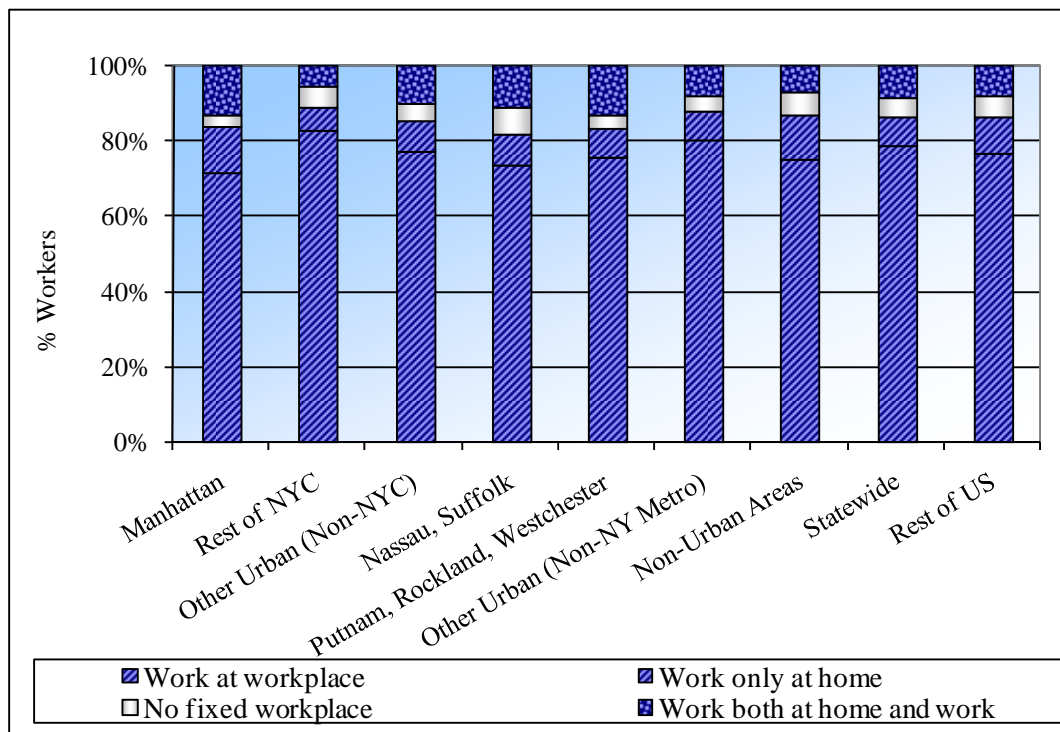
**Table 5.3 Distribution of Labor Force by Work Location  
New York State vs. the Rest of the United States  
1995 and 2001 NHTS**

	2001		1995	
	Statewide	Rest of U.S.	Statewide	Rest of U.S.
<b>Number of Workers</b>	<b>9,645,253</b> <b>(100%)</b>	<b>135,626,865</b> <b>(100%)</b>	<b>8,774,635</b> <b>(100%)</b>	<b>122,922,732</b> <b>(100%)</b>
Workplace	5,027,040 (52%)	66,864,806 (49%)	8,071,256 (92%)	112,708,795 (92%)
Works only at home	515,922 (5%)	8,184,792 (6%)	444,829 (5%)	7,223,606 (6%)
Home and work	542,361 (3%)	6,971,073 (4%)	*	*
No fixed workplace	315,966 (6%)	5,072,363 (5%)	214,560 (2%)	2,596,776 (2%)
Unreported	3,243,964 (34%)	48,533,832 (36%)	43,990 (0.5%)	393,555 (0.3%)

\* The 1995 survey contained a response for “Work from Home” only. No differentiation is made between those who work only at home and those who work at home and work place.

Among the different areas, there were no noteworthy differences with respect to the percentages of different types of workplaces (Figure 5.8). Compared to the rest of New York State, slighter higher percentages of workers in Manhattan, Nassau, Suffolk, Putnam, Rockland and Westchester counties telecommute.

**Figure 5.8 Percent Labor Force Categorized by Work Location\***  
**2001 NHTS**



\* Only those who provided information on work locations.

Five percent of the 2001 New York State labor force consisted of home-based workers. A typical home-based worker was a white male, between the ages of 45 to 64 years old with a household income of more than \$80,000. He had access to the internet and accessed it almost every day (Table 5.4A). There was no significant socio-demographic difference between home-based workers in New York State and those elsewhere in the country.



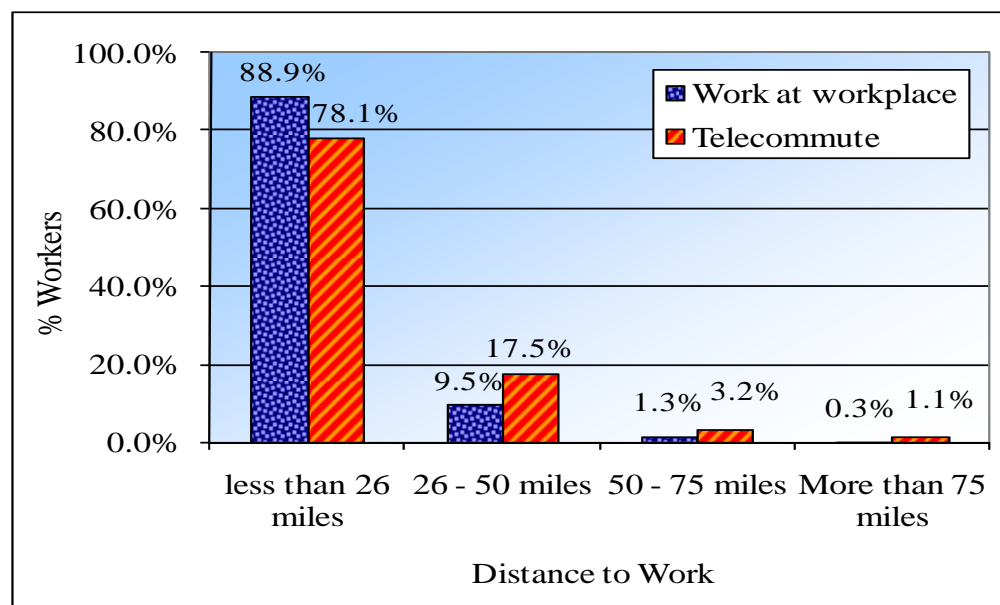
**Table 5.4A Socio-Demographic Profiles of Home-Based Workers  
2001 NHTS**

	<b>New York State</b>	<b>Rest of U.S.</b>
<b>Persons 5 years old or older</b>	<b>17,394,393</b>	<b>240,182,520</b>
Does Not Work at Home	9,129,331	127,442,073
Work at Home	515,922	8,184,792
Not a Worker	7,749,140	104,555,655
<b>Home-Based Workers by Age</b>	<b>515,922</b>	<b>8,184,792</b>
16-24 years of age	6.5%	6.1%
25-34 years of age	13.4%	17.9%
35-44 years of age	30.9%	26.6%
45-64 years of age	38.6%	40.2%
65+ years of age	9.2%	7.6%
Not Reported	1.4%	1.5%
<b>Home-Based Workers by Gender</b>	<b>515,922</b>	<b>8,184,792</b>
Male	60.8%	57.5%
Female	39.2%	42.5%
<b>Home-Based Workers by Race</b>	<b>515,922</b>	<b>8,184,792</b>
White	73.8%	81.3%
African American	9.5%	5.8%
Hispanic, White/Hispanic	10.5%	7.6%
Other	6.1%	5.3%
<b>Home-Based Workers by Income</b>	<b>515,922</b>	<b>8,184,792</b>
< \$20,000	8.1%	9.8%
\$20-40,000	19.3%	21.4%
\$40-60,000	20.8%	20.2%
\$60-80,000	14.2%	14.0%
> \$80,000	30.1%	27.2%
Unreported	7.6%	7.3%
<b>Home-Based Workers by Internet Access</b>	<b>515,922</b>	<b>8,184,792</b>
Internet Access (past 6 months)	81.6%	79.4%
No Internet Access (past 6 months)	18.4%	20.6%
<b>Home-Based Workers by Internet Assess Frequency</b>	<b>515,922</b>	<b>8,184,792</b>
Access Internet Almost everyday	50.2%	48.3%
Access Internet several times/week	13.8%	12.8%
Access Internet Once a week	7.8%	7.1%
Access Internet Once a month	5.1%	6.8%
Never	4.4%	4.4%
Unreported	18.7%	20.7%

Similar to the 2001 profile, 5% of the 1995 New York State labor force worked solely from home. Again, a typical home-based worker was a white male between the ages of 45 to 64. However, the 1995 home-based workers were typically of moderate incomes, ranging from \$20,000 to \$40,000 (Table 5.4B). Even without adjusting for the inflation between 1995 and 2001, the shift in home-based workers from the moderate income categories in 1995 to the more affluent income categories of more than \$80,000 in 2001 probably reflects the emergence of the internet and the rapid development of telecommunications technologies, which enabled more professional and managerial workers to work from home. The Bureau of Census reported that almost 50% of the New York State home-based workers in 2000 were in management, professional and related occupations<sup>8</sup>.

Based on the 2001 NHTS survey data, New York State telecommuters had to travel a greater distance to work than workers who only work at their workplace (Figure 5.9). One in every 5 telecommuters commuted to work more than 25 miles each way.

**Figure 5.9 Distance to Work by Work Location  
2001 NHTS**



<sup>8</sup> Census 2000 PHC-T-35. Working at Home: 2000.

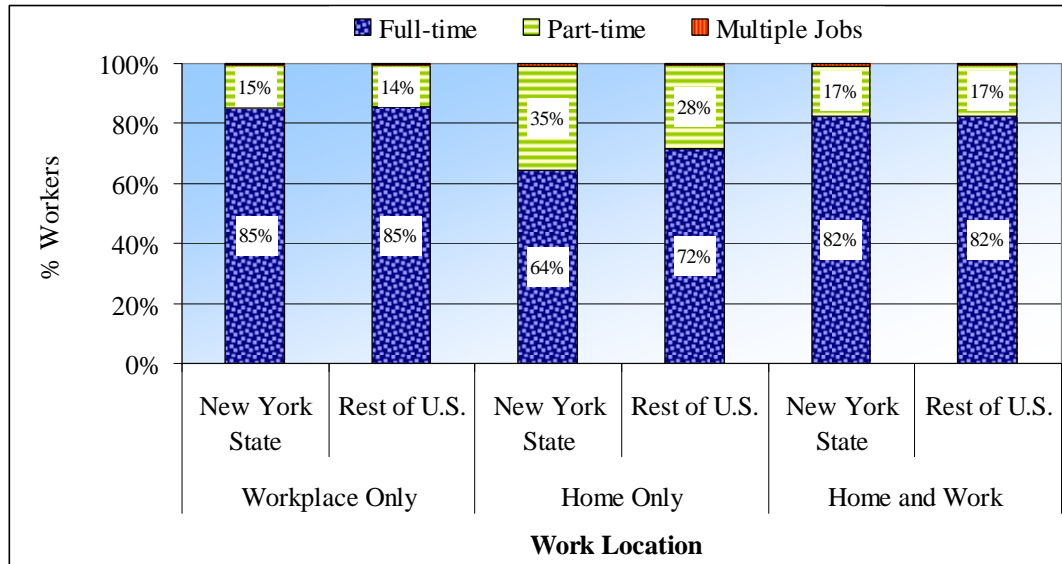
**Table 5.4B Socio-Demographic Profiles of Home-Based Workers  
1995 NHTS**

	<b>New York State</b>	<b>Rest of U.S.</b>
<b>Persons 5 years old or older</b>	<b>16,806,988</b>	<b>224,868,012</b>
Does Not Work at Home	8,329,806	115,699,126
Work at Home	444,829	7,223,606
Not a Worker	8,032,353	101,945,280
<b>Home-Based Workers by Age</b>	<b>444,829</b>	<b>7,223,606</b>
16-24 years of age	4.7%	5.7%
25-34 years of age	21.1%	21.1%
35-44 years of age	30.6%	31.4%
45-64 years of age	35.4%	34.5%
65+ years of age	8.2%	7.3%
Not Reported		
<b>Home-Based Workers by Gender</b>	<b>444,829</b>	<b>7,223,606</b>
Male	58.9%	57.5%
Female	41.1%	42.5%
<b>Home-Based Workers By Race</b>	<b>444,829</b>	<b>7,223,606</b>
White	83.9%	87.4%
African American	6.4%	5.1%
Hispanic, White/Hispanic	2.2%	3.4%
Other	7.5%	4.1%
<b>Home-Based Workers by Income</b>	<b>444,829</b>	<b>7,223,606</b>
< \$20,000	12.0%	15.8%
\$20-40,000	22.7%	26.8%
\$40-60,000	17.7%	21.4%
\$60-80,000	11.8%	8.0%
> \$80,000	9.0%	5.2%
Unreported	26.8%	22.9%

NOTE: Data in yellow highlighted cells are estimated based on a small sample.

The majority of the workers who worked at their workplace, or telecommuted, held a full-time position. In contrast, almost one in every three home-based workers in New York State worked part time (Figure 5.10).

**Figure 5.10 Worker Distribution by Work Location and Full-time Status  
2001 NHTS**



## 5.2 Travel Behavior of Work-at-Home Workers and Telecommuters

### 5.2.1 Literature Review

Individuals who work at home could conceivably travel in substantially different ways than commuters. Mokhtarian and Henderson (1998) observed that, in California, “Home-Based Business” workers have higher average daily trip rates than “Home-Based Telecommuters” (which in Mokhtarian and Henderson’s terminology refers to what this report calls “Work-at-Home Workers”) and Non-Home Based workers. “Home-Based Telecommuters” and Non-Home Based workers had trip rates that were statistically equivalent; however, drive-alone trip rates and travel time were substantially lower for “Home-Based Telecommuters.” Mokhtarian (1998) estimated in another publication that 1.5% of the California workforce telecommuted each day, with a maximum decrease of VMT of 1.1%. Telecommuting, however, can have a stimulating effect on other travel, and thus this decrease in VMT may be closer to 0.6% of household travel. More recently, Choo et al. (2005) explored these relationships using time series data, finding that telecommuting does significantly reduce VMT by 0.8% or less. Tonn and Hemrick (2004) conducted a web survey of Tennessee residents, finding that information technologies have caused 40% of respondents to reduce their driving, with an overall trip rate reduction of about 8%. On the other hand, Pratt (2002) found that telecommuting

does not necessarily reduce trips and miles driven, as some of the persons working from home have more than one job.

Those who work at home are a diverse group. As Mokhtarian and Henderson (1998) hint, they fall into the two categories mentioned above: Home-Based Businesses and “Home-Based Telecommuters.” Pratt (2002) reports that close to 70% of home-based workers are employees (or what would be called “Home-Based Telecommuters” in the terminology previously set out). The remaining workers are around 20% Home-Based Businesses, with the rest being those who are self-employed. Schroeder and Warren (2005) found that, for members of both genders, income is generally higher for those who work at home than for their commuting counterparts. The U.S. Census Bureau (2004) published Work at Home statistics based on the 2000 Census. When looking at the percentage of total workers working at home, women were slightly more likely to work at home than men. Although the number of workers peak for those in their early 40’s, the percentage of workers working at home grows steadily as workers age. Similarly, the more education a worker has, the more likely he or she is to work from home. Middle income workers (\$30-40,000 per year) are the least likely to work at home, with that likelihood rising as income moves towards the low and high ends.

### **5.2.2 Personal Travel**

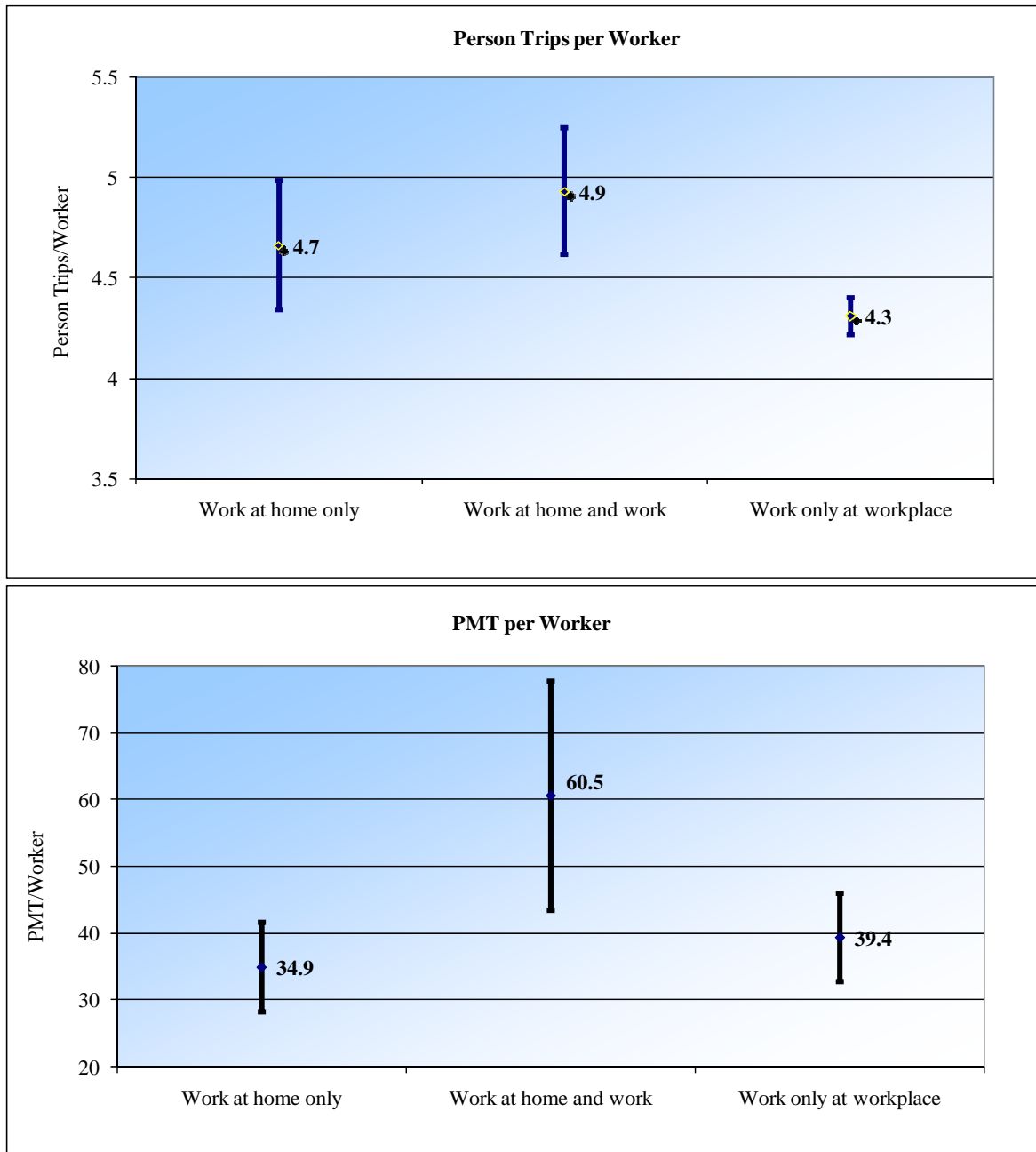
In general, there were not many significant differences in personal travel patterns among work-at-home workers, work-at-workplace workers, and telecommuters (Table 5.5 and Figure 5.11).

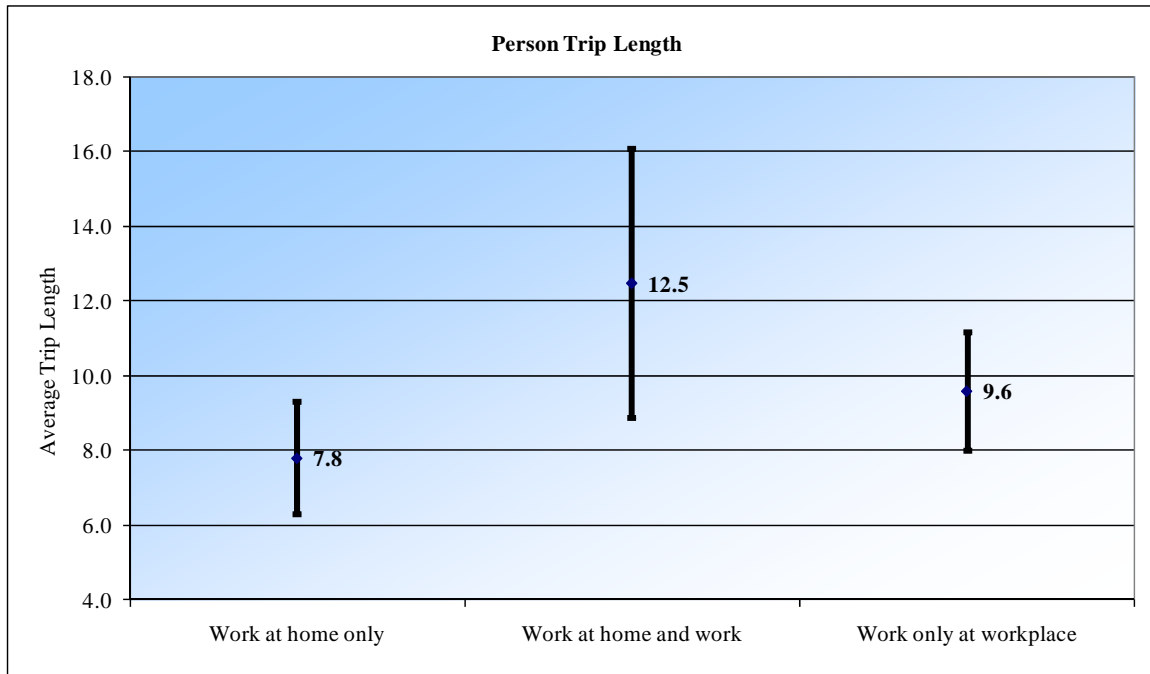
However, there were three exceptions. First, work-at-home workers had the least need to leave their homes, and almost 13% of these workers did not travel on their designated travel day compared to 5% and 6% for other workers (Table 5.5). Second, workers who worked only at their workplace took significantly fewer trips than telecommuters (Figure 5.11). Finally, telecommuters traveled significantly more miles in a day than work-at-home workers, or 60 miles and 35 miles, respectively (Table 5.5 and Figure 5.11). It is worth noting that the length of the trips taken by work-at-home workers varied widely, perhaps suggesting that these workers had fewer time constraints and were able to travel to out-of-the-way places of their choice. On average, home-based workers spent twenty minutes more traveling in a day than other workers (Table 5.5).

**Table 5.5 Worker Personal Travel Statistics by Work Locations  
2001 NHTS**

<b>New York State</b>	<b>2001</b>	<b>Standard Error</b>
<b>Total Number of Workers</b>	9,645,253	83,673
Work at home only	515,922	28,467
Work at home and work	542,361	27,517
Work only at workplace	5,027,040	90,328
<b>Number of Workers That Did Not Travel on Travel Day</b>		
Work at home only	66,788	9,449
Work at home and work	25,902	5,499
Work only at workplace	269,461	26,367
<b>Percent Workers That Did Not Travel on Travel Day</b>		
Work at home only	12.95%	1.64%
Work at home and work	4.78%	1.00%
Work only at workplace	5.36%	0.51%
<b>Avg. Person Trips/Person</b>		
Work at home only	4.66	0.16
Work at home and work	4.93	0.16
Work only at workplace	4.31	0.05
<b>Average PMT/Person</b>		
Work at home only	34.92	3.38
Work at home and work	60.53	8.60
Work only at workplace	39.37	3.29
<b>Average Person Trip Length</b>		
Work at home only	7.80	0.75
Work at home and work	12.47	1.80
Work only at workplace	9.59	0.80
<b>Time Spent Traveling in a Day (for those who traveled on travel day, minutes)</b>		
Work at home only	120.77	8.45
Work at home and work	122.24	5.70
Work only at workplace	101.57	1.74

**Figure 5.11 Workers' Personal Travel Statistics by Work Location  
2001 NHTS**



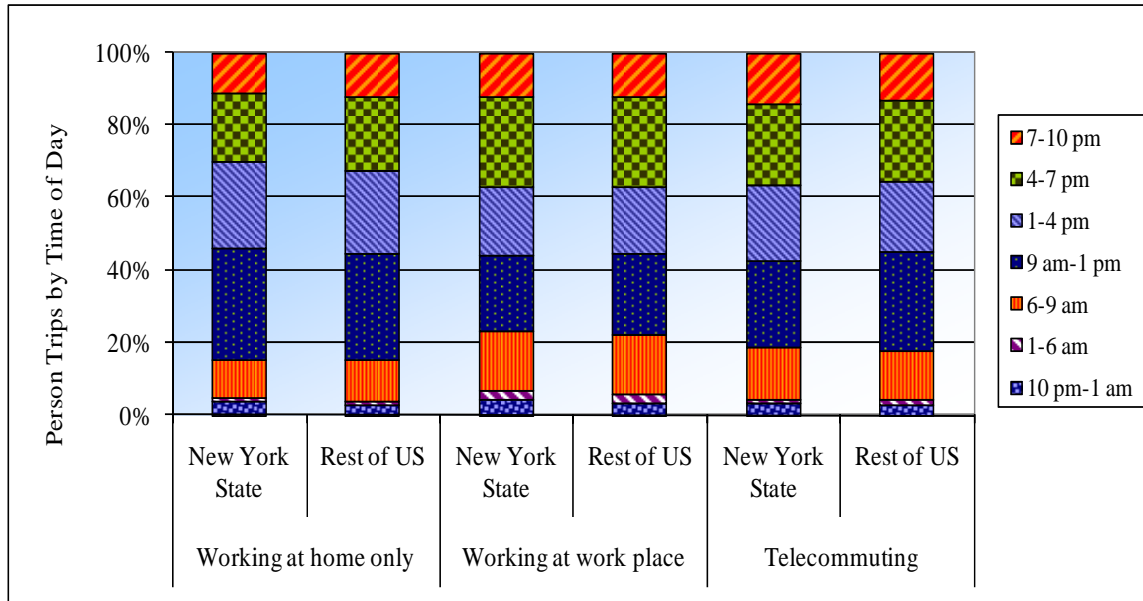
**Figure 5.11 (Continued)**

As expected, telecommuters and workers who only worked at their workplace took a greater percentage of their daily trips to earn a living than work-at-home workers (Table 5.6). Also expected was that travel to earn a living took up a greater percentage of the daily travel by workers who only worked at a workplace than that of telecommuters. By working at home, the home-based workers also had greater discretion to travel for family and personal business than other workers (Table 5.6).

There was little difference among the various types of workers in terms of when they traveled, although work-at-home workers tried to avoid congestion by traveling more between 9 a.m. and 4 p.m. (Figure 5.12).



**Figure 5.12 Personal Trips Distribution by Time of Day and Work Location  
2001 NHTS**



**Table 5.6 Daily Person Trips per Worker by Trip Purpose and Work Location  
2001 NHTS**

	Working at home only		Working at workplace		Working at home and workplace	
	New York State	Rest of U.S.	New York State	Rest of U.S.	New York State	Rest of U.S.
<b>Daily Person Trips by Purpose</b>	<b>4.66</b>	<b>4.78</b>	<b>4.31</b>	<b>4.71</b>	<b>4.93</b>	<b>5.39</b>
Earn a Living	15.0%	18.6%	35.0%	32.9%	30.8%	28.1%
Family & Personal Business	51.9%	49.5%	39.3%	41.6%	42.8%	44.9%
Civic, Educational & Religious	2.7%	4.3%	3.5%	3.9%	2.3%	3.3%
Social & Recreational	28.5%	26.3%	20.7%	20.8%	22.6%	22.6%
Other	1.6%	1.2%	1.4%	0.7%	1.4%	1.0%
Unreported	0.3%	0.0%	0.2%	0.1%	0.2%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

### 5.2.3 Vehicle Travel

In New York State the location of one's workplace had little impact on the frequency of driving. On average, workers drove about 3 trips a day (Table 5.7). The difference in the number of vehicle trips among the different groups of workers is not significant (Figure 5.13). That said, on average, telecommuters drove to destinations noticeably further away than workers who only worked at their workplace, or 13 miles per trip vs. 9 miles, respectively. This difference in vehicle trip length resulted in telecommuters driving 48% more miles and spending 30% more time driving than workplace-based workers. These differences were statistically significant (Figure 5.13).

Compared to the rest of the country, workers in New York State took on average one fewer vehicle trip a day than workers living outside New York State. This difference is significant for all three worker categories (Table 5.7 and Figure 5.14). Another significant difference between home-based workers in New York State and similar workers residing elsewhere was the average trip length. Vehicle trips taken by home-based workers outside of New York State were 36% longer than those taken by similar workers living within New York State. The longer trips resulted in home-based workers living outside of New York State driving 20 more miles a day than home-based workers living within New York State which was an 80% difference (Table 5.7).

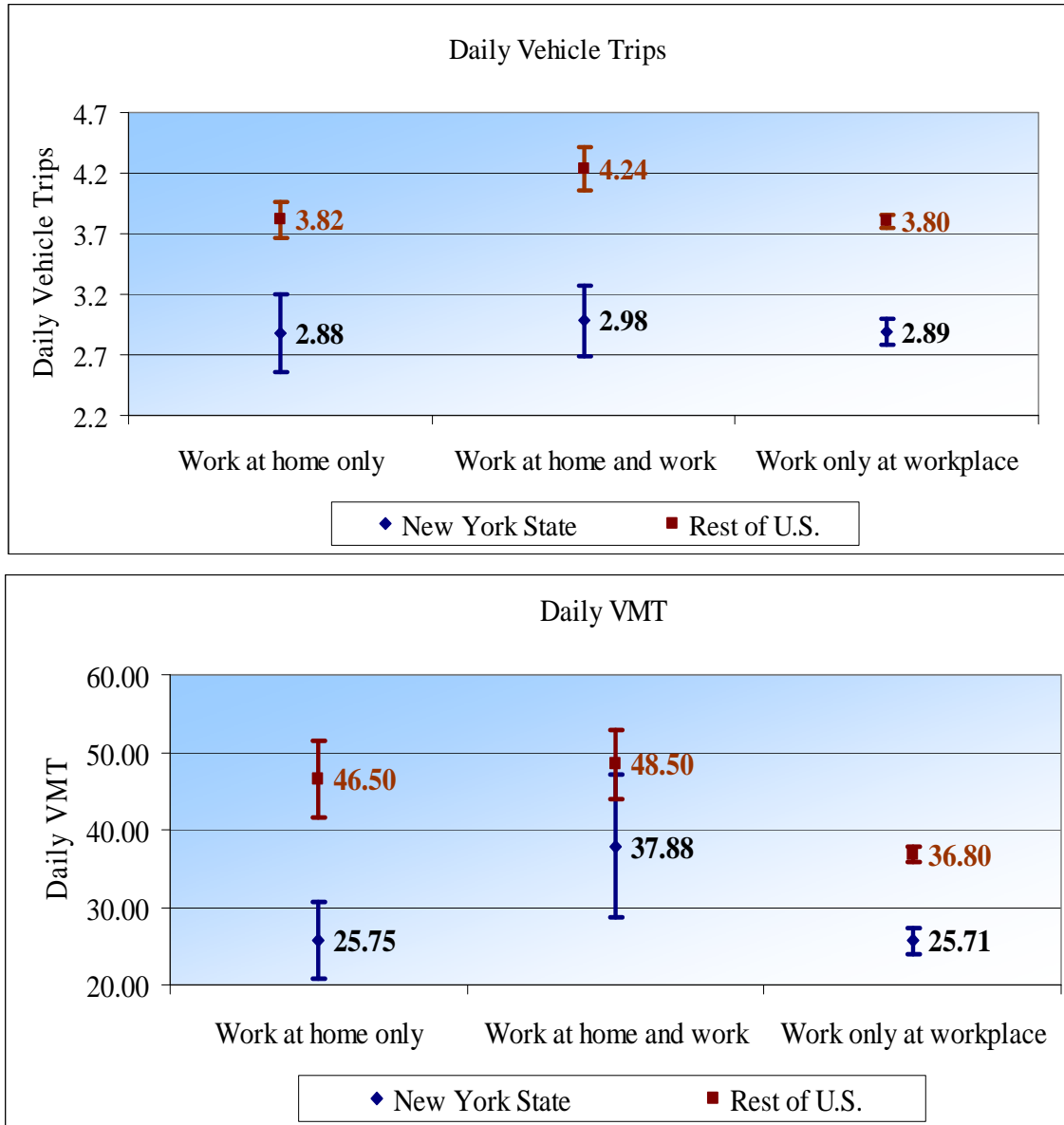
All three types of workers drove primarily for family and personal business (Table 5.8). As expected, non home-based workers drove significantly more to earn a living than home-based workers. This is true for both the number of vehicle trips and the amount of driving per day (Table 5.8).

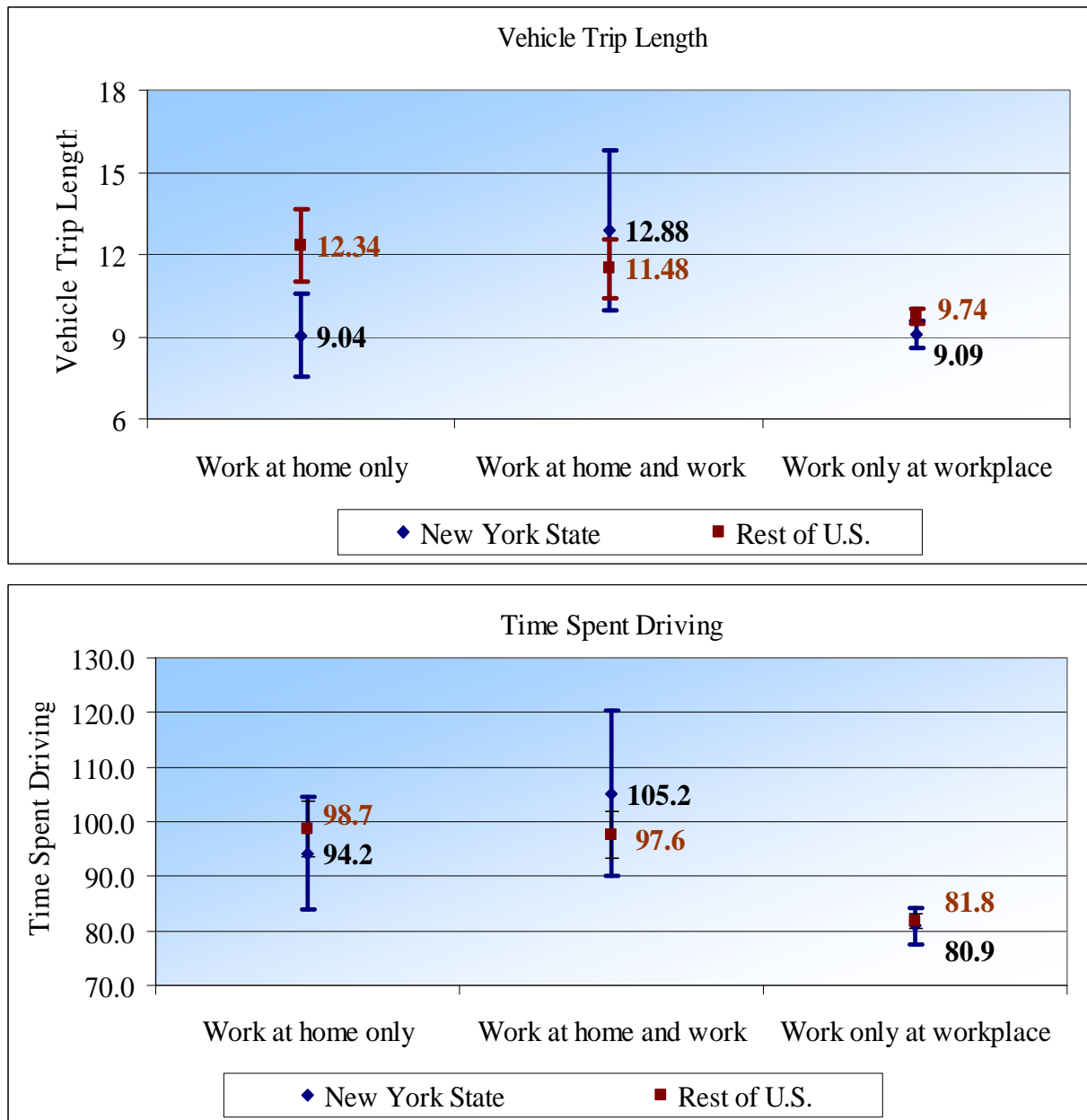
Workers who only worked at their workplace began their driving much earlier in the day than the workers in the other categories. The home-based workers did much of their driving in the middle of the day between 9 a.m. and 4 p.m., suggesting that they had more flexibility in their schedule than other workers to avoid traffic congestion (Figure 5.14). In contrast, this time period was when the workplace-based workers were the least mobile among all worker categories.

**Table 5.7 Workers' Vehicle Travel Statistics by Work Locations  
2001 NHTS**

	New York State		Rest of U.S.	
	Average	Standard Error	Average	Standard Error
<b>Average VT/driver</b>				
Work at home only	2.88	0.16	3.82	0.08
Work at home and work	2.98	0.15	4.24	0.09
Work only at workplace	2.89	0.05	3.80	0.03
<b>Average VMT/driver</b>				
Work at home only	25.75	2.46	46.50	2.51
Work at home and work	37.88	4.63	48.50	2.23
Work only at workplace	25.71	0.85	36.80	0.48
<b>Average vehicle trip length</b>				
Work at home only	9.04	0.76	12.34	0.65
Work at home and work	12.88	1.47	11.48	0.55
Work only at workplace	9.09	0.25	9.74	0.13
<b>Average time spent in vehicle for those who drove on travel day (minutes)</b>				
Work at home only	94.2	5.20	98.7	2.58
Work at home and work	105.2	7.54	97.6	2.18
Work only at workplace	80.9	1.69	81.8	0.71

**Figure 5.13 Workers' Vehicle Travel Statistics by Work Location  
2001 NHTS**



**Figure 5.13 (Continued)**

**Table 5.8 Daily Vehicle Trips per Worker by Trip Purpose and Work Location  
2001 NHTS**

	Working at home only		Working at workplace		Telecommuting	
	New York State	Rest of U.S.	New York State	Rest of U.S.	New York State	Rest of U.S.
<b>Daily Vehicle Trips</b>	<b>2.88</b>	<b>3.82</b>	<b>2.89</b>	<b>3.80</b>	<b>2.98</b>	<b>4.24</b>
Earn a Living	15.6%	20.9%	36.4%	36.8%	34.8%	32.4%
Family & Personal Business	55.3%	52.7%	42.0%	42.4%	44.8%	45.9%
Civic, Educational & Religious	3.2%	4.0%	3.1%	3.6%	1.5%	2.9%
Social & Recreational	23.6%	21.7%	17.7%	16.7%	17.8%	18.1%
Other	1.9%	0.7%	0.6%	0.4%	1.1%	0.6%
Unreported	0.4%	0.0%	0.2%	0.1%	0.1%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Daily VMT</b>	<b>25.75</b>	<b>46.50</b>	<b>25.71</b>	<b>36.80</b>	<b>37.88</b>	<b>48.50</b>
Earn a Living	23.5%	33.5%	46.2%	45.3%	43.3%	40.3%
Family & Personal Business	44.4%	35.5%	28.4%	30.3%	32.0%	32.5%
Civic, Educational & Religious	2.5%	2.5%	2.0%	2.8%	0.9%	2.1%
Social & Recreational	28.1%	27.5%	22.4%	20.7%	22.1%	23.6%
Other	1.3%	0.9%	0.7%	0.7%	0.8%	1.5%
Unreported	0.2%	0.1%	0.3%	0.2%	1.0%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

NOTE: Data in yellow highlighted cells are estimated based on a small sample.

**Figure 5.14 Distribution of Vehicle Trips by Time of Day  
and New York State Workers' Location  
2001 NHTS**



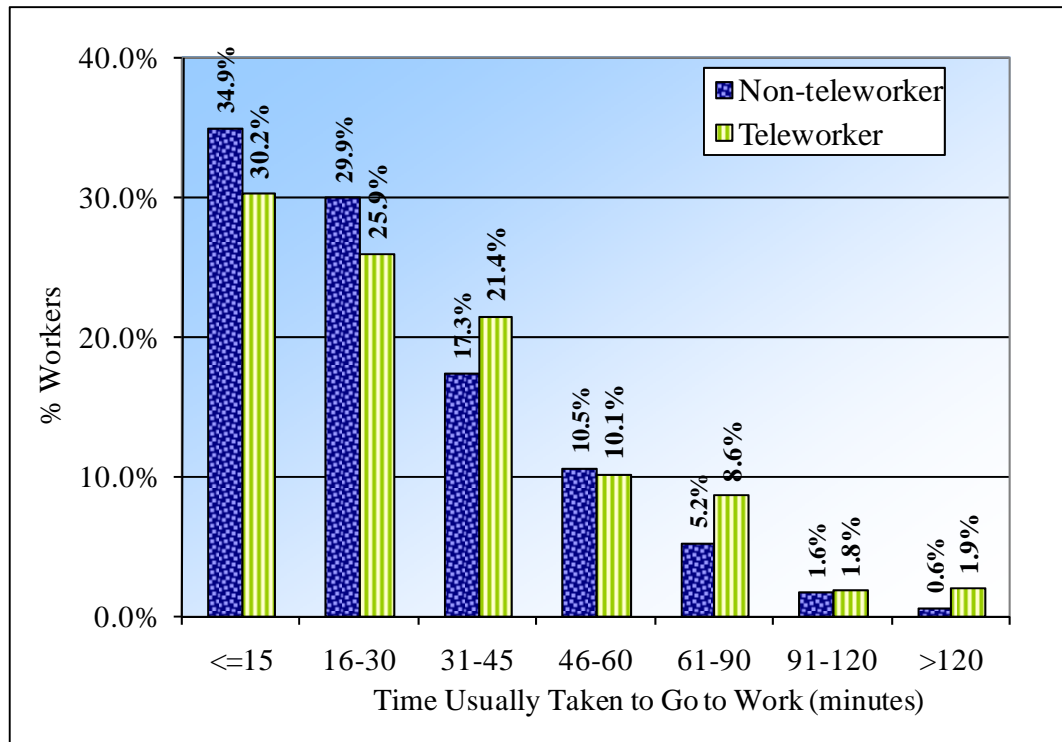
### ***5.3 Comparing Commute Patterns Among the Various Worker Categories***

Commute patterns are developed based on data reported by the respondents for their trips taken to “earn a living” during their designated travel day. By definition, home-based workers do not travel to “earn a living,” but some of the respondents who worked at home reported these types of trips to have been taken during their designated travel day. Presumably, these trips were more for “work-related purposes” than for “earning a living.” Therefore, home-based workers are excluded from the analysis in this section.

When asked about the time it usually took to go to work, telecommuters clearly had longer commutes than non-telecommuters (Figure 5.15). Twelve percent of the telecommuters reportedly spent more than 60 minutes one-way to go to work, or at least 1.5 hours a day commuting, compared to 7% of the non-telecommuters.



**Figure 5.15 Usual Time Taken to Go to Work  
2001 NHTS**



Surprisingly, the difference in commute patterns between the telecommuters and the non-telecommuters was not in how many trips per day a worker took in order to earn a living (Table 5.9). Rather, the differences between these two worker groups were in the *distance* and *duration* of their commutes. In New York State, telecommuters commuted a distance of 33% further to work than non-telecommuters, or 13.6 miles vs. 10.2 miles (Table 5.9). This difference is statistically significant (Figure 5.16).

New York State telecommuters were no different from those living elsewhere with respect to their commute distance. However, the difference between New York State and other states was significant when non-telecommuters were considered. The New York non-telecommuters' average commute distance was 14% shorter than that of non-telecommuters living outside of New York State (Figure 5.16). The commute distances of the telecommuters were highly variable when compared to those of the non-telecommuters (Figure 5.16).

**Table 5.9 Commute Patterns\* of Workers by Work Locations  
2001 NHTS**

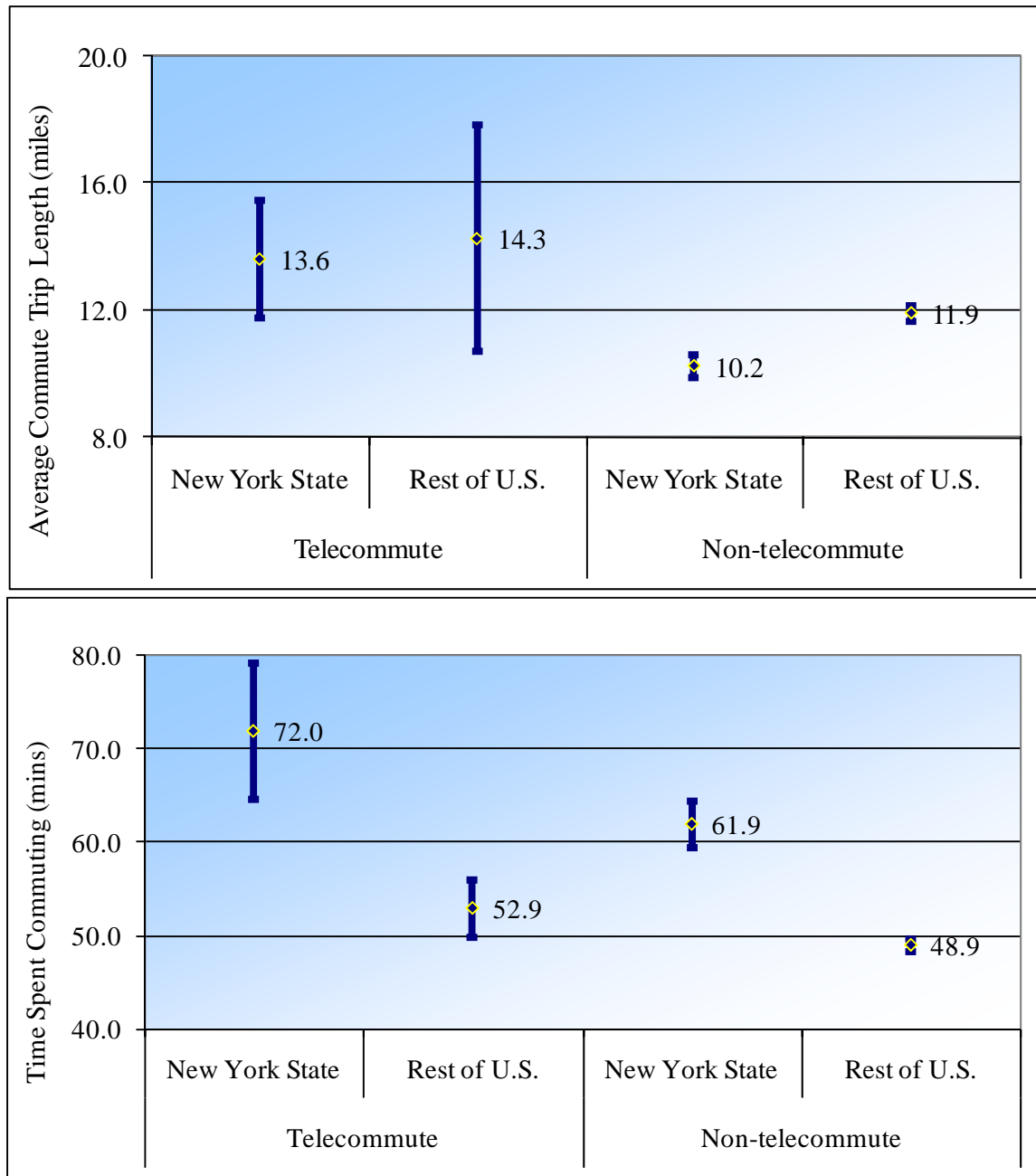
2001 Commute Statistics	Telecommute		Non-telecommute	
	New York State	Rest of U.S.	New York State	Rest of U.S.
Commute person trips per worker	1.19	1.09	1.2	1.2
Commute PMT per worker (miles)	15.9	15.6	10.9	14.0
Length of one-way commute (miles)	13.6	14.3	10.2	11.9
Average time spent commuting one-way (minutes)	72.0	52.9	61.9	48.9

\* Based on trips reported in the travel day.

Telecommuters traveled longer distances and spent more time commuting than non-telecommuters (Table 5.9). The longer commute might have contributed to the telecommuters' decision to telecommute. The most common frequency for telecommuting was "once or more a week." Unfortunately, it cannot be determined from the survey data whether once a week was more common than twice a week because the answers to the question of "how often do you work from home?" were categorized into "almost every day," "once a week or more," "once a month or more," "few times a year, and "once a year."

Compared to telecommuters residing outside of New York State, the New York State telecommuters traveled about the same distance, but took an average of twenty minutes longer to travel to work (Figure 5.16). In general, New York State workers spent significantly more time commuting than their non-New York State counterparts. This was true regardless of the telework status.

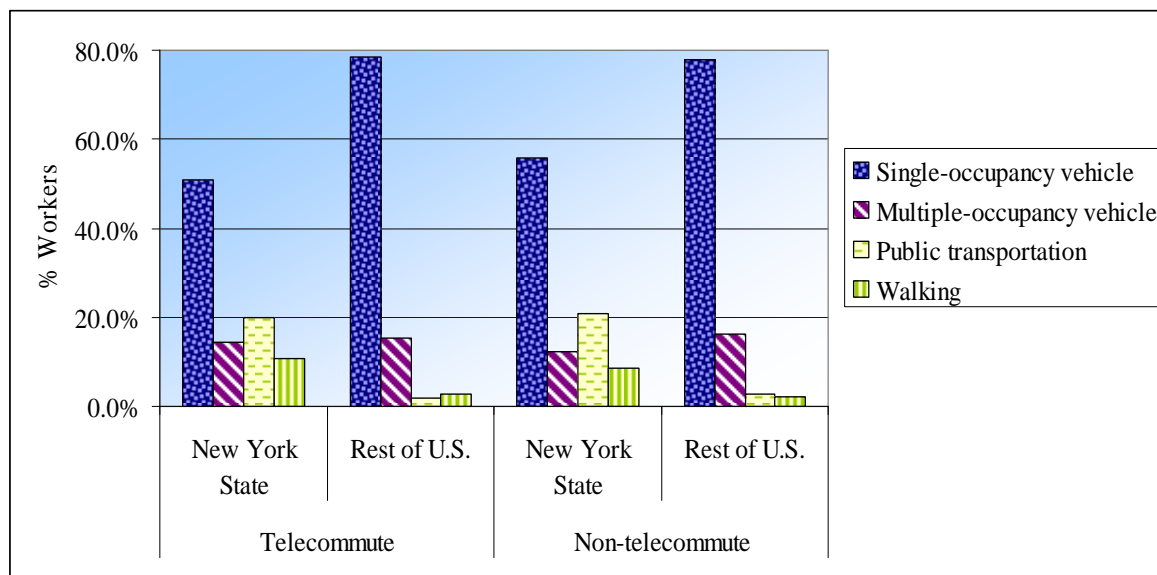
**Figure 5.16 Comparison of Commute Patterns\* by Work Location  
2001 NHTS**



\*Based on trips reported in the travel day.

Does the telecommuting arrangement influence how one commutes to work? The answer to this question is no (Figure 5.17). Public transit and walking were more widely used for commuting in New York State than elsewhere, primarily due to residents working in New York City.

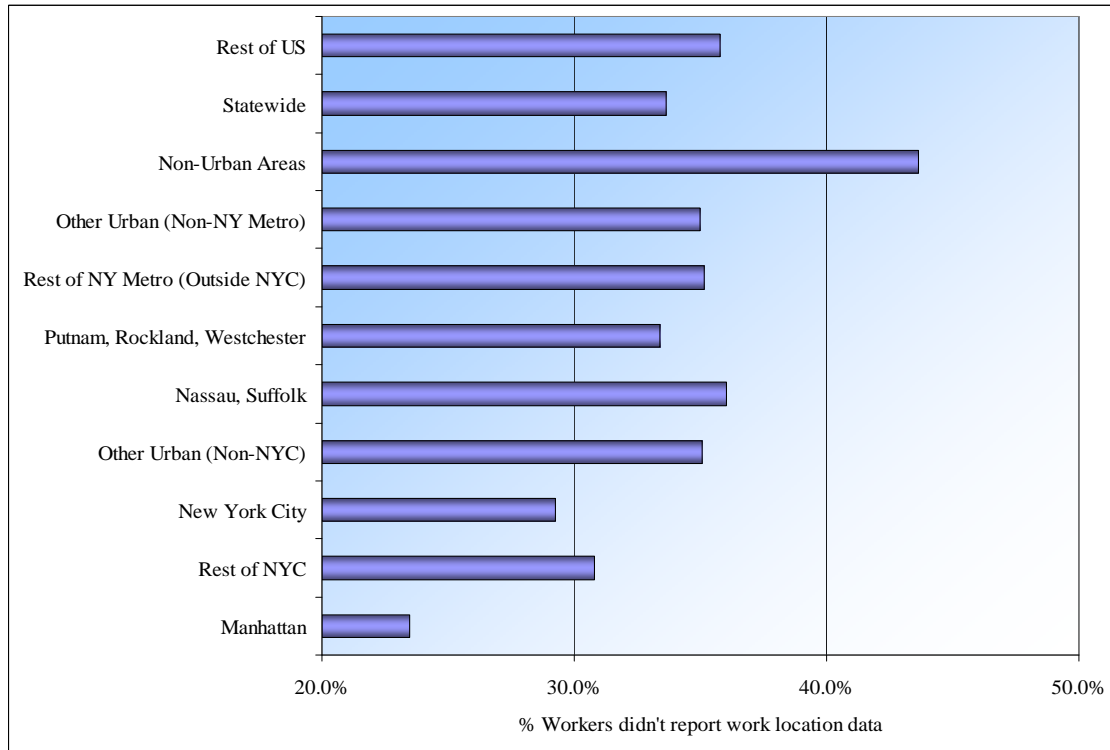
**Figure 5.17 Distribution of Commutes by Mode and Telecommuting Status  
2001 NHTS**



#### 5.4 Comparisons of Commute Patterns Among Different Areas

The comparisons of commute patterns among different areas are somewhat limited because the percentages of workers who did not report information on their work location ranged widely, from one-quarter of the workers in Manhattan to two-fifths of the workers in non-urban New York areas (Figure 5.18). If workers with different work-location arrangements were equally likely not to report their work location information, then Manhattan and non-urban New York areas had greater percentages of home-based workers than other areas in New York State (Figure 5.18 and Table 5.10). Although the small sample sizes limit detailed comparison, it is clear that the majority of the Manhattan workers who worked from home were in professional occupations, had higher incomes, and accessed the internet more frequently than work-from-home workers living in non-urban New York areas (Table 5.11).

**Figure 5.18 Percent Workers Who Did Not Report Work Location Information  
2001 NHTS**



Compared to the rest of New York State, slightly higher percentages of workers in Manhattan, Nassau, Suffolk, Putnam, Rockland and Westchester counties telecommute (Figure 5.18 and Table 5.10).

**Table 5.10 Summary Travel Statistics of Workers by Work Location and Area  
2001 NHTS**

	Manhattan	Rest of NYC	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	Other Urban (Non-NY Metro)	Non-Urban Areas	Statewide	Rest of U.S.
<b>Number of Workers</b>	<b>852,703</b>	<b>3,191,869</b>	<b>4,471,251</b>	<b>1,449,776</b>	<b>699,755</b>	<b>2,149,531</b>	<b>2,321,721</b>	<b>1,129,430</b>	<b>9,645,253</b>	<b>135,626,865</b>
Workplace-based	467,177	1,833,614	2,247,155	682,213	352,233	1,034,446	1,212,709	479,094	5,027,040	66,864,806
Home-Based	79,103	135,297	227,324	74,509	37,172	111,680	115,644	74,198	515,922	8,184,792
No fixed workplace	21,481	115,607	140,306	65,899	16,451	82,350	57,956	38,571	315,966	5,072,363
Telecommute	84,697	123,977	288,833	105,046	60,348	165,394	123,439	44,854	542,361	6,971,073
Unreported	200,244	983,374	1,567,633	522,109	233,551	755,660	811,973	492,712	3,243,964	48,533,832
<b>Percent Workers with Work Location Information</b>										
Workplace-based	71.6%	83.0%	77.4%	73.5%	75.6%	74.2%	80.3%	75.2%	78.5%	76.8%
Home-Based	12.1%	6.1%	7.8%	8.0%	8.0%	8.0%	7.7%	11.7%	8.1%	9.4%
No fixed workplace	3.3%	5.2%	4.8%	7.1%	3.5%	5.9%	3.8%	6.1%	4.9%	5.8%
Telecommute	13.0%	5.6%	9.9%	11.3%	12.9%	11.9%	8.2%	7.0%	8.5%	8.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Daily Person Trips</b>										
Workplace-based	4.48	3.84	4.58	4.46	4.59	4.50	4.65	4.68	4.31	4.71
Home-Based	4.78	4.58	4.82	4.88	4.99	4.92	4.72	4.19	4.66	4.78
Telecommute	4.43	5.01	4.92	4.95	4.98	4.96	4.86	5.77	4.93	5.39
<b>Daily Vehicle Trips</b>										
Workplace-based	0.88	1.84	3.68	3.55	3.45	3.52	3.81	3.77	2.89	3.80
Home-Based	0.56	2.28	3.83	3.47	4.64	3.84	3.83	3.23	2.88	3.82
Telecommute	0.96	2.07	3.64	3.61	3.35	3.52	3.80	4.58	2.98	4.24

**Table 5.11 Comparison of Socio-demographic Profiles of Home-Based Workers  
Living In Manhattan and Non-Urban New York Areas  
2001 NHTS**

	Manhattan	Non-Urban Areas
<b>Home-Based Workers</b>	<b>79,103</b>	<b>74,198</b>
16-24 years of age		5.5%
25-34 years of age.	21.7%	11.6%
35-44 years of age.	27.5%	24.3%
45-64 years of age.	42.8%	46.6%
65+ years of age	8.1%	11.9%
Not Reported		0.2%
<b>Gender</b>		
Male	60.2%	61.3%
Female	39.8%	38.7%
<b>Race</b>		
White	78.1%	94.7%
African American, Black	8.5%	1.6%
Hispanic	7.6%	
Other	5.8%	3.6%
<b>Income</b>		
< \$20,000	8.0%	8.0%
\$20-40,000	15.0%	38.2%
\$40-60,000	15.7%	24.6%
\$60-80,000	10.6%	10.5%
> \$80,000	49.2%	11.9%
Unreported	1.5%	6.8%
<b>Accessing Internet</b>		
Internet Access (past 6 months)	93.2%	76.7%
No Internet Access (past 6 months)	6.8%	23.3%
<b>Frequency in Accessing Internet</b>		
Access Internet Almost everyday	71.6%	33.1%
Access Internet several times/week	8.1%	15.3%
Access Internet Once a week	6.6%	9.7%
Access Internet Once a month	6.4%	10.5%
Never	0.6%	8.0%
Unreported	6.8%	23.3%

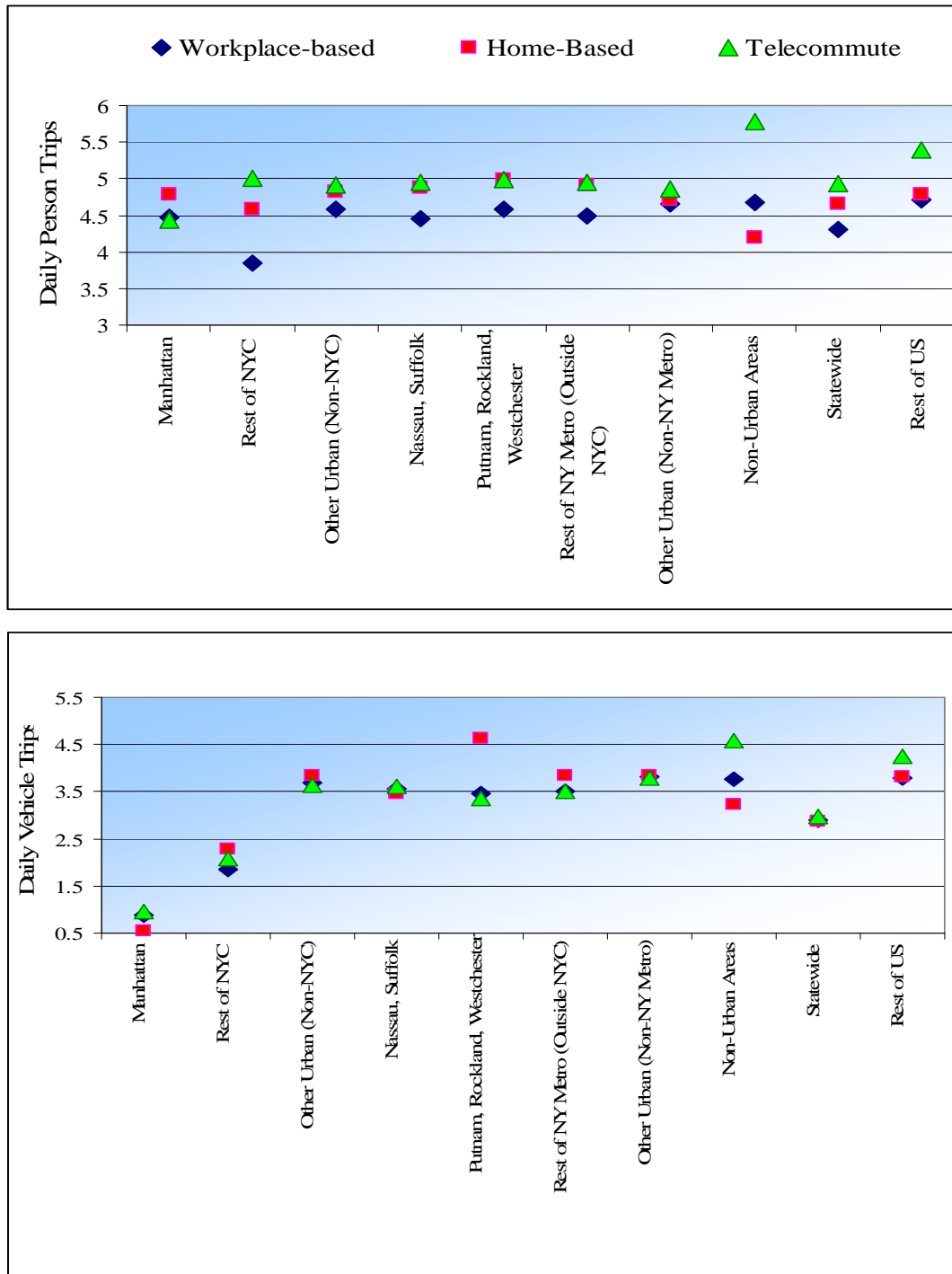
NOTE: Data in yellow highlighted cells are estimated based on a small sample.

In general, workers who only worked at their workplace tended to take fewer trips a day than other workers, reflecting their less flexible daily schedule (Figure 5.19). In most cases, home-based workers resembled telecommuters in terms of the number of trips taken per day, except in non-urban New York areas (Figure 5.19). Regardless of work location, Manhattan workers were least likely to drive when compared to individuals working elsewhere.

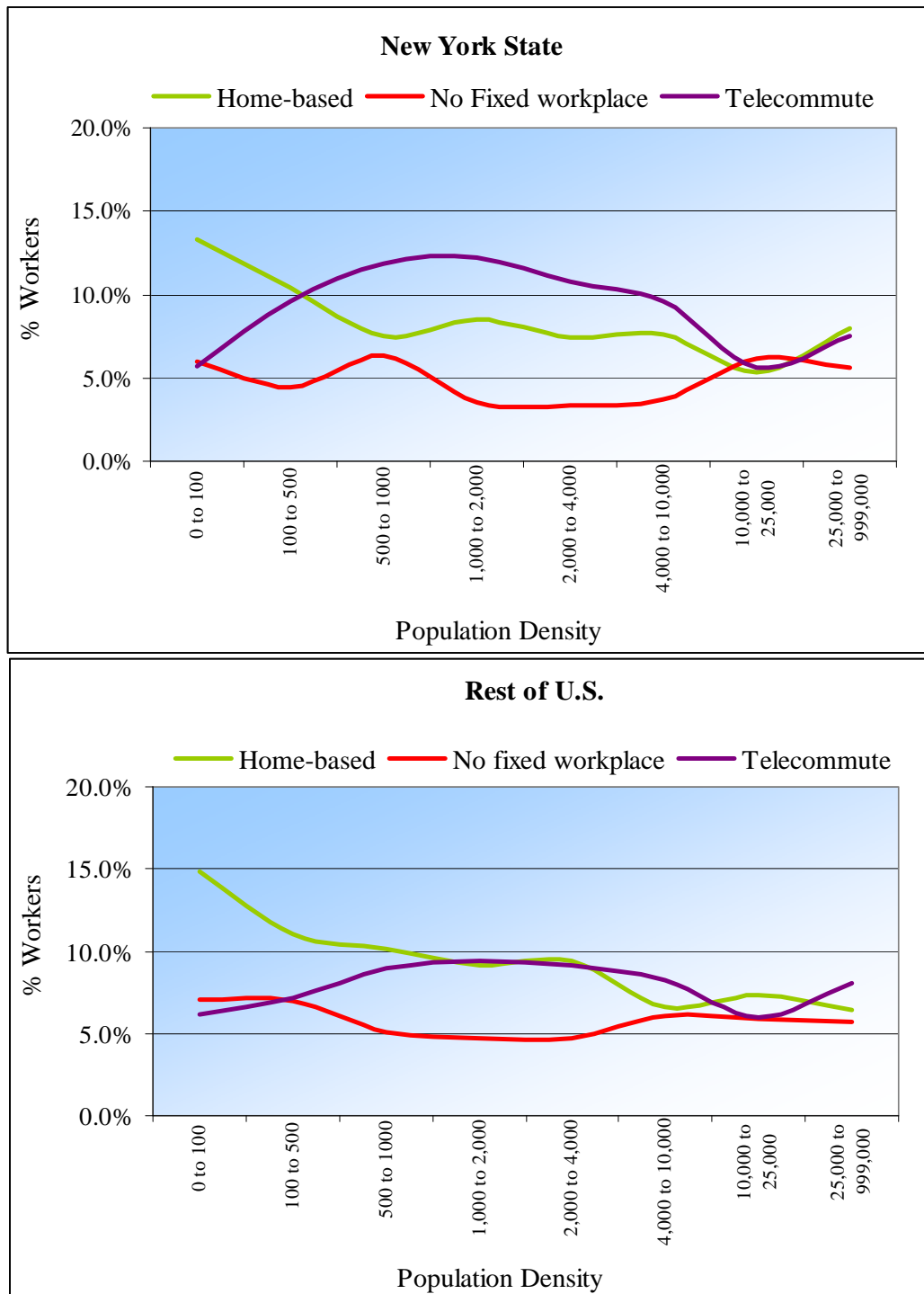
In New York State, the likelihood of telecommuting peaked for workers living in areas with 500 to 2,000 people per square mile, with between 11% and 12% of those workers telecommuting (Figure 5.20). The likelihood of working from home decreased with increasing population density, although the trends peaked again in the most densely populated areas. In contrast, population density seemed to have less impact on workers' decisions to work from home or telecommute (Figure 5.20).



**Figure 5.19 Workers' Propensity to Travel and Drive by Work Location and Area  
2001 NHTS**



**Figure 5.20 Relationship between Population Density  
(People per Square Mile) and Work Location  
2001 NHTS**



## 5.5 *Summary*

In this chapter, workers are classified into three groups depending on their work location: those who work only at the workplace, those who work only at home (also referred to as “home-based workers”), and those who work both at home and at the workplace (also referred to as “telecommuters”).

The Bureau of Census defined “at-home” workers as those who worked more days at home than elsewhere. It estimated that nearly 4.2 million people worked at home in 2000, which was up from 3.4 million in 1990. Overall, slightly more than 3% of the workers indicated that they usually worked at home. This rate was slightly lower in New York State than in the nation (See Figure 5.1). The percentage of Manhattan workers who usually worked at home was almost twice that of the rest of the New York State.

More than half of the work-at-home workers were female. When compared to their counterparts across the country, female workers in New York State were less likely to work at home. The percentage of workers who worked at home increases with age (See Figure 5.3). The work-at-home rate remains around 3% for younger age groups, then starts to increase noticeably for workers 50 years or older. Workers who were 70 years of age or older were almost twice as likely to work at home than workers who were between 60 to 69 years old. Furthermore, greater percentages of those who worked at home were white and with higher educational attainment. As expected, a significantly greater proportion of the self-employed and unpaid family workers were much more likely to work at home compared with other workers.

According to the 2001 NHTS, a typical home-based worker was a white male, between the ages of 45 and 64 years old, and financially well off with his household income more than \$80,000. He had access to the internet and accessed it almost every day. There was no significant socio-demographic difference between home-based workers in New York State and those elsewhere in the country.

Again, a typical home-based worker in 1995 was a white male between the ages of 45 to 64. However, the 1995 home-based workers were typically of moderate incomes, ranging from \$20,000 to \$40,000. Even without adjusting for the inflation between 1995 and 2001, the shift in home-based workers from the moderate income categories in 1995, to the more affluent income categories of more than \$80,000 in 2001, probably reflects the emergence of the internet and the rapid development of

telecommunication technologies which enabled more professional and managerial workers to work from home.

Based on the 2001 NHTS survey data, New York State telecommuters had to travel a greater distance to work than workers who only work at their workplace (See Figure 5.9). One in every 5 telecommuters commuted to work more than 25 miles each way.

In general, there were not many statistically significant differences in *personal* travel patterns among work-at-home workers, work-at-workplace workers, and telecommuters. However, there were a few exceptions:

1. Work-at-home workers had the least need to leave their homes, and almost 13% of these workers did not travel on their designated travel day compared to 5% for telecommuters and 6% for workers who worked only at their workplace.
2. Workers who worked only at their workplace took significantly fewer trips than telecommuters, reflecting their less flexible daily schedule.
3. Telecommuters traveled significantly more miles in a day than work-at-home workers, or 60 miles and 35 miles, respectively.
4. The length of the trips taken by work-at-home workers varied widely, perhaps suggesting that these workers had fewer time constraints and were able to travel to out-of-the-way places of their choice.
5. On average, home-based workers spent twenty minutes more traveling in a day than other workers.
6. Telecommuters and workers who only worked at their workplace took a greater percentage of their daily trips to earn a living than work-at-home workers. Also, travel to earn a living took up a greater percentage of the daily travel by workers who only worked at a workplace than that of telecommuters. By working at home, the home-based workers also had greater discretion to travel for family and personal business than other workers.
7. The differences between the telecommuters and the non-telecommuters were in the *distance* and *duration* of their commutes. In New York State, telecommuters commuted a distance of 33% further to work than non-telecommuters, or 13.6 miles vs. 10.2 miles. This difference is statistically significant. Telecommuters not only traveled longer distances but also spent

more time commuting than non-telecommuters. The longer commute might have contributed to the telecommuters' decision to telecommute.

8. Work-at-home workers tried to avoid congestion by traveling more between 9 a.m. and 4 p.m.

In New York State the location of one's workplace (home, workplace or both) had little impact on the frequency of driving. On average, workers drove about 3 trips a day. That said, on average, telecommuters drove to destinations noticeably further away than workers who only worked at their workplace, or 13 miles per trip vs. 9 miles, respectively. This difference in vehicle trip length resulted in telecommuters driving 48% more miles and spending 30% more time driving than workplace-based workers. These differences were statistically significant.

Compared to the rest of the country, workers in New York State took on average one fewer vehicle trips a day than workers living outside New York State (See Figure 5.13). This difference is significant for all three worker categories. Another significant difference between home-based workers in New York State and similar workers residing elsewhere was the average trip length (See Figure 5.13). Vehicle trips taken by home-based workers outside of New York State were 36% longer, or 20 more miles a day, than those taken by similar workers living within New York State – an 80% difference (See Figure 5.13).

The New York non-telecommuters' average commute distance was 14% shorter than that of non-telecommuters living outside of New York State. In general, New York workers spent significantly more time commuting than their non-New York State counterparts. This was true regardless of the telework status. Does the telecommuting arrangement influence how one commutes to work? The answer to this question is "no." Public transit and walking were more widely used for commuting in New York State than elsewhere, primarily due to persons working in New York City.

In most cases, home-based workers resembled telecommuters in terms of the number of trips taken per day, except in non-urban New York areas. Regardless of work location, Manhattan workers were least likely to drive when compared to individuals working elsewhere.



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## **APPENDIX 1A**

### **GLOSSARY OF TERMS**



## GLOSSARY OF TERMS

This glossary provides the definitions of the most commonly used terms in the NHTS. These definitions are provided to assist the user in the interpretation of the NHTS data.

<b>Adult</b>	For NHTS, this is defined as a person 18 years or older.
<b>Block Group</b>	A subdivision of a Census tract that averages 1000 to 1100 people, and approximately 400-500 housing units. The source used for the 2001 NHTS was GDT Dynamap 2000 (from Census 2000 TIGER/Line files).
<b>Census Region and Division</b>	<p>The Census Bureau divides the states into four regions and nine divisions. Note that the divisions are wholly contained within a region, i.e., region lines do not split division lines. The regions and their component divisions are:</p> <p><b>Northeast Region:</b></p> <ul style="list-style-type: none"><li>• New England Division: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont</li><li>• Middle Atlantic Division: New Jersey, New York, Pennsylvania</li></ul> <p><b>North Central Region:</b></p> <ul style="list-style-type: none"><li>• East North Central Division: Illinois, Indiana, Michigan, Ohio, Wisconsin</li><li>• West North Central Division: Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota</li></ul> <p><b>South Region:</b></p> <ul style="list-style-type: none"><li>• South Atlantic Division: Delaware, Florida, Georgia, Maryland, North Carolina, South Carolina, Virginia, West Virginia</li><li>• East South Central Division: Alabama, Kentucky, Mississippi, Tennessee</li><li>• West South Central Division: Arkansas, Louisiana, Oklahoma, Texas</li></ul> <p><b>West Region:</b></p> <ul style="list-style-type: none"><li>• Mountain Division: Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah, Wyoming</li><li>• Pacific Division: Alaska, California, Hawaii, Oregon, Washington</li></ul> <p><b>Puerto Rico.</b></p>

For the 2001 NHTS the source used for the 2000 Census Region was: <http://www.census.gov/geo/www/cob/rg2000.html>. The source used for the 2000 Census Division was: <http://www.census.gov/geo/www/cob/dv2000.html>.

<b>Census Tract</b>	A small subdivision of a county, containing approximately 4,000 persons. Tracts can range in population from 2,500 to 8,000. The geographic size of the tract may vary considerably, depending on population density. Tracts were designed to be homogeneous in regard to population characteristics, economic status and living conditions when they were first delineated. Since the first tracts were delineated for the 1890 Census, today's tracts may be far from homogeneous. The source used for the 2001 NHTS was GDT Dynamap 2000 (from Census 2000 TIGER/Line files).
<b>Child</b>	A child is normally defined as a person under the age of 18. An exception to this is for life cycle, where a child can be anyone through the age of 21 who is listed as a child to the household respondent.
<b>Consolidated Metropolitan Statistical Area (CMSA)</b>	A large metropolitan complex of 1 million or more population, containing two or more identifiable component parts designated as primary metropolitan statistical areas (PMSAs). For example, the New York-Northern New Jersey-Long Island CMSA is composed of the following fourteen PMSAs: Bridgeport, Danbury, Dutchess County, Jersey City, Middlesex-Somerset-Hunterdon, Monmouth-Ocean, Nassau-Suffolk, New Haven-Meriden, New York, Newark, Newburgh, Stamford-Norwalk, Trenton, Waterbury.
<b>Destination</b>	For travel day trips, the destination is the point at which there is a break in travel, except if the break is only to change vehicles or means of transport.  For travel period trips, the destination is the farthest point of travel.
<b>Driver</b>	A driver is a person who operates a motorized vehicle. If more than one person drives on a single trip, the person who drives the most miles is classified as the principal driver.
<b>Employed</b>	A person is considered employed if (s)he worked for pay, either full time or part time, during the week before the interview. This includes persons who work at home or persons who have more than one job.
<b>Education Level</b>	The number of years of regular schooling completed in graded public, private, or parochial schools, or in colleges, universities, or professional schools, whether day school or night school. Regular schooling advances a person toward an elementary or high school diploma, or a college, university, or professional school degree.

<b>Household</b>	A group of persons whose usual place of residence is a specific housing unit; these persons may or may not be related to each other. The total of all U.S. households represents the total civilian non-institutionalized population. A household does not include group quarters (i.e., 10 or more persons living together, none of whom are related).
<b>Household Income</b>	Household income is the money earned by all family members in a household, including those temporarily absent. Annual income consisted of the income earned 12 months preceding the interview. Household income includes monies from all sources, such as wages and salary, commissions, tips, cash bonuses, income from a business or farm, pensions, dividends, interest, unemployment or workmen's compensation, social security, veterans' payments, rent received from owned property (minus the operating costs), public assistance payments, regular gifts of money from friends or relatives not living in the household, alimony, child support, and other kinds of periodic money income other than earnings. Household income excludes in-kind income such as room and board, insurance payments, lump-sum inheritances, occasional gifts of money from persons not living in the same household, withdrawal of savings from banks, tax refunds, and the proceeds of the sale of one's house, car, or other personal property.
<b>Household Members</b>	Household members include all people, whether present or temporarily absent, whose usual place of residence is in the sample unit. Household members also include people staying in the sample unit who have no other usual place of residence elsewhere.
<b>Household Vehicle</b>	A household vehicle is a motorized vehicle that is owned, leased, rented or company-owned and available to be used regularly by household members during the two-week travel period. Household vehicles include vehicles used solely for business purposes or business-owned vehicles, so long as they are driven home and can be used for the home to work trip, (e.g., taxicabs, police cars, etc.). Household vehicles include all vehicles that were owned or available for use by members of the household during the travel period, even though a vehicle may have been sold before the interview. Vehicles excluded from household vehicles are those which were not working and were not expected to be working within 60 days, and vehicles that were purchased or received after the designated travel day.
<b>Journey-to-Work Trips (Commute trips)</b>	Includes travel to and from a place where one reports for work. Does not include any other work-related travel. Does not include any trips for persons who work at home.
<b>Means of Transportation</b>	A mode of travel used for going from one place (origin) to another (destination). A means of transportation includes private and public transit modes, as well as walking. The following transportation modes, grouped by major mode, are

included in the NHTS data.

### **Private Vehicle**

1. Car – A privately owned and/or operated licensed motorized vehicle including cars and station wagons. Leased and rented cars are included if they are privately operated and not used for picking up passengers in return for fare.
2. Van – privately owned and/or operated van or minivan designed to carry 5 to 13 passengers, or to haul cargo.
3. Sport Utility Vehicle – A privately owned and/or operated vehicle that is a hybrid of design elements from a van, a pickup truck and a station wagon. Examples include a Chevrolet Blazer, Ford Bronco, Jeep Cherokee, or Nissan Pathfinder.
4. Pickup Truck – A pickup truck is a motorized vehicle, privately owned and/or operated, with an enclosed cab that usually accommodates 2-3 passengers, and an open cargo area in the rear. Later model pickups often have a back seat that allows for total seating of 4 - 6 passengers. Pickup trucks usually have the same size of wheel-base as a full-size station wagon. This category also includes pickups with campers.
5. Other Truck – This category consists of all trucks other than pickup trucks (i.e., dump trucks, trailer trucks, etc.).
6. RV or Motor Home – An RV or motor home includes a self-powered recreational vehicle that is operated as a unit without being towed by another vehicle (e.g., a Winnebago motor home).
7. Motorcycle – This category includes large, medium, and small motorcycles and mopeds.

### **Public Transportation**

10. Local public transit buses (mass transit buses that are available to the general public).
11. Commuter buses.
16. Commuter train.
17. Subway/Elevated rail (also known as rail rapid transit is a high capacity system operated on a fixed rail or guide way system on a private right of way).
18. Street car/Trolley (vehicles that run on a fixed rail system powered by electricity obtained from an overhead power distribution system.)

### **Other Modes**

8. Commercial/Charter Airplane (airplanes that are available for use by the general public in exchange for a fare).
9. Private/Corporate Airplanes
12. School Buses.
13. Charter/Tour buses (privately owned buses that are either rented by a group or are available to the public for a fee for sightseeing).



14. City to City buses (buses that run from one center to the other).
15. Amtrak/Intercity Train (heavy passenger rail that runs from one urban center to another).
19. Ship/Cruise Ships.
20. Passenger Line/Ferry.
21. Sailboat/Motorboat/Yacht.
22. Taxicab – Includes the use of a taxicab by a passenger for fare. The taxi category does not include rental cars if they are privately operated.
23. Limousine – Includes the use of a limousine by passenger for fare. The limousine category does not include rental cars if they are privately operated.
24. Hotel/Airport Shuttle – This includes privately operated shuttle buses that are operated between a limited number of points for a fare.
25. Bicycle – This category includes bicycles of all speeds and sizes that do not have a motor.
26. Walk. – This category includes walking and jogging.
91. Other – Includes any types of transportation not previously listed, e.g. skate boards.

**Metropolitan Statistical Area (MSA)**

Except in the New England States, a Metropolitan Statistical Area is a county or group of contiguous counties which contains at least one city of 50,000 inhabitants or more, or “twin cities” with a combined population of at least 50,000. In addition, contiguous counties are included in an MSA if, according to certain criteria, they are socially and economically integrated with the central city. In the New England States, MSA’s consist of towns and cities instead of counties. The source used for the 2001 NHTS was 1999 Metropolitan Areas: Cartographic Boundary Files. File ma99\_99.shp from <http://www.census.gov/geo/www/cob/ma1999.html>.

**Motorized Vehicle**

Motorized vehicles are all vehicles that are licensed for highway driving. Snow mobiles and minibikes are specifically excluded.

**New York State Metro Area**

The New York State Metro area includes the following three areas: (1) Nassau, Suffolk; (2) New York City, (which includes the following counties: Bronx, Kings, Queens, New York, and Richmond); and (3) Putnam, Rockland, and Westchester.

**Occupancy**

Occupancy is the number of persons, including driver and passenger(s) in a vehicle. NHTS occupancy rates are generally defined as person miles divided by vehicle miles.

**Origin**

Origin is the starting point of a trip.

<b>Overlap Trip</b>	A travel period trip that occurs on travel day, and is thus collected in both portions of the NHTS questionnaire. To ensure that this trip is not counted twice, eliminate overlap trips from travel day data when travel day and travel period data will be added together.
<b>Passenger</b>	For a specific trip, a passenger is any occupant of a motorized vehicle, other than the driver.
<b>Person Miles of Travel (PMT)</b>	PMT is a primary measure of person travel. When one person travels one mile, one person mile of travel results. Where 2 or more persons travel together in the same vehicle, each person makes the same number of person miles as the vehicle miles. Therefore, four persons traveling 5 miles in the same vehicle results in 20 person miles ( $4 \times 5 = 20$ ).
<b>Person Trip</b>	A person trip is a trip by one or more persons in any mode of transportation. Each person is considered as making one person trip. For example, four persons traveling together in one auto are counted as four person trips.
<b>POV</b>	A privately-owned vehicle or privately-operated vehicle. Either way, the intent here is that this is not a vehicle available to the public for a fee, such as a bus, subway, taxi, etc.
<b>Seasonal Variation</b>	Season is defined as: <p style="margin-left: 40px;">Winter: December through February;  Spring: March through May;  Summer: June through August;  Fall: September through November.</p>
<b>Travel Day</b>	A travel day is a 24-hour period from 4:00 a.m. to 3:59 a.m. designated as the reference period for studying trips and travel by members of a sampled household.
<b>Travel Day Trip</b>	A travel day trip is defined as any time the respondent went from one address to another by private motor vehicle, public transportation, bicycle, walking, or other means. However, a separate trip is not counted in two instances: <ol style="list-style-type: none"> <li>1. When the sole purpose for the trip is to get to another vehicle or mode of transportation in order to continue to the destination.</li> <li>2. Travel within a shopping center, mall or shopping areas of 4-5 blocks is to be considered as travel to one destination.</li> </ol>

**Travel Day Trip Purpose**

A trip purpose is the main reason that motivates a trip. There are 36 travel day trip purposes used in the 2001 NHTS.

For the 2001 Survey, trip purposes were collected using a From-To approach. For each trip, the origin and destination are on the file in generic terms, e.g. from work to shopping. The 36 trip reasons are defined as follows, and shown with their coded trip purpose number.

1. To Home – Travel to home after leaving for some reason.
11. Go to Work – The first trip to the work location on travel day.
12. Return to Work – A trip to work that is not the first trip to work on the travel day.
13. Attend Business Meeting/Trip – A work related trip whose purpose is to attend a business meeting.
14. Other Work Related – A work related trip whose purpose is not specifically to attend a business meeting.
20. Other School/Religious Activity – School and religious activities not covered by categories 21 through 23 below.
21. Go to School as a Student – A trip whose purpose is to go to school as a student.
22. Go to Religious Activity – A trip whose purpose is to go to a place to attend a religious activity.
23. Go to Library, School Related – A trip whose purpose is to go to the library as part of a school related activity.
24. Go to Daycare – A trip whose purpose is to attend day care.
30. Medical/Dental Services – A trip made for medical, dental, or mental health treatment, or other related professional services.
40. Shopping/Errands – Shopping/errand trips not covered by categories 41 through 43 below.
41. Buy Goods, (e.g., groceries/clothing/hardware store) – A shopping trip whose purpose is to purchase commodities for use or consumption elsewhere. This purpose also includes window-shopping and trip made to shop even if nothing is purchased.
42. Buy Services, (e.g., video rentals/dry cleaning/post office/car service/bank) – The category includes the purchase of services other than medical/dental or other professional services.

- 43. Buy Gas – A trip made specifically to get gas.
- 50. Social/Recreational – Includes social and recreational trips not covered by categories 51 through 55 below.
- 51. Go to the Gym/Exercise/Play Sports – A trip made for exercise or to participate in a sport.
- 52. Rest or Relaxation/Vacation.
- 53. Visit Friends/Relatives – The social/recreational trip whose purpose is to visit with family and friends.
- 54. Go out/Hang out, Entertainment/Theater/Sports Event/Go to Bar – The purpose of the trip is entertainment or hanging out with friends.
- 55. Visit Public Place, Historical Site/Museum/Park/Library.
- 60. Family Personal Business/Obligations – A trip for personal business not covered by categories 61 through 65 below.
- 61. Use Professional Services, Attorney/Accountant – A trip made for professional services other than for medical/dental purposes.
- 62. Attend Funeral/Wedding – A personal trip to attend a funeral or a wedding.
- 63. Use Personal Services, Grooming/Haircut/Nails – A trip for personal services such as to a hairdresser.
- 64. Pet Care, Walk the dog/Vet visits.
- 65. Attend Meeting, PTA/Home Owners Association/Local Government – The purpose of the trip is to attend a non-work related meeting, such as a community meeting.
- 70. Transport Someone – Trips with a passenger that are related to picking up or dropping off someone but not covered by categories 71 through 73 below.
- 71. Pickup Someone.
- 72. Take and Wait – A trip made to take someone to a destination and then wait with them at the destination and return together.
- 73. Drop Someone Off.
- 80. Meals – A trip whose purpose is to eat or get a meal but not covered by categories 81 through 83 below.

81. Social Event – A trip whose purpose is to eat a meal at a social event.
82. Get/Eat Meal – A trip whose purpose is to get and eat a meal but not at a social event.
83. Coffee/Ice Cream/Snacks – A trip whose purpose is to get/eat a snack or drink, something less than a meal.
91. Other – A trip purpose not covered by categories above.

### **Travel Period**

A travel period consists of a four-week period ending with the travel day.

### **Travel Period Trip**

A travel period trip is a trip where the farthest destination is at least 50 miles from home. The outgoing portion of this trip can take place at any time, but the return must be within the four-week travel period. The four-week travel period ends on and includes the assigned travel day.

### **Trip Purpose**

A trip purpose is the main reason that motivates a trip. For purposes of this survey, there are 11 trip reasons. For travel day trips, if there is more than one reason, and the reasons do not involve different destinations, then only the main reason is chosen. If there are two or more reasons, and they each involve different destinations, then each reason is classified as a separate trip. For travel period trips, if there is more than one reason, the primary reason is collected. The 11 trip reasons (grouped into the four major purposes) are defined as follows:

#### **Earning A Living:**

- **To or From Work** – Travel to a place where one reports for work; excluding work-related travel Middle Atlantic Division: New Jersey, New York, Pennsylvania.
- **Work-Related Business** – Trips related to business activities; excluding travel to the place of work. Example: a plumber drives to a wholesale dealer to purchase supplies for his business, or a company executive travels from his office to another firm to attend a business meeting. Business, out-of-town trips, and professional conventions are included.

#### **Family and Personal Business:**

- **Shopping** – Shopping includes "window-shopping" and purchases of commodities such as groceries, furniture, clothing, etc. for use or consumption elsewhere.
- **Doctor/Dentist** – This category includes trips made for medical, dental, or psychiatric treatment, or other related professional services.

- **Other Family or Personal Business** – This category includes the purchase of services such as cleaning garments, servicing an automobile, haircuts, banking, legal services, etc.

**School or Church:**

- **School/Church** – This category includes trips to school, college or university for class(es), or to PTA meetings, seminars, etc., or to church services or to participate in other religious activities.
- **Social activities** that take place at a church or school, but cannot be classified as religious or educational are not included in this category.

**Social and Recreational:**

- **Vacation** – This category is for trips reported by the respondent as “vacation.”
- **Visit Friends or Relatives** – Trips which are specifically designated to visit friends or relatives.
- **Pleasure Driving** – Driving trips made with no other purpose listed but to "go for a drive" with no destination in mind.
- **Other Social or Recreational** – Trips taken to enjoy some form of social activity involving friends or acquaintances. This category includes trips for general entertainment or recreation (both as observer and as participant).

**Urbanized Area**

An urbanized area consists of the built up area surrounding a central core (or central city), with a population density of at least 1,000 persons per square mile. Urbanized areas do not follow jurisdictional boundaries, thus it is common for the urbanized area boundary to divide a town.

For the 2001 NHTS, Urban Areas were calculated two ways.

1. Variable URBAN uses the 2000 Urbanized Areas: Cartographic Boundary Files. File ua00\_d00.shp from <http://www.census.gov/geo/www/cob/ua2000.html>. Two codes are used: 0 = Not in Urban Area, 1 = in Urban Area.
2. Variable URBAN1 uses the 2000 Urbanized Areas: Cartographic Boundary Files. File ua00\_d00.shp from <http://www.census.gov/geo/www/cob/ua2000.html>. Three codes are used: 0 = Not in Urban Area, 1 = in Urban Cluster, 2 = in Urban Area, 3 = in area surrounded by urban areas.

**Vehicle**

In the 2001 NHTS, the term vehicle includes autos, passenger vans, sport utility vehicles, pickups and other light trucks, RV's, motorcycles and mopeds owned or available to the household.

<b>Vehicle Miles of Travel (VMT)</b>	VMT is a unit to measure vehicle travel made by a private vehicle, such as an automobile, van, pickup truck, or motorcycle. Each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle.
<b>Vehicle Occupancy</b>	Vehicle occupancy is the number of persons, including driver and passenger(s) in a vehicle; also includes persons who did not complete a whole trip. NHTS occupancy rates are generally calculated as person miles divided by vehicle miles.
<b>Vehicle Trip</b>	A trip by a single privately-operated vehicle (POV) regardless of the number of persons in the vehicle.
<b>Vehicle Type</b>	For purposes of the 2001 NHTS, one of the following: <ol style="list-style-type: none"> <li>1. Automobile (including station wagon)</li> <li>2. Van</li> <li>3. Sport Utility Vehicle</li> <li>4. Pickup Truck (including pickup with camper)</li> <li>5. Other Truck</li> <li>6. RV or Motor Home</li> <li>7. Motorcycle</li> <li>8. Other</li> </ol>
<b>Weekday</b>	Weekday is defined as the time between 12:01 a.m. Monday and 6:00 p.m. Friday. This was done because Friday evening is considered the start of the weekend.
<b>Weekend</b>	Weekend is defined as the time between 6:01 p.m. Friday and midnight Sunday.
<b>Work-Related Travel (WR)</b>	These are trips related to business activities except travel to the place of work: for example, a plumber drives to a wholesale dealer to purchase supplies for his business or a company executive travels from his office to another firm to attend a business meeting. Business, out-of-town trips, and professional conventions are also included.
<b>Worker</b>	See "Employed."





**APPENDIX 2A**  
**IMMIGRANT TABLES**



## Licensing Rates by Age and Country of Birth

	Manhattan	Rest of NYC	New York City	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
Persons Born in U.S.	64.7%	66.2%	65.9%	91.1%	92.3%	91.7%	92.1%	76.4%	90.4%	81.2%	92.2%	82.9%	91.6%
16-24 yrs.	22.0%	44.2%	40.6%	78.3%	72.4%	81.7%	75.6%	49.9%	79.8%	59.4%	83.7%	63.0%	83.5%
25-44 yrs.	78.0%	80.2%	79.6%	95.2%	96.4%	95.3%	96.1%	86.2%	94.5%	89.0%	96.3%	90.0%	96.2%
45-64 yrs.	74.8%	71.6%	72.4%	96.1%	98.5%	95.0%	97.4%	83.5%	95.1%	87.8%	96.5%	89.2%	95.5%
65+ yrs.	43.3%	52.0%	50.2%	82.9%	83.4%	85.9%	84.2%	65.5%	81.9%	71.5%	83.3%	73.4%	81.2%
Persons Born in U.S.	64.7%	66.2%	65.9%	91.1%	92.3%	91.7%	92.1%	76.4%	90.4%	81.2%	92.2%	82.9%	91.6%
Male	70.6%	75.5%	74.4%	93.3%	93.3%	96.1%	94.2%	82.3%	92.6%	85.9%	94.1%	87.2%	93.8%
Female	59.3%	57.9%	58.2%	91.4%	87.7%	90.3%	71.1%	71.1%	88.4%	77.0%	90.3%	78.9%	89.5%
Persons Not Born in U.S.	55.5%	51.4%	52.1%	79.1%	75.9%	80.7%	77.8%	57.2%	82.7%	58.8%	95.5%	59.5%	81.7%
16-24 yrs.	26.0%	33.1%	32.7%	55.2%	44.8%	68.3%	51.6%	35.9%	67.7%	37.4%	100.0%	38.0%	63.3%
25-44 yrs.	67.8%	57.8%	59.9%	84.7%	82.2%	86.4%	83.9%	65.2%	87.4%	66.5%	96.5%	67.0%	86.7%
45-64 yrs.	60.8%	63.5%	63.2%	89.0%	89.5%	90.7%	90.0%	68.2%	86.4%	69.5%	100.0%	70.0%	87.2%
65+ yrs.	14.9%	32.4%	29.3%	65.3%	64.8%	52.2%	58.7%	34.6%	77.0%	38.6%	88.8%	40.5%	65.7%
Persons Not Born in U.S.	55.5%	51.4%	52.1%	79.1%	75.9%	80.7%	77.8%	57.2%	82.7%	58.8%	95.5%	59.5%	81.7%
Male	77.4%	66.0%	67.8%	84.7%	79.7%	88.2%	83.1%	70.9%	89.7%	72.1%	96.8%	72.5%	89.6%
Female	37.0%	38.4%	38.2%	73.9%	72.4%	73.7%	72.9%	44.9%	76.8%	47.0%	94.5%	48.0%	73.7%
Persons Not Born in U.S.	55.5%	51.4%	52.1%	79.1%	75.9%	80.7%	77.8%	57.2%	82.7%	58.8%	95.5%	59.5%	81.7%
0-2 years in U.S.	61.1%	37.3%	44.4%	62.3%	57.5%	68.7%	61.0%	49.3%	65.9%	50.9%	100.0%	51.5%	62.5%
3-5 years in U.S.	80.3%	36.3%	43.9%	58.8%	26.0%	83.8%	48.9%	44.8%	84.4%	47.5%	72.0%	47.6%	76.3%
6-10 years in U.S.	87.7%	46.0%	49.2%	72.7%	57.7%	78.8%	67.5%	51.3%	86.7%	52.7%	100.0%	53.2%	80.8%
11 or more years in U.S.	47.1%	59.0%	57.1%	86.8%	88.9%	83.7%	86.9%	63.5%	86.7%	65.1%	96.0%	65.8%	87.1%

## Vehicle Availability and Age of Vehicles in IMMIGRANT Households\*

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>TOTAL IMMIGRANT HHs</b>	<b>274,968</b>	<b>1,078,379</b>	<b>1,353,347</b>	<b>476,068</b>	<b>182,359</b>	<b>140,142</b>	<b>322,502</b>	<b>1,675,849</b>	<b>153,567</b>	<b>1,829,416</b>	<b>52,693</b>	<b>1,882,108</b>	<b>12,838,761</b>
<b>IMMIGRANT Households by Vehicle Availability</b>													
0	69.0%	46.3%	50.9%	7.4%	2.4%	11.8%	6.5%	42.4%	9.2%	39.6%	1.1%	38.5%	7.8%
1	27.4%	37.3%	35.3%	34.2%	31.7%	36.4%	33.8%	35.0%	35.0%	35.0%	40.4%	35.2%	31.0%
2	3.4%	13.4%	11.4%	36.5%	38.2%	33.0%	35.9%	16.1%	37.9%	17.9%	37.0%	18.5%	39.5%
3	0.1%	2.7%	2.2%	16.4%	22.7%	13.0%	18.5%	5.3%	12.0%	5.9%	17.6%	6.2%	14.9%
4		0.2%	0.2%	4.4%	4.3%	4.5%	4.4%	1.0%	4.5%	1.3%	3.4%	1.4%	4.9%
5+		0.1%	0.1%	1.1%	0.7%	1.3%	1.0%	0.3%	1.3%	0.3%	0.6%	0.3%	2.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Percent of Vehicles Owned by IMMIGRANT Households by Age of Vehicles</b>													
1	2.6%	5.7%	5.4%	8.3%	9.1%	8.2%	8.7%	6.7%	7.4%	6.8%	3.2%	6.6%	7.4%
2	11.0%	8.0%	8.3%	10.8%	9.9%	12.3%	10.8%	9.3%	10.8%	9.6%	8.4%	9.5%	8.6%
3	10.8%	6.1%	6.6%	8.1%	8.1%	8.0%	8.1%	7.2%	8.2%	7.4%	6.0%	7.3%	7.0%
4	2.4%	5.5%	5.1%	7.3%	6.7%	9.5%	7.8%	6.2%	6.0%	6.2%	5.2%	6.1%	6.7%
5	2.3%	6.7%	6.2%	6.8%	6.8%	6.3%	6.6%	6.4%	7.4%	6.5%	7.5%	6.6%	6.4%
6	3.8%	6.1%	5.8%	5.4%	4.7%	5.8%	5.1%	5.5%	5.9%	5.6%	7.0%	5.7%	5.3%
7	7.4%	5.7%	5.9%	6.4%	6.9%	4.4%	5.9%	5.9%	7.5%	6.1%	7.7%	6.2%	6.5%
8	4.5%	7.9%	7.5%	5.3%	3.7%	7.5%	5.2%	6.6%	5.5%	6.4%	9.0%	6.6%	5.1%
9	3.6%	5.8%	5.6%	4.5%	4.1%	5.0%	4.5%	5.1%	4.7%	5.1%	4.8%	5.0%	6.1%
10	4.2%	6.2%	6.0%	4.1%	3.5%	4.2%	3.8%	5.1%	4.9%	5.1%	7.0%	5.2%	5.2%
11	8.3%	3.7%	4.2%	4.7%	4.1%	4.3%	4.2%	4.2%	5.9%	4.5%	6.6%	4.6%	4.7%
12	7.1%	6.4%	6.5%	5.4%	6.2%	3.5%	5.1%	5.9%	6.1%	6.0%	4.1%	5.9%	4.5%
13	1.6%	6.3%	5.8%	4.8%	3.3%	5.0%	3.9%	5.0%	6.6%	5.3%	2.5%	5.1%	4.6%
14	8.1%	3.9%	4.3%	3.6%	4.2%	3.1%	3.7%	4.1%	3.3%	4.0%	4.7%	4.0%	3.1%
15	8.8%	3.3%	3.8%	3.6%	5.4%	3.4%	4.6%	4.2%	1.4%	3.7%	6.3%	3.9%	2.7%
16	0.6%	1.9%	1.7%	1.4%	1.2%	1.4%	1.3%	1.6%	1.6%	1.6%	3.0%	1.6%	2.4%
17	1.0%	1.4%	1.3%	1.0%	1.4%	0.8%	1.2%	1.3%	0.6%	1.2%	1.7%	1.2%	1.9%
18		1.0%	0.9%	0.3%		0.6%	0.2%	0.6%	0.3%	0.6%		0.5%	1.7%
19		1.0%	0.9%	0.7%	0.8%	1.1%	0.9%	0.9%	0.0%	0.8%	1.1%	0.8%	0.9%
20+	6.8%	1.1%	1.7%	1.4%	0.7%	0.9%	0.8%	1.3%	2.8%	1.6%	1.9%	1.6%	4.0%
Unreported	5.0%	6.8%	6.6%	6.1%	9.2%	4.6%	7.4%	6.9%	3.2%	6.4%	2.4%	6.1%	5.2%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

\* IMMIGRANT Households are defined as Households with one or more persons over 65

## Characteristics of IMMIGRANT Households\* with Zero Vehicles

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non- NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Household Income Distribution</b>													
< \$25,000	35.4%	58.6%	52.2%	53.3%	57.9%	37.3%	41.6%	51.9%	70.7%	52.3%	100.0%	52.3%	65.4%
\$25-50,000	16.3%	22.5%	20.8%	18.5%		37.8%	30.0%	21.1%	1.4%	20.7%		20.7%	12.7%
\$50-75,000	6.4%	3.4%	4.2%	2.6%		5.5%	4.3%	4.2%		4.1%		4.1%	1.0%
> \$75,000	27.1%	3.4%	9.9%	0.6%				9.6%	1.6%	9.5%		9.5%	2.2%
Unreported	14.9%	12.1%	12.9%	25.0%	42.1%	19.5%	24.2%	13.2%	26.4%	13.4%		13.4%	18.7%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Number of Drivers</b>													
0	42.2%	58.7%	54.2%	66.8%	100.0%	59.5%	67.9%	54.6%	65.1%	54.8%	100.0%	54.8%	63.8%
1	33.2%	31.6%	32.0%	22.8%		21.9%	17.4%	31.6%	30.8%	31.6%		31.6%	28.6%
2	23.8%	9.3%	13.3%	10.4%		18.6%	14.7%	13.3%	4.1%	13.2%		13.2%	5.3%
3	0.8%	0.4%	0.5%					0.5%		0.5%		0.5%	2.2%
4+													0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Number of Workers</b>													
0	24.6%	27.2%	26.5%	30.9%	13.1%	21.1%	19.4%	26.3%	47.9%	26.7%	100.0%	26.7%	36.9%
1	35.0%	42.3%	40.3%	32.9%	26.9%	31.5%	30.5%	40.0%	36.5%	40.0%		39.9%	38.7%
2	34.8%	22.0%	25.5%	26.4%	15.2%	46.1%	39.7%	25.9%	6.6%	25.6%		25.5%	14.8%
3	4.0%	5.8%	5.3%	3.1%		1.4%	1.1%	5.2%	6.2%	5.2%		5.2%	3.5%
4	1.7%	1.4%	1.5%	6.7%	44.8%		9.3%	1.7%	2.8%	1.7%		1.7%	4.5%
5+		1.3%	0.9%					0.9%		0.9%		0.9%	1.6%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## Characteristics of NON-IMMIGRANT Households\* with Zero Vehicles

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non- NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Household Income Distribution</b>													
< \$25,000	23.3%	46.0%	37.6%	72.4%	57.6%	60.9%	59.1%	39.2%	78.7%	44.5%	79.0%	46.2%	71.7%
\$25-50,000	26.7%	24.9%	25.6%	9.9%	14.8%	12.6%	13.9%	24.7%	8.0%	22.5%	9.1%	21.8%	11.6%
\$50-75,000	14.6%	6.1%	9.3%	1.2%	1.3%	3.7%	2.3%	8.7%	0.7%	7.7%	1.4%	7.4%	1.5%
> \$75,000	22.8%	5.3%	11.7%	1.7%	3.9%	3.3%	3.6%	11.1%	0.7%	9.7%		9.3%	1.7%
Unreported	12.5%	17.7%	15.8%	14.9%	22.4%	19.6%	21.1%	16.2%	11.9%	15.6%	10.5%	15.4%	13.6%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Number of Drivers</b>													
0	33.9%	53.9%	46.5%	60.4%	62.3%	52.7%	58.1%	47.4%	61.6%	49.3%	81.0%	50.8%	66.0%
1	50.0%	33.2%	39.4%	34.0%	24.7%	46.9%	34.4%	39.0%	33.7%	38.3%	12.6%	37.1%	27.1%
2	15.5%	11.9%	13.2%	4.4%	8.6%	0.4%	5.0%	12.6%	4.0%	11.5%	6.4%	11.2%	6.0%
3	0.6%	1.0%	0.9%	0.6%	0.9%		0.5%	0.8%	0.7%	0.8%		0.8%	0.6%
4				0.6%	3.5%		2.0%	0.2%	0.0%	0.1%		0.1%	0.3%
5+													0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Number of Workers</b>													
0	25.8%	43.0%	36.7%	58.4%	51.9%	62.0%	56.4%	38.1%	59.4%	41.0%	64.7%	42.1%	62.5%
1	50.0%	39.3%	43.2%	29.5%	36.9%	23.1%	30.8%	42.3%	28.9%	40.5%	30.1%	40.0%	30.5%
2	19.8%	14.6%	16.5%	8.4%	6.8%	14.4%	10.1%	16.0%	7.6%	14.9%	5.2%	14.4%	6.1%
3	4.4%	3.2%	3.6%	3.3%	4.4%		2.5%	3.5%	3.7%	3.6%		3.4%	0.7%
4				0.3%		0.5%	0.2%	0.0%	0.4%	0.1%		0.1%	0.3%
5+													0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## Person Trips per Person by Mode of Transportation and Country of Origin

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non- NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Persons Born in U.S.</b>													
<b>TOTAL PT/PERSON</b>	<b>4.43</b>	<b>3.70</b>	<b>3.86</b>	<b>4.21</b>	<b>4.12</b>	<b>4.34</b>	<b>4.18</b>	<b>3.99</b>	<b>4.23</b>	<b>4.07</b>	<b>4.16</b>	<b>4.08</b>	<b>4.31</b>
POV-Driver	10.5%	33.9%	27.9%	72.1%	71.5%	70.9%	71.3%	46.1%	72.8%	55.7%	71.9%	58.1%	73.2%
POV-Passenger	7.0%	12.4%	11.0%	16.3%	15.4%	14.6%	15.2%	12.7%	17.2%	14.3%	19.5%	15.1%	17.7%
Taxi	4.1%	1.0%	1.8%	0.3%	0.3%	0.4%	0.3%	1.2%	0.3%	0.9%	0.2%	0.8%	0.1%
Public	25.1%	20.4%	21.6%	1.5%	2.1%	3.1%	2.4%	13.6%	0.8%	9.0%	0.2%	7.7%	1.0%
Walk	50.9%	30.5%	35.7%	8.0%	8.7%	9.4%	8.9%	24.5%	7.4%	18.3%	6.8%	16.6%	6.6%
Other	2.4%	1.8%	1.9%	1.6%	1.9%	1.4%	1.7%	1.8%	1.5%	1.7%	1.4%	1.7%	1.3%
No Response	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Persons Not Born in U.S.</b>													
<b>TOTAL PT/PERSON</b>	<b>3.24</b>	<b>3.14</b>	<b>3.16</b>	<b>3.51</b>	<b>3.38</b>	<b>3.53</b>	<b>3.44</b>	<b>3.21</b>	<b>3.69</b>	<b>3.24</b>	<b>3.65</b>	<b>3.25</b>	<b>3.90</b>
POV-Driver	13.9%	25.5%	23.6%	59.4%	54.6%	60.4%	57.0%	30.6%	65.7%	33.2%	67.4%	33.9%	65.8%
POV-Passenger	7.4%	11.4%	10.8%	21.4%	26.6%	17.9%	23.0%	13.3%	17.1%	13.6%	20.8%	13.8%	20.0%
Taxi	3.1%	1.2%	1.5%	0.6%	0.5%	0.8%	0.7%	1.3%	0.5%	1.2%		1.2%	0.2%
Public	26.3%	25.5%	25.6%	3.9%	3.5%	5.5%	4.4%	21.2%	2.6%	19.8%	1.0%	19.4%	2.9%
Walk	46.4%	32.6%	34.9%	12.4%	12.1%	13.0%	12.5%	30.2%	12.3%	28.9%	10.4%	28.5%	9.7%
Other	2.8%	3.8%	3.6%	2.1%	2.6%	1.8%	2.3%	3.3%	1.5%	3.2%	0.5%	3.1%	1.3%
No Response	0.2%	0.0%	0.1%	0.3%		0.5%	0.2%	0.1%	0.3%	0.1%		0.1%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## Person Trips per Person by Mode of Transportation and Race, IMMIGRANTS ONLY

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non- NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>White</b>													
<b>TOTAL PT/PERSON</b>	<b>4.23</b>	<b>3.61</b>	<b>3.75</b>	<b>3.76</b>	<b>3.68</b>	<b>3.93</b>	<b>3.77</b>	<b>3.75</b>	<b>3.75</b>	<b>3.75</b>	<b>3.70</b>	<b>3.75</b>	<b>4.21</b>
POV-Driver	8.9%	31.2%	25.6%	64.5%	64.0%	57.7%	61.7%	34.9%	69.3%	39.4%	72.3%	41.0%	70.5%
POV-Passenger	5.5%	15.0%	12.7%	19.0%	21.3%	16.8%	19.6%	14.4%	18.0%	14.9%	17.3%	15.0%	17.2%
Taxi	6.4%	0.1%	1.7%	0.5%		0.7%	0.3%	1.3%	1.0%			1.2%	0.2%
Public	15.2%	14.2%	14.5%	2.5%	2.6%	4.4%	3.3%	11.6%	1.3%	10.2%	0.3%	9.7%	1.1%
Walk	60.8%	33.0%	40.0%	11.4%	9.6%	18.5%	12.9%	33.0%	8.7%	29.8%	10.1%	28.9%	9.4%
Other	3.2%	6.5%	5.6%	1.8%	2.5%	1.4%	2.1%	4.7%	1.2%	4.3%		4.1%	1.6%
No Response		0.0%	0.0%	0.3%		0.5%	0.2%	0.1%	0.5%	0.1%		0.1%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>African-American, Black</b>													
<b>TOTAL PT/PERSON</b>	<b>3.67</b>	<b>3.02</b>	<b>3.07</b>	<b>3.23</b>	<b>3.40</b>	<b>3.09</b>	<b>3.24</b>	<b>3.09</b>	<b>3.19</b>	<b>3.09</b>	<b>5.42</b>	<b>3.10</b>	<b>4.03</b>
POV-Driver	27.5%	23.2%	23.5%	59.8%	53.5%	62.9%	58.1%	28.4%	72.1%	29.2%	71.2%	29.6%	69.1%
POV-Passenger	2.3%	9.3%	8.8%	16.8%	19.5%	14.9%	17.2%	10.0%	13.6%	10.0%	28.1%	10.2%	15.4%
Taxi		2.8%	2.6%	2.8%	4.7%	1.6%	3.2%	2.7%		2.7%		2.6%	0.3%
Public	45.8%	28.3%	29.7%	7.9%	6.5%	10.1%	8.3%	26.6%	5.3%	26.2%		26.0%	4.8%
Walk	24.4%	32.5%	31.9%	9.6%	11.9%	7.7%	9.8%	28.7%	7.9%	28.3%	0.7%	28.1%	8.9%
Other		3.9%	3.6%	2.1%	4.0%	0.5%	2.2%	3.4%	1.1%	3.4%		3.3%	1.5%
No Response			1.1%			2.4%	1.2%	0.2%		0.2%		0.2%	
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Hispanic, White/Hispanic</b>													
<b>TOTAL PT/PERSON</b>	<b>2.54</b>	<b>2.92</b>	<b>2.85</b>	<b>3.30</b>	<b>3.31</b>	<b>3.09</b>	<b>3.23</b>	<b>2.92</b>	<b>3.66</b>	<b>2.94</b>	<b>3.27</b>	<b>2.94</b>	<b>3.70</b>
POV-Driver	19.6%	20.4%	20.3%	52.8%	46.7%	61.0%	52.1%	26.7%	56.3%	28.0%	23.1%	28.0%	60.3%
POV-Passenger	12.5%	11.1%	11.3%	25.7%	34.3%	17.2%	27.9%	14.7%	16.3%	14.7%	41.4%	14.9%	23.1%
Taxi	0.4%	1.2%	1.1%	0.3%		1.0%	0.4%	0.9%		0.9%		0.9%	0.1%
Public	30.2%	30.0%	30.0%	3.7%	2.1%	4.0%	2.8%	24.5%	7.4%	23.7%		23.6%	4.2%
Walk	34.8%	34.3%	34.4%	14.6%	13.6%	12.9%	13.3%	30.1%	20.0%	29.7%	30.9%	29.7%	11.0%
Other	2.5%	3.1%	3.0%	2.9%	3.3%	3.9%	3.5%	3.1%	0.1%	3.0%	4.6%	3.0%	1.3%
No Response													0.2%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Asian</b>													
<b>TOTAL PT/PERSON</b>	<b>3.53</b>	<b>3.15</b>	<b>3.19</b>	<b>3.39</b>	<b>3.12</b>	<b>3.19</b>	<b>3.14</b>	<b>3.18</b>	<b>3.98</b>	<b>3.24</b>	<b>3.09</b>	<b>3.24</b>	<b>3.77</b>
POV-Driver		29.1%	25.3%	56.4%	51.4%	56.8%	52.9%	30.4%	62.8%	33.4%	68.7%	33.8%	68.7%
POV-Passenger	2.2%	11.8%	10.5%	24.0%	28.7%	23.9%	27.4%	13.7%	17.7%	14.0%	20.7%	14.1%	18.3%
Taxi	2.9%	0.1%	0.5%					0.4%		0.4%		0.3%	0.3%
Public	42.4%	28.2%	30.1%	3.4%	3.9%	6.8%	4.7%	25.3%	1.1%	23.1%	10.6%	22.9%	3.1%
Walk	44.8%	29.6%	31.6%	14.5%	16.0%	12.5%	15.0%	28.5%	13.5%	27.1%		26.7%	8.7%
Other	5.7%	1.1%	1.7%	1.6%				1.4%	4.7%	1.7%		1.7%	1.0%
No Response	2.2%	0.2%	0.4%	0.1%				0.3%	0.4%	0.3%		0.3%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## Person Trips per Person by Mode of Transportation and Years in U.S., IMMIGRANTS ONLY

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non- NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>0-2 years in U.S.</b>													
<b>TOTAL PT/PERSON</b>	<b>4.14</b>	<b>3.75</b>	<b>3.87</b>	<b>2.84</b>	<b>2.36</b>	<b>2.97</b>	<b>2.55</b>	<b>3.48</b>	<b>3.63</b>	<b>3.50</b>	<b>4.00</b>	<b>3.50</b>	<b>3.35</b>
POV-Driver		4.5%	3.1%	43.7%	47.2%	37.7%	43.8%	11.8%	43.5%	14.9%	87.2%	15.9%	43.5%
POV-Passenger	4.9%	17.5%	13.5%	22.8%	23.6%	23.1%	23.4%	15.6%	21.6%	16.2%	12.8%	16.2%	33.2%
Taxi	1.4%	1.5%	1.5%					1.2%		1.1%		1.0%	0.1%
Public	28.0%	36.6%	33.9%	10.2%	12.3%	13.0%	12.6%	29.3%	5.6%	27.0%		26.6%	7.2%
Walk	63.0%	33.5%	42.8%	19.8%	12.6%	24.9%	17.1%	37.3%	25.3%	36.1%		35.6%	13.5%
Other	1.3%	6.5%	4.9%	3.5%	4.3%	1.3%	3.2%	4.5%	4.0%	4.5%		4.4%	2.5%
No Response	1.3%		0.4%					0.3%		0.3%		0.3%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>3-5 years in U.S.</b>													
<b>TOTAL PT/PERSON</b>	<b>3.42</b>	<b>3.70</b>	<b>3.65</b>	<b>2.88</b>	<b>2.28</b>	<b>3.07</b>	<b>2.59</b>	<b>3.45</b>	<b>3.59</b>	<b>3.46</b>	<b>0.56</b>	<b>3.45</b>	<b>3.80</b>
POV-Driver	25.4%	9.7%	12.4%	47.9%	19.4%	65.5%	41.0%	16.4%	60.6%	19.5%		19.5%	60.3%
POV-Passenger	4.5%	15.4%	13.5%	31.0%	47.1%	22.5%	35.6%	16.6%	22.6%	17.1%	100.0%	17.1%	21.5%
Taxi	5.0%	0.2%	1.0%					0.9%		0.8%		0.8%	0.4%
Public	17.6%	24.5%	23.3%	0.9%		2.1%	1.0%	20.2%	0.9%	18.8%		18.8%	3.8%
Walk	47.5%	36.4%	38.3%	17.1%	26.5%	9.9%	18.8%	35.6%	14.1%	34.0%		34.0%	12.7%
Other		13.7%	11.3%	3.1%	7.0%		3.7%	10.3%	1.9%	9.7%		9.7%	1.5%
No Response		0.1%	0.1%					0.1%		0.1%		0.1%	
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>6-10 years in U.S.</b>													
<b>TOTAL PT/PERSON</b>	<b>3.67</b>	<b>3.27</b>	<b>3.30</b>	<b>3.37</b>	<b>3.10</b>	<b>3.23</b>	<b>3.16</b>	<b>3.28</b>	<b>3.93</b>	<b>3.31</b>	<b>3.67</b>	<b>3.31</b>	<b>3.90</b>
POV-Driver	14.3%	25.7%	24.8%	48.6%	34.7%	46.8%	40.5%	26.4%	65.7%	28.4%	80.4%	28.9%	60.8%
POV-Passenger	1.0%	9.4%	8.7%	23.7%	30.9%	20.0%	25.7%	10.5%	19.3%	10.9%	15.5%	11.0%	21.7%
Taxi	4.4%	0.8%	1.1%	3.2%	6.8%	2.5%	4.8%	1.5%		1.4%		1.4%	0.2%
Public	27.0%	27.3%	27.3%	7.9%	15.2%	7.6%	11.6%	25.6%	0.1%	24.4%	4.2%	24.2%	3.2%
Walk	51.6%	34.6%	36.1%	15.2%	12.4%	19.5%	15.8%	33.9%	14.1%	32.9%		32.6%	12.8%
Other	1.7%	2.2%	2.2%	1.4%		3.4%	1.6%	2.1%	0.8%	2.1%		2.0%	1.2%
No Response				0.1%		0.2%	0.1%	0.0%		0.0%		0.0%	0.2%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>11+ years in U.S.</b>													
<b>TOTAL PT/PERSON</b>	<b>3.10</b>	<b>2.97</b>	<b>2.99</b>	<b>3.80</b>	<b>3.80</b>	<b>3.85</b>	<b>3.82</b>	<b>3.17</b>	<b>3.75</b>	<b>3.20</b>	<b>3.64</b>	<b>3.21</b>	<b>4.07</b>
POV-Driver	15.3%	31.8%	29.1%	64.4%	60.1%	66.3%	62.5%	37.5%	70.2%	40.0%	62.9%	40.6%	71.9%
POV-Passenger	8.7%	10.7%	10.4%	20.3%	25.4%	15.9%	21.7%	13.2%	16.0%	13.4%	23.7%	13.7%	17.0%
Taxi	3.2%	1.2%	1.6%	0.4%		0.4%	0.2%	1.2%	0.9%	1.2%		1.2%	0.1%
Public	25.6%	23.4%	23.8%	2.3%	1.6%	3.9%	2.5%	18.4%	1.7%	17.1%	0.8%	16.7%	2.0%
Walk	43.5%	30.2%	32.4%	10.8%	11.1%	11.3%	11.2%	27.0%	9.6%	25.7%	12.6%	25.3%	7.8%
Other	3.8%	2.7%	2.9%	1.7%	1.8%	1.9%	1.9%	2.6%	1.2%	2.5%	0.1%	2.4%	1.1%
No Response		0.0%	0.0%	0.2%		0.2%	0.1%	0.0%	0.4%	0.1%		0.1%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## Person Trips per Person by Trip Purpose and Country of Origin

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non- NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Persons Born in U.S.</b>													
<b>TOTAL PT/PERSON</b>	<b>4.43</b>	<b>3.70</b>	<b>3.86</b>	<b>4.21</b>	<b>4.12</b>	<b>4.34</b>	<b>4.18</b>	<b>3.99</b>	<b>4.23</b>	<b>4.07</b>	<b>4.16</b>	<b>4.08</b>	<b>4.31</b>
Earn a Living	19.2%	21.6%	21.0%	21.5%	22.4%	20.6%	21.9%	21.3%	21.2%	21.3%	21.9%	21.4%	21.8%
Family & Personal Business	41.6%	46.5%	45.2%	46.5%	44.8%	49.6%	46.3%	45.7%	46.7%	46.0%	46.8%	46.1%	46.0%
Civic, Educational & Religious	4.9%	6.5%	6.1%	4.9%	5.0%	3.9%	4.7%	5.5%	5.0%	5.3%	4.6%	5.2%	5.7%
Social & Recreational	31.7%	24.2%	26.1%	25.8%	26.2%	24.1%	25.5%	25.9%	26.0%	25.9%	25.6%	25.9%	25.6%
Other	2.3%	1.0%	1.3%	1.1%	1.4%	1.6%	1.4%	1.4%	0.8%	1.2%	0.7%	1.1%	0.8%
Unreported	0.3%	0.3%	0.3%	0.3%	0.2%	0.3%	0.3%	0.3%	0.3%	0.3%	0.4%	0.3%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Persons Not Born in U.S.</b>													
<b>TOTAL PT/PERSON</b>	<b>3.24</b>	<b>3.14</b>	<b>3.16</b>	<b>3.51</b>	<b>3.38</b>	<b>3.53</b>	<b>3.44</b>	<b>3.21</b>	<b>3.69</b>	<b>3.24</b>	<b>3.65</b>	<b>3.25</b>	<b>3.90</b>
Earn a Living	30.8%	24.6%	25.6%	24.2%	25.0%	26.3%	25.6%	25.6%	20.4%	25.3%	17.8%	25.1%	24.1%
Family & Personal Business	35.5%	46.9%	45.0%	42.6%	38.7%	44.6%	41.1%	44.2%	46.6%	44.4%	55.4%	44.6%	47.8%
Civic, Educational & Religious	7.7%	6.9%	7.1%	6.4%	7.2%	5.4%	6.4%	6.9%	6.2%	6.9%	4.4%	6.8%	5.8%
Social & Recreational	25.0%	19.7%	20.6%	24.8%	26.7%	22.2%	24.8%	21.5%	24.9%	21.7%	22.3%	21.7%	21.5%
Other	1.0%	1.6%	1.5%	1.8%	2.2%	1.5%	1.9%	1.6%	1.4%	1.6%	0.1%	1.6%	0.8%
Unreported		0.3%	0.2%	0.2%	0.3%	0.1%	0.2%	0.2%	0.4%	0.2%	0.1%	0.2%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## Person Trips per Person by Purpose and Race, IMMIGRANTS ONLY

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non- NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>White</b>													
<b>TOTAL PT/PERSON</b>	<b>4.23</b>	<b>3.61</b>	<b>3.75</b>	<b>3.76</b>	<b>3.68</b>	<b>3.93</b>	<b>3.77</b>	<b>3.75</b>	<b>3.75</b>	<b>3.75</b>	<b>3.70</b>	<b>3.75</b>	<b>4.21</b>
Earn a Living	32.1%	22.6%	25.0%	18.2%	20.1%	15.8%	18.5%	23.3%	17.8%	22.6%	17.5%	22.3%	20.7%
Family & Personal Business	33.5%	46.5%	43.3%	49.5%	48.3%	47.1%	47.9%	44.4%	52.3%	45.5%	55.6%	46.0%	47.5%
Civic, Educational & Religious	3.0%	8.3%	6.9%	4.8%	5.9%	5.5%	5.8%	6.6%	3.1%	6.2%	2.8%	6.0%	4.7%
Social & Recreational	30.3%	20.2%	22.7%	26.3%	25.1%	30.2%	27.0%	23.8%	25.2%	24.0%	24.1%	24.0%	26.1%
Other	1.1%	2.3%	2.0%	0.8%	0.3%	1.4%	0.7%	1.7%	1.1%	1.6%	1.1%	1.5%	1.1%
Unreported		0.2%	0.2%	0.4%	0.4%	0.1%	0.2%	0.2%	0.6%	0.3%		0.2%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>African-American, Black</b>													
<b>TOTAL PT/PERSON</b>	<b>3.67</b>	<b>3.02</b>	<b>3.07</b>	<b>3.23</b>	<b>3.40</b>	<b>3.09</b>	<b>3.24</b>	<b>3.09</b>	<b>3.19</b>	<b>3.09</b>	<b>5.42</b>	<b>3.10</b>	<b>4.03</b>
Earn a Living	42.5%	33.2%	34.0%	33.1%	21.1%	47.8%	34.4%	34.0%	22.5%	33.8%	19.7%	33.7%	24.8%
Family & Personal Business	26.6%	38.0%	37.1%	31.2%	32.9%	26.4%	29.7%	36.0%	42.6%	36.1%	58.8%	36.4%	49.2%
Civic, Educational & Religious	2.6%	6.1%	5.8%	7.6%	4.7%	9.9%	7.3%	6.0%	9.8%	6.1%	19.7%	6.2%	7.3%
Social & Recreational	27.7%	20.1%	20.7%	22.6%	35.1%	9.9%	22.6%	20.9%	22.8%	21.0%	0.7%	20.8%	17.7%
Other	0.7%	2.6%	2.5%	5.5%	6.2%	6.0%	6.1%	3.0%	1.4%	2.9%		2.9%	0.9%
Unreported		0.0%	0.0%	0.1%				0.0%	0.8%	0.0%	1.2%	0.1%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Hispanic, White/Hispanic</b>													
<b>TOTAL PT/PERSON</b>	<b>2.54</b>	<b>2.92</b>	<b>2.85</b>	<b>3.30</b>	<b>3.31</b>	<b>3.09</b>	<b>3.23</b>	<b>2.92</b>	<b>3.66</b>	<b>2.94</b>	<b>3.27</b>	<b>2.94</b>	<b>3.70</b>
Earn a Living	28.6%	19.8%	21.3%	29.5%	31.6%	30.2%	31.1%	23.2%	22.6%	23.2%	12.3%	23.1%	26.5%
Family & Personal Business	38.0%	55.3%	52.4%	41.3%	35.5%	49.7%	40.8%	50.1%	43.6%	49.8%	48.1%	49.8%	48.4%
Civic, Educational & Religious	13.1%	5.8%	7.0%	7.3%	10.6%	3.1%	7.8%	7.2%	5.2%	7.1%		7.0%	5.5%
Social & Recreational	20.4%	18.6%	18.9%	19.7%	19.5%	16.9%	18.6%	18.9%	24.8%	19.1%	39.6%	19.2%	19.1%
Other		0.1%	0.1%	1.9%	2.5%		1.6%	0.4%	3.5%	0.6%		0.5%	0.3%
Unreported		0.3%	0.3%	0.3%	0.3%	0.2%	0.3%	0.3%	0.3%	0.3%		0.3%	0.2%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Asian</b>													
<b>TOTAL PT/PERSON</b>	<b>3.53</b>	<b>3.15</b>	<b>3.19</b>	<b>3.39</b>	<b>3.12</b>	<b>3.19</b>	<b>3.14</b>	<b>3.18</b>	<b>3.98</b>	<b>3.24</b>	<b>3.09</b>	<b>3.24</b>	<b>3.77</b>
Earn a Living	29.0%	26.3%	26.7%	23.5%	22.0%	31.1%	24.6%	26.3%	21.5%	25.8%	27.7%	25.9%	24.4%
Family & Personal Business	36.8%	41.5%	40.9%	33.3%	26.7%	49.0%	32.9%	39.4%	34.0%	38.9%	51.5%	39.0%	45.0%
Civic, Educational & Religious	15.5%	9.5%	10.3%	8.4%	3.2%	5.0%	3.7%	9.0%	17.2%	9.8%	10.2%	9.8%	8.5%
Social & Recreational	15.3%	19.6%	19.1%	32.9%	44.1%	15.0%	35.9%	22.2%	27.1%	22.7%	10.7%	22.5%	21.1%
Other	3.5%	2.5%	2.7%	1.9%	4.0%		2.9%	2.7%	0.1%	2.5%		2.4%	0.9%
Unreported		0.6%	0.5%					0.4%		0.4%		0.4%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## Person Trips per Person by Purpose and Years in U.S., IMMIGRANTS ONLY

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non- NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>0-2 years in U.S.</b>													
<b>TOTAL PT/PERSON</b>	<b>4.14</b>	<b>3.75</b>	<b>3.87</b>	<b>2.84</b>	<b>2.36</b>	<b>2.97</b>	<b>2.55</b>	<b>3.48</b>	<b>3.63</b>	<b>3.50</b>	<b>4.00</b>	<b>3.50</b>	<b>3.35</b>
Earn a Living	32.7%	31.7%	32.0%	20.8%	17.4%	21.8%	19.0%	29.2%	24.2%	28.7%	23.5%	28.6%	24.8%
Family & Personal Business	31.0%	40.2%	37.3%	37.8%	20.9%	73.2%	39.8%	37.9%	34.1%	37.5%	42.7%	37.6%	45.8%
Civic, Educational & Religious	12.3%	8.1%	9.4%	9.0%	8.2%	3.5%	6.5%	8.8%	13.8%	9.3%	7.2%	9.3%	8.9%
Social & Recreational	24.0%	19.6%	21.0%	28.4%	47.8%	1.4%	31.1%	23.2%	23.1%	23.2%	26.6%	23.2%	19.1%
Other		0.5%	0.3%	4.0%	5.7%		3.6%	1.0%	4.8%	1.4%		1.4%	1.2%
Unreported													0.2%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>3-5 years in U.S.</b>													
<b>TOTAL PT/PERSON</b>	<b>3.42</b>	<b>3.70</b>	<b>3.65</b>	<b>2.88</b>	<b>2.28</b>	<b>3.07</b>	<b>2.59</b>	<b>3.45</b>	<b>3.59</b>	<b>3.46</b>	<b>0.56</b>	<b>3.45</b>	<b>3.80</b>
Earn a Living	36.8%	19.5%	22.5%	17.6%	13.4%	19.3%	16.2%	21.6%	20.1%	21.5%	100.0%	21.5%	26.7%
Family & Personal Business	26.2%	52.4%	47.9%	31.4%	13.1%	45.8%	28.4%	45.2%	36.9%	44.6%		44.6%	46.5%
Civic, Educational & Religious		5.4%	4.4%	23.7%	43.7%	16.9%	31.1%	8.2%	10.1%	8.3%		8.3%	5.7%
Social & Recreational	37.0%	19.8%	22.8%	26.6%	29.8%	18.1%	24.3%	23.0%	30.7%	23.6%		23.5%	20.6%
Other		2.2%	1.8%	0.7%				1.6%	1.9%	1.6%		1.6%	0.6%
Unreported		0.7%	0.5%	0.1%				0.5%	0.2%	0.5%		0.5%	
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>6-10 years in U.S.</b>													
<b>TOTAL PT/PERSON</b>	<b>3.67</b>	<b>3.27</b>	<b>3.30</b>	<b>3.37</b>	<b>3.10</b>	<b>3.23</b>	<b>3.16</b>	<b>3.28</b>	<b>3.93</b>	<b>3.31</b>	<b>3.67</b>	<b>3.31</b>	<b>3.90</b>
Earn a Living	43.1%	25.9%	27.3%	27.8%	25.4%	35.0%	30.0%	27.6%	23.1%	27.4%	16.8%	27.3%	25.0%
Family & Personal Business	31.9%	42.3%	41.4%	42.0%	35.8%	45.0%	40.2%	41.3%	45.9%	41.5%	57.6%	41.7%	48.6%
Civic, Educational & Religious	1.9%	6.6%	6.2%	6.3%	6.8%	1.9%	4.4%	6.0%	10.3%	6.2%		6.2%	5.9%
Social & Recreational	18.7%	22.9%	22.5%	16.6%	16.4%	12.9%	14.8%	21.7%	20.6%	21.6%	25.6%	21.7%	19.2%
Other	4.5%	2.0%	2.2%	7.3%	15.7%	5.3%	10.7%	3.1%	0.1%	3.0%		3.0%	1.1%
Unreported		0.3%	0.3%					0.3%		0.3%		0.3%	0.2%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>11+ years in U.S.</b>													
<b>TOTAL PT/PERSON</b>	<b>3.10</b>	<b>2.97</b>	<b>2.99</b>	<b>3.80</b>	<b>3.80</b>	<b>3.85</b>	<b>3.82</b>	<b>3.17</b>	<b>3.75</b>	<b>3.20</b>	<b>3.64</b>	<b>3.21</b>	<b>4.07</b>
Earn a Living	29.2%	25.3%	25.9%	24.1%	26.4%	24.3%	25.6%	25.9%	19.3%	25.4%	17.1%	25.1%	23.3%
Family & Personal Business	38.8%	47.4%	46.0%	45.4%	43.1%	43.7%	43.4%	45.4%	51.7%	45.8%	54.1%	46.1%	48.3%
Civic, Educational & Religious	9.5%	7.5%	7.8%	4.2%	4.0%	5.3%	4.5%	7.0%	3.0%	6.7%	5.1%	6.7%	5.4%
Social & Recreational	21.6%	18.6%	19.1%	25.3%	25.7%	25.3%	25.5%	20.7%	24.5%	21.0%	23.4%	21.1%	22.3%
Other	1.0%	0.9%	0.9%	0.9%	0.6%	1.3%	0.9%	0.9%	0.9%	0.9%	0.2%	0.9%	0.6%
Unreported		0.2%	0.2%	0.3%	0.2%	0.1%	0.2%	0.2%	0.7%	0.2%	0.1%	0.2%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## Vehicle Trips per Driver by Trip Purpose and Age

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non- NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Persons Born in U.S.</b>													
<b>TOTAL VT/DRIVER</b>	<b>0.72</b>	<b>1.91</b>	<b>1.64</b>	<b>3.33</b>	<b>3.19</b>	<b>3.35</b>	<b>3.24</b>	<b>2.42</b>	<b>3.40</b>	<b>2.80</b>	<b>3.24</b>	<b>2.87</b>	<b>3.44</b>
Earn a Living	18.8%	24.0%	23.5%	25.0%	25.2%	22.9%	24.5%	24.1%	25.3%	24.7%	26.9%	25.1%	26.0%
Family & Personal Business	46.9%	52.1%	51.6%	48.8%	47.2%	51.7%	48.6%	49.6%	49.0%	49.3%	48.5%	49.2%	47.9%
Civic, Educational & Religious	0.1%	4.0%	3.7%	4.3%	4.6%	3.2%	4.2%	4.0%	4.3%	4.1%	3.5%	4.0%	4.9%
Social & Recreational	33.1%	19.0%	20.3%	21.3%	22.0%	21.2%	21.8%	21.3%	20.9%	21.1%	20.5%	21.0%	20.6%
Other	1.1%	0.8%	0.9%	0.6%	0.8%	0.6%	0.7%	0.8%	0.5%	0.6%	0.4%	0.6%	0.5%
Unreported		0.1%	0.1%	0.2%	0.2%	0.3%	0.2%	0.2%	0.1%	0.1%	0.3%	0.2%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Persons Not Born in U.S.</b>													
<b>TOTAL VT/DRIVER</b>	<b>0.83</b>	<b>1.57</b>	<b>1.45</b>	<b>2.64</b>	<b>2.43</b>	<b>2.68</b>	<b>2.54</b>	<b>1.74</b>	<b>2.92</b>	<b>1.84</b>	<b>2.57</b>	<b>1.87</b>	<b>3.15</b>
Earn a Living	53.9%	27.2%	29.7%	27.2%	29.1%	27.7%	28.5%	29.2%	24.4%	28.5%	20.2%	28.2%	28.3%
Family & Personal Business	25.9%	50.3%	48.0%	46.9%	45.0%	47.2%	46.0%	47.2%	49.0%	47.4%	60.6%	48.0%	48.9%
Civic, Educational & Religious		4.5%	4.1%	5.1%	4.1%	5.6%	4.8%	4.4%	5.7%	4.5%	4.1%	4.5%	4.9%
Social & Recreational	19.7%	16.4%	16.7%	20.1%	20.9%	19.2%	20.2%	18.1%	19.9%	18.3%	15.0%	18.2%	17.5%
Other	0.5%	1.5%	1.4%	0.6%	0.7%	0.1%	0.5%	1.0%	0.8%	1.0%	0.1%	1.0%	0.4%
Unreported		0.2%	0.1%	0.2%	0.2%	0.1%	0.2%	0.2%	0.2%	0.2%		0.2%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%



## Vehicle Trips per Driver by Purpose and Race, IMMIGRANTS ONLY

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non- NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>White</b>													
<b>TOTAL VT/DRIVER</b>	<b>0.48</b>	<b>1.53</b>	<b>1.28</b>	<b>2.81</b>	<b>2.77</b>	<b>2.70</b>	<b>2.74</b>	<b>1.69</b>	<b>2.92</b>	<b>1.88</b>	<b>2.73</b>	<b>1.93</b>	<b>3.26</b>
Earn a Living	66.2%	25.8%	29.3%	22.8%	26.1%	16.0%	22.6%	26.3%	23.2%	25.5%	17.6%	24.9%	24.5%
Family & Personal Business	21.3%	52.4%	49.7%	52.6%	49.9%	55.1%	51.7%	50.6%	53.9%	51.4%	63.0%	52.4%	50.2%
Civic, Educational & Religious		5.7%	5.2%	3.9%	3.6%	5.1%	4.1%	4.7%	3.6%	4.5%	1.4%	4.2%	4.1%
Social & Recreational	12.5%	12.4%	12.4%	20.3%	19.8%	23.4%	21.0%	16.3%	19.1%	17.0%	18.0%	17.1%	20.8%
Other		3.3%	3.0%	0.1%	0.1%	0.3%	0.2%	1.7%	0.1%	1.3%		1.2%	0.3%
Unreported		0.4%	0.4%	0.3%	0.6%	0.1%	0.4%	0.4%	0.1%	0.3%		0.3%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>African-American, Black</b>													
<b>TOTAL VT/DRIVER</b>	<b>1.73</b>	<b>1.62</b>	<b>1.63</b>	<b>2.40</b>	<b>2.22</b>	<b>2.49</b>	<b>2.36</b>	<b>1.79</b>	<b>2.73</b>	<b>1.82</b>	<b>4.02</b>	<b>1.84</b>	<b>3.49</b>
Earn a Living	36.9%	36.5%	36.6%	37.2%	25.9%	50.3%	39.1%	37.3%	25.5%	36.8%	27.6%	36.6%	27.4%
Family & Personal Business	9.0%	40.7%	37.8%	35.2%	39.7%	26.4%	32.5%	36.3%	51.4%	37.0%	44.7%	37.1%	51.4%
Civic, Educational & Religious		6.0%	5.5%	5.6%		10.8%	5.8%	5.6%	4.4%	5.5%	27.6%	6.0%	4.9%
Social & Recreational	54.1%	15.3%	18.8%	21.3%	32.6%	12.5%	21.8%	19.7%	18.0%	19.6%		19.2%	16.4%
Other		1.3%	1.2%	0.8%	1.8%		0.8%	1.1%	0.7%	1.1%		1.0%	
Unreported		0.2%	0.2%				0.1%	0.1%		0.1%		0.1%	
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Hispanic, White/Hispanic</b>													
<b>TOTAL VT/DRIVER</b>	<b>1.30</b>	<b>1.43</b>	<b>1.41</b>	<b>2.53</b>	<b>2.24</b>	<b>2.66</b>	<b>2.41</b>	<b>1.68</b>	<b>3.15</b>	<b>1.75</b>	<b>0.99</b>	<b>1.75</b>	<b>3.05</b>
Earn a Living	57.4%	19.0%	25.2%	30.2%	33.6%	30.6%	32.3%	28.0%	21.7%	27.4%	53.3%	27.5%	31.9%
Family & Personal Business	34.7%	57.0%	53.4%	47.3%	44.8%	50.4%	47.3%	51.0%	47.6%	50.7%	46.8%	50.7%	47.7%
Civic, Educational & Religious		1.9%	1.6%	4.5%	7.1%	2.4%	5.1%	2.9%	2.2%	2.9%		2.9%	4.7%
Social & Recreational	7.9%	22.2%	19.9%	17.0%	14.5%	16.4%	15.3%	18.1%	23.9%	18.6%		18.5%	15.5%
Other				0.8%					4.1%	0.4%		0.4%	0.2%
Unreported				0.2%		0.2%	0.1%	0.0%	0.6%	0.1%		0.1%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Asian</b>													
<b>TOTAL VT/DRIVER</b>	<b>** No VT **</b>	<b>1.60</b>	<b>1.44</b>	<b>2.49</b>	<b>2.44</b>	<b>1.96</b>	<b>2.27</b>	<b>1.64</b>	<b>2.92</b>	<b>1.77</b>	<b>2.27</b>	<b>1.78</b>	<b>2.96</b>
Earn a Living		37.9%	37.9%	30.3%	31.2%	35.2%	32.4%	36.1%	27.0%	34.5%	27.4%	34.4%	28.9%
Family & Personal Business		43.9%	43.9%	37.0%	33.1%	53.2%	39.2%	42.4%	33.7%	40.9%	53.4%	41.2%	46.4%
Civic, Educational & Religious		5.1%	5.1%	8.6%	2.8%	4.3%	3.3%	4.5%	16.9%	6.6%	8.0%	6.6%	7.3%
Social & Recreational		12.5%	12.5%	22.4%	29.0%	7.3%	22.5%	15.8%	22.3%	16.9%	11.3%	16.7%	16.5%
Other		0.6%	0.6%	1.7%	3.9%		2.7%	1.3%	0.2%	1.1%		1.1%	0.7%
Unreported													0.2%
All		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## Vehicle Trips per Driver by Purpose and Years in U.S., IMMIGRANTS ONLY

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non- NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>0-2 years in U.S.</b>													
<b>TOTAL VT/DRIVER</b>	<b>** No VT **</b>	<b>0.46</b>	<b>0.27</b>	<b>1.99</b>	<b>1.94</b>	<b>1.63</b>	<b>1.83</b>	<b>0.84</b>	<b>2.39</b>	<b>1.04</b>	<b>3.49</b>	<b>1.09</b>	<b>2.36</b>
Earn a Living		49.8%	49.8%	24.0%	19.4%	21.2%	20.0%	26.0%	32.0%	27.7%	20.2%	27.2%	27.0%
Family & Personal Business		19.3%	19.3%	32.9%	12.3%	73.2%	31.2%	28.8%	36.2%	31.0%	42.9%	31.8%	53.8%
Civic, Educational & Religious				12.9%	17.5%	4.3%	13.4%	10.6%	11.9%	11.0%	8.3%	10.8%	5.1%
Social & Recreational		24.5%	24.5%	25.8%	44.9%	1.3%	31.3%	29.9%	14.9%	25.6%	28.7%	25.8%	13.1%
Other		6.4%	6.4%	4.4%	6.0%		4.1%	4.6%	5.1%	4.7%		4.4%	1.0%
Unreported													0.0%
All		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>3-5 years in U.S.</b>													
<b>TOTAL VT/DRIVER</b>	<b>1.18</b>	<b>0.98</b>	<b>1.04</b>	<b>2.33</b>	<b>1.70</b>	<b>2.40</b>	<b>2.17</b>	<b>1.28</b>	<b>2.57</b>	<b>1.44</b>	<b>** No VT **</b>	<b>1.43</b>	<b>3.01</b>
Earn a Living	82.9%	37.9%	53.8%	20.7%	33.2%	9.3%	15.3%	40.2%	27.4%	37.4%		37.4%	29.9%
Family & Personal Business	8.6%	27.6%	20.9%	43.5%	31.2%	54.6%	48.7%	30.7%	37.1%	32.1%		32.1%	47.8%
Civic, Educational & Religious		1.6%	1.1%	13.6%	17.8%	18.4%	18.2%	7.1%	7.8%	7.3%		7.3%	4.4%
Social & Recreational	8.6%	31.9%	23.7%	21.0%	17.8%	17.8%	17.8%	21.6%	25.0%	22.4%		22.4%	17.7%
Other				1.0%					2.3%	0.5%		0.5%	0.2%
Unreported		0.9%	0.6%	0.2%				0.4%	0.4%	0.4%		0.4%	
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%		100.0%	100.0%
<b>6-10 years in U.S.</b>													
<b>TOTAL VT/DRIVER</b>	<b>0.60</b>	<b>1.86</b>	<b>1.68</b>	<b>2.27</b>	<b>1.86</b>	<b>1.97</b>	<b>1.92</b>	<b>1.72</b>	<b>2.97</b>	<b>1.80</b>	<b>2.95</b>	<b>1.82</b>	<b>2.95</b>
Earn a Living	33.9%	21.7%	22.3%	26.3%	11.7%	37.1%	25.8%	22.9%	27.1%	23.3%	9.9%	23.0%	30.0%
Family & Personal Business	40.7%	47.3%	47.0%	51.8%	60.6%	50.5%	55.0%	48.3%	47.6%	48.2%	71.7%	48.9%	47.5%
Civic, Educational & Religious		3.0%	2.8%	6.0%		0.4%	0.3%	2.4%	13.5%	3.6%		3.5%	5.4%
Social & Recreational	25.4%	23.1%	23.3%	15.8%	27.7%	11.9%	19.0%	22.5%	11.7%	21.3%	18.4%	21.2%	16.8%
Other		4.7%	4.4%	0.1%				3.7%	0.2%	3.3%		3.2%	0.1%
Unreported		0.2%	0.2%					0.2%		0.2%		0.2%	0.2%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>11+ years in U.S.</b>													
<b>TOTAL VT/DRIVER</b>	<b>1.01</b>	<b>1.61</b>	<b>1.54</b>	<b>2.82</b>	<b>2.57</b>	<b>3.05</b>	<b>2.75</b>	<b>1.89</b>	<b>3.03</b>	<b>1.99</b>	<b>2.38</b>	<b>2.00</b>	<b>3.36</b>
Earn a Living	56.6%	28.4%	30.8%	26.8%	29.5%	26.5%	28.2%	29.7%	22.9%	28.8%	21.6%	28.5%	27.9%
Family & Personal Business	32.7%	51.7%	50.0%	49.2%	48.5%	45.1%	47.1%	48.8%	55.1%	49.6%	59.1%	50.0%	48.7%
Civic, Educational & Religious		5.6%	5.1%	3.4%	2.4%	5.5%	3.7%	4.5%	2.5%	4.2%	4.8%	4.3%	4.9%
Social & Recreational	9.9%	13.7%	13.3%	20.2%	19.0%	22.8%	20.6%	16.4%	19.2%	16.8%	14.4%	16.7%	18.0%
Other	0.8%	0.6%	0.6%	0.2%	0.3%	0.1%	0.2%	0.4%	0.2%	0.4%	0.1%	0.4%	0.4%
Unreported		0.1%	0.1%	0.2%	0.3%	0.2%	0.2%	0.2%	0.2%	0.2%		0.2%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## Person Trip Length Statistics

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non- NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Persons Born in U.S.</b>													
<b>Average Person Trip Length</b>	<b>9.29</b>	<b>7.73</b>	<b>8.14</b>	<b>9.08</b>	<b>8.71</b>	<b>10.19</b>	<b>9.17</b>	<b>8.59</b>	<b>9.02</b>	<b>8.75</b>	<b>11.11</b>	<b>9.11</b>	<b>10.53</b>
Males	9.62	9.20	9.31	10.49	10.22	12.66	10.98	10.03	10.14	10.07	12.22	10.41	11.89
Females	9.01	6.35	7.09	7.83	7.41	8.00	7.59	7.31	8.02	7.57	10.03	7.94	9.29
<b>Average Person Trip Length</b>	<b>9.29</b>	<b>7.73</b>	<b>8.14</b>	<b>9.08</b>	<b>8.71</b>	<b>10.19</b>	<b>9.17</b>	<b>8.59</b>	<b>9.02</b>	<b>8.75</b>	<b>11.11</b>	<b>9.11</b>	<b>10.53</b>
5 or less miles	77.8%	68.1%	70.6%	61.6%	64.3%	60.2%	63.0%	67.4%	60.6%	65.0%	55.4%	63.5%	58.3%
6-10 miles	8.8%	10.8%	10.3%	16.1%	13.7%	14.0%	13.8%	11.7%	17.8%	13.9%	15.9%	14.2%	17.3%
11-15 miles	2.3%	5.1%	4.4%	7.5%	6.4%	6.7%	6.5%	5.3%	8.2%	6.3%	9.5%	6.8%	8.4%
16-20 miles	2.1%	2.8%	2.6%	4.1%	3.9%	4.2%	4.0%	3.2%	4.2%	3.6%	5.7%	3.9%	4.6%
21-30 miles	0.8%	2.2%	1.8%	4.0%	3.9%	5.5%	4.4%	2.9%	3.7%	3.2%	6.0%	3.6%	4.6%
31 or more miles	2.3%	1.8%	1.9%	4.9%	5.7%	6.6%	6.0%	3.6%	4.1%	3.8%	6.8%	4.3%	5.5%
Unreported	5.9%	9.2%	8.3%	1.9%	2.2%	2.7%	2.4%	5.8%	1.5%	4.3%	0.8%	3.7%	1.2%
<b>Persons Not Born in U.S.</b>													
<b>Average Person Trip Length</b>	<b>9.53</b>	<b>5.57</b>	<b>6.23</b>	<b>10.80</b>	<b>12.31</b>	<b>9.62</b>	<b>11.19</b>	<b>7.34</b>	<b>9.77</b>	<b>7.53</b>	<b>11.34</b>	<b>7.62</b>	<b>11.56</b>
Males	16.07	6.42	7.85	10.51	12.07	8.77	10.65	8.49	10.14	8.61	12.82	8.68	13.71
Females	3.82	4.60	4.45	11.11	12.56	10.67	11.81	6.07	9.40	6.34	10.43	6.46	9.24
<b>Average Person Trip Length</b>	<b>9.53</b>	<b>5.57</b>	<b>6.23</b>	<b>10.80</b>	<b>12.31</b>	<b>9.62</b>	<b>11.19</b>	<b>7.34</b>	<b>9.77</b>	<b>7.53</b>	<b>11.34</b>	<b>7.62</b>	<b>11.56</b>
5 or less miles	71.1%	63.5%	64.7%	59.2%	57.6%	59.1%	58.2%	63.4%	61.8%	63.3%	55.7%	63.1%	57.7%
6-10 miles	5.1%	9.6%	8.9%	14.1%	11.9%	14.3%	12.9%	9.7%	17.3%	10.3%	12.4%	10.3%	15.7%
11-15 miles	2.4%	5.5%	5.0%	6.5%	6.9%	5.9%	6.5%	5.3%	6.3%	5.4%	11.3%	5.5%	7.7%
16-20 miles	2.9%	3.0%	2.9%	3.7%	3.3%	3.3%	3.3%	3.0%	4.6%	3.1%	4.4%	3.2%	4.3%
21-30 miles	4.6%	2.1%	2.5%	4.9%	6.6%	4.7%	5.8%	3.2%	2.3%	3.2%	6.1%	3.2%	4.5%
31 or more miles	2.5%	2.2%	2.2%	6.1%	6.9%	6.2%	6.6%	3.1%	4.7%	3.3%	7.2%	3.3%	5.1%
Unreported	11.4%	14.1%	13.7%	5.7%	6.8%	6.7%	6.7%	12.2%	3.0%	11.5%	3.0%	11.4%	5.1%
<b>Average Person Trip Length</b>	<b>9.53</b>	<b>5.57</b>	<b>6.23</b>	<b>10.80</b>	<b>12.31</b>	<b>9.62</b>	<b>11.19</b>	<b>7.34</b>	<b>9.77</b>	<b>7.53</b>	<b>11.34</b>	<b>7.62</b>	<b>11.56</b>
White	6.94	4.92	5.43	11.3	10.89	11.14	10.98	6.89	11.83	7.56	11.88	7.77	13.03
African American, Black	15.98	6.97	7.73	11.31	13.77	10.48	12.00	8.37	6.39	8.33	5.93	8.30	11.54
Hispanic, White/Hispanic	4.74	4.70	4.71	7.34	7.35	6.77	7.14	5.25	8.19	5.40	8.23	5.42	9.9
Asian	35.11	6.53	10.01	18.61	30.45	13.91	25.94	13.02	6.18	12.33	16.27	12.38	13.15
<b>Average Person Trip Length</b>	<b>9.53</b>	<b>5.57</b>	<b>6.23</b>	<b>10.80</b>	<b>12.31</b>	<b>9.62</b>	<b>11.19</b>	<b>7.34</b>	<b>9.77</b>	<b>7.53</b>	<b>11.34</b>	<b>7.62</b>	<b>11.56</b>
0-2 years in U.S.	4.69	6.90	6.08	19.20	40.57	7.47	27.37	10.99	4.62	10.26	10.90	10.27	14.23
3-5 years in U.S.	17.58	3.53	6.16	5.82	3.02	4.78	3.82	5.84	8.89	6.09	8.00	6.09	9.70
6-10 years in U.S.	6.47	5.21	5.31	12.48	14.90	10.52	12.82	6.14	11.83	6.45	22.37	6.62	13.65
11+ years in U.S.	10.14	6.12	6.77	9.88	9.58	9.89	9.70	7.56	10.42	7.78	10.67	7.87	10.95

## Vehicle Trip Length Statistics

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non- NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Persons Born in U.S.</b>													
<b>Average Vehicle Trip Length</b>	<b>14.18</b>	<b>7.03</b>	<b>7.71</b>	<b>8.58</b>	<b>7.91</b>	<b>9.72</b>	<b>8.47</b>	<b>8.21</b>	<b>8.66</b>	<b>8.42</b>	<b>10.51</b>	<b>8.81</b>	<b>9.88</b>
Males	13.26	8.41	8.89	10.30	9.96	11.92	10.58	9.94	10.11	10.02	11.95	10.40	11.59
Females	15.45	5.31	6.22	6.84	5.99	7.56	6.47	6.39	7.13	6.74	8.84	7.12	8.03
<b>Average Vehicle Trip Length</b>	<b>14.18</b>	<b>7.03</b>	<b>7.71</b>	<b>8.58</b>	<b>7.91</b>	<b>9.72</b>	<b>8.47</b>	<b>8.21</b>	<b>8.66</b>	<b>8.42</b>	<b>10.51</b>	<b>8.81</b>	<b>9.88</b>
5 or less miles	51.3%	65.0%	63.7%	60.0%	64.2%	58.2%	62.4%	62.8%	58.4%	60.7%	54.2%	59.5%	56.5%
6-10 miles	18.8%	15.1%	15.4%	17.6%	14.7%	16.0%	15.1%	15.2%	19.5%	17.2%	16.8%	17.2%	18.5%
11-15 miles	7.1%	7.3%	7.3%	8.3%	6.9%	7.8%	7.2%	7.2%	9.1%	8.1%	10.0%	8.5%	9.1%
16-20 miles	4.2%	3.5%	3.6%	4.6%	4.4%	4.9%	4.6%	4.2%	4.5%	4.4%	5.7%	4.6%	4.9%
21-30 miles	2.8%	2.9%	2.9%	3.9%	3.5%	5.4%	4.1%	3.7%	3.8%	3.7%	6.3%	4.2%	4.9%
31 or more miles	9.7%	2.1%	2.9%	4.4%	4.8%	6.1%	5.2%	4.4%	3.7%	4.1%	6.5%	4.5%	5.3%
Unreported	6.2%	4.0%	4.2%	1.2%	1.6%	1.6%	1.6%	2.5%	1.0%	1.8%	0.5%	1.6%	0.8%
<b>Persons Not Born in U.S.</b>													
<b>Average Vehicle Trip Length</b>	<b>18.25</b>	<b>7.23</b>	<b>8.30</b>	<b>10.85</b>	<b>13.52</b>	<b>8.06</b>	<b>11.08</b>	<b>9.37</b>	<b>10.35</b>	<b>9.52</b>	<b>11.82</b>	<b>9.62</b>	<b>10.25</b>
Males	19.45	7.60	9.00	12.38	15.64	9.35	12.90	10.33	11.17	10.43	13.79	10.53	12.08
Females	4.31	6.18	6.12	8.46	9.90	6.09	8.13	7.12	9.14	7.51	10.15	7.69	7.54
<b>Average Vehicle Trip Length</b>	<b>18.25</b>	<b>7.23</b>	<b>8.30</b>	<b>10.85</b>	<b>13.52</b>	<b>8.06</b>	<b>11.08</b>	<b>9.37</b>	<b>10.35</b>	<b>9.52</b>	<b>11.82</b>	<b>9.62</b>	<b>10.25</b>
5 or less miles	47.1%	61.7%	60.3%	56.2%	52.4%	58.5%	55.1%	58.2%	58.7%	58.3%	50.6%	58.0%	54.4%
6-10 miles	7.5%	15.4%	14.7%	16.9%	14.5%	17.8%	15.9%	15.1%	19.2%	15.7%	14.2%	15.7%	18.0%
11-15 miles	9.2%	7.4%	7.6%	7.7%	8.6%	6.6%	7.7%	7.7%	7.5%	7.6%	14.2%	7.9%	8.8%
16-20 miles	3.6%	4.5%	4.4%	3.5%	2.4%	3.0%	2.6%	3.7%	5.4%	3.9%	5.9%	4.0%	5.1%
21-30 miles	27.4%	2.9%	5.2%	5.1%	7.3%	4.7%	6.2%	5.6%	2.5%	5.2%	7.2%	5.2%	5.1%
31 or more miles	1.9%	3.6%	3.4%	6.4%	7.7%	5.6%	6.8%	4.7%	5.3%	4.8%	6.4%	4.9%	5.2%
Unreported	3.2%	4.7%	4.5%	4.4%	7.1%	3.8%	5.6%	5.0%	1.4%	4.4%	1.6%	4.3%	3.4%
<b>Average Vehicle Trip Length</b>	<b>18.25</b>	<b>7.23</b>	<b>8.30</b>	<b>10.85</b>	<b>13.52</b>	<b>8.06</b>	<b>11.08</b>	<b>9.37</b>	<b>10.35</b>	<b>9.52</b>	<b>11.82</b>	<b>9.62</b>	<b>10.25</b>
White	50.11	6.33	9.91	10.9	12.51	6.39	10.38	10.13	11.68	10.50	12.59	10.68	9.96
African American, Black	17.96	8.96	9.83	11.51	15.64	10.39	12.40	10.52	6.33	10.34	3.03	10.16	11.81
Hispanic, White/Hispanic	4.81	5.86	5.68	8.3	8.50	6.79	7.75	6.48	10.40	6.84	3.46	6.82	10.48
Asian	9.77	9.77	18.36	31.06	15.75	26.43	14.85	6.88	13.44	17.78	13.56	9.73	9.73
<b>Average Vehicle Trip Length</b>	<b>18.25</b>	<b>7.23</b>	<b>8.30</b>	<b>10.85</b>	<b>13.52</b>	<b>8.06</b>	<b>11.08</b>	<b>9.37</b>	<b>10.35</b>	<b>9.52</b>	<b>11.82</b>	<b>9.62</b>	<b>10.25</b>
0-2 years in U.S.		18.92	18.92	22.23	43.55	11.84	32.20	29.18	4.89	21.70	9.88	20.76	11.54
3-5 years in U.S.	57.61	10.13	27.4	7.33	7.12	3.30	4.02	19.45	11.15	17.56	17.56	9.57	9.57
6-10 years in U.S.	9.42	5.96	6.08	14.58	16.35	11.26	13.68	7.32	15.68	8.31	14.76	8.50	9.04
11+ years in U.S.	6.01	7.51	7.38	9.87	11.38	7.90	9.90	8.44	9.80	8.62	12.19	8.78	10.48

## Person Trips and Vehicle Trips by Size of Travel Party

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non- NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Person Trips, Persons Born in U.S.</b>													
1	62.3%	60.2%	60.8%	56.7%	57.5%	57.6%	57.6%	59.4%	56.1%	58.2%	52.4%	57.4%	54.3%
2	23.2%	23.8%	23.7%	28.6%	27.6%	28.6%	27.9%	25.5%	29.0%	26.7%	31.7%	27.5%	29.3%
3	9.6%	8.3%	8.7%	7.5%	6.5%	7.7%	6.9%	7.9%	7.9%	7.9%	8.7%	8.0%	8.8%
4+	4.9%	7.6%	6.9%	7.2%	8.3%	6.1%	7.6%	7.2%	6.9%	7.1%	7.2%	7.1%	7.6%
<b>Person Trips, Persons NOT Born in U.S.</b>													
1	58.1%	58.7%	58.6%	48.6%	43.0%	53.1%	47.2%	56.2%	52.6%	56.0%	41.0%	55.6%	47.2%
2	28.3%	24.1%	24.8%	30.9%	35.3%	26.8%	31.8%	26.3%	28.5%	26.4%	43.1%	26.8%	28.8%
3	8.7%	11.3%	10.9%	11.8%	14.0%	10.2%	12.4%	11.2%	10.2%	11.1%	7.4%	11.1%	11.6%
4+	4.8%	5.9%	5.7%	8.6%	7.7%	9.8%	8.6%	6.3%	8.7%	6.5%	8.6%	6.5%	12.5%
<b>Vehicle Trips, Persons Born in U.S.</b>													
1	48.2%	62.1%	60.8%	68.0%	68.6%	67.2%	68.1%	65.6%	67.9%	66.7%	65.2%	66.4%	65.6%
2	38.2%	21.3%	23.0%	22.1%	21.2%	22.2%	21.5%	22.0%	22.5%	22.2%	23.7%	22.5%	22.8%
3	8.6%	9.4%	9.3%	5.9%	5.3%	6.3%	5.6%	6.9%	6.0%	6.5%	6.7%	6.5%	6.8%
4+	5.0%	7.2%	7.0%	4.1%	4.9%	4.3%	4.7%	5.5%	3.7%	4.6%	4.5%	4.6%	4.7%
<b>Vehicle Trips, Persons NOT Born in U.S.</b>													
1	53.0%	59.4%	58.8%	60.7%	55.4%	64.2%	59.3%	59.0%	63.9%	59.7%	51.4%	59.3%	59.1%
2	27.5%	27.0%	27.1%	25.4%	28.6%	22.4%	25.9%	26.6%	24.4%	26.3%	38.3%	26.8%	23.7%
3	13.8%	7.7%	8.3%	9.5%	12.1%	8.1%	10.4%	9.1%	7.6%	8.9%	7.8%	8.8%	8.9%
4+	5.7%	5.9%	5.9%	4.4%	3.9%	5.3%	4.5%	5.4%	4.2%	5.2%	2.5%	5.1%	8.3%

## Perceptions And Views of Transportation Services, Persons Not Born in U.S.

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non- NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Worrying about a traffic accident</b>													
Not a problem	17.2%	26.3%	24.7%	30.7%	27.7%	26.7%	27.2%	25.1%	38.1%	26.1%	43.2%	26.6%	24.7%
A little problem	27.2%	19.2%	20.6%	17.8%	16.8%	14.4%	15.6%	19.7%	22.2%	19.9%	21.5%	20.0%	20.2%
Somewhat of a problem	28.8%	18.1%	20.0%	20.9%	18.4%	26.4%	22.2%	20.4%	18.1%	20.2%	18.9%	20.1%	21.2%
Very much of a problem	10.4%	15.4%	14.5%	9.5%	13.0%	9.9%	11.5%	14.0%	5.3%	13.4%		13.0%	12.2%
A severe problem	16.4%	21.0%	20.2%	21.1%	24.1%	22.6%	23.4%	20.8%	16.3%	20.4%	16.4%	20.3%	21.7%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Highway congestion</b>													
Not a problem	32.2%	32.2%	32.2%	27.7%	19.0%	30.1%	23.7%	30.7%	38.0%	31.2%	53.6%	31.6%	28.0%
A little problem	16.2%	15.9%	15.9%	17.3%	14.7%	15.7%	15.1%	15.8%	23.1%	16.2%	24.0%	16.4%	15.5%
Somewhat of a problem	21.6%	20.9%	21.0%	23.4%	26.6%	21.5%	24.4%	21.6%	20.8%	21.6%	14.2%	21.4%	24.0%
Very much of a problem	10.3%	10.3%	10.3%	13.1%	17.4%	10.4%	14.4%	11.1%	9.6%	11.0%	1.9%	10.8%	14.2%
A severe problem	19.7%	20.7%	20.6%	18.5%	22.3%	22.4%	22.3%	20.9%	8.4%	20.1%	6.4%	19.8%	18.5%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Lack of walkways/sidewalks</b>													
Not a problem	48.3%	46.8%	47.0%	46.0%	56.3%	38.9%	48.9%	47.4%	36.9%	46.8%	30.8%	46.4%	48.0%
A little problem	32.8%	21.2%	23.2%	26.8%	30.9%	27.3%	29.4%	24.4%	18.6%	24.1%	19.0%	24.0%	19.7%
Somewhat of a problem	6.8%	12.1%	11.2%	12.3%	5.0%	20.4%	11.6%	11.3%	14.9%	11.5%	28.5%	11.8%	13.8%
Very much of a problem	6.5%	14.3%	13.0%	8.9%	7.8%	4.9%	6.6%	11.7%	16.5%	11.9%	8.5%	11.9%	6.6%
A severe problem	5.7%	5.6%	5.6%	5.9%		8.5%	3.7%	5.2%	13.1%	5.7%	13.2%	5.9%	11.9%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Rough pavement or potholes</b>													
Not a problem	27.7%	24.1%	24.7%	24.7%	21.6%	31.6%	25.8%	24.9%	21.6%	24.7%	28.6%	24.7%	29.3%
A little problem	17.9%	14.7%	15.3%	21.0%	23.4%	18.8%	21.4%	16.4%	20.0%	16.6%	20.8%	16.7%	22.3%
Somewhat of a problem	17.3%	20.9%	20.3%	21.5%	22.5%	16.8%	20.0%	20.3%	25.4%	20.6%	22.4%	20.6%	22.0%
Very much of a problem	9.6%	16.7%	15.5%	15.3%	13.5%	17.3%	15.1%	15.5%	15.9%	15.5%	13.1%	15.5%	13.3%
A severe problem	27.5%	23.5%	24.2%	17.4%	19.1%	15.5%	17.5%	23.0%	17.1%	22.6%	15.1%	22.5%	13.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Traffic or road congestion</b>													
Not a problem	20.7%	26.0%	25.1%	23.7%	13.1%	37.1%	22.6%	24.6%	26.5%	24.7%	26.4%	24.8%	24.6%
A little problem	24.7%	13.7%	15.6%	22.8%	25.8%	21.5%	24.1%	17.2%	19.6%	17.3%	21.3%	17.4%	23.3%
Somewhat of a problem	18.0%	24.2%	23.1%	22.4%	23.0%	13.8%	19.4%	22.4%	30.0%	22.9%	11.7%	22.7%	19.9%
Very much of a problem	13.8%	16.4%	15.9%	12.5%	10.6%	13.9%	11.9%	15.2%	13.9%	15.1%	11.0%	15.0%	14.7%
A severe problem	22.8%	19.8%	20.3%	18.6%	27.5%	13.6%	22.0%	20.6%	10.0%	19.9%	29.6%	20.1%	17.4%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Distracted drivers</b>													
Not a problem	23.1%	33.4%	32.1%	12.4%	6.3%	7.8%	6.9%	27.4%	28.3%	27.5%	32.5%	27.6%	17.0%
A little problem	9.5%	9.5%	9.5%	20.9%	13.4%	35.1%	22.5%	11.9%	16.1%	12.2%	17.6%	12.3%	19.7%
Somewhat of a problem	15.7%	17.1%	17.0%	23.2%	31.3%	11.4%	22.9%	18.1%	23.9%	18.4%	8.9%	18.3%	24.7%
Very much of a problem	24.5%	16.6%	17.6%	15.7%	20.7%	12.8%	17.4%	17.5%	11.1%	17.1%	27.5%	17.3%	17.2%
A severe problem	27.1%	23.3%	23.8%	27.8%	28.3%	32.9%	30.3%	25.0%	20.6%	24.7%	13.6%	24.6%	21.4%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## Perceptions And Views of Transportation Services, Persons Not Born in U.S.

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non- NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Drunk drivers</b>													
Not a problem	40.8%	42.4%	42.1%	32.8%	27.0%	37.0%	31.0%	40.1%	37.4%	39.9%	23.5%	39.6%	38.8%
A little problem	5.8%	13.1%	11.8%	14.2%	13.1%	15.3%	14.0%	12.2%	14.6%	12.4%	11.1%	12.3%	16.6%
Somewhat of a problem	4.3%	7.1%	6.6%	16.0%	16.4%	13.9%	15.4%	8.2%	17.4%	8.8%	4.4%	8.7%	12.1%
Very much of a problem	14.9%	5.0%	6.7%	7.2%	4.5%	10.5%	6.9%	6.8%	7.9%	6.8%	3.7%	6.8%	9.2%
A severe problem	34.3%	32.4%	32.8%	29.9%	38.9%	23.3%	32.7%	32.8%	22.6%	32.1%	57.3%	32.5%	23.3%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Price of gasoline</b>													
Not a problem	39.8%	38.0%	38.3%	19.8%	17.1%	23.1%	19.6%	35.0%	20.4%	34.1%	27.9%	33.9%	23.0%
A little problem	20.5%	12.1%	13.5%	17.7%	20.4%	15.7%	18.4%	14.4%	15.6%	14.5%	5.9%	14.3%	16.8%
Somewhat of a problem	6.9%	16.5%	14.9%	24.5%	26.3%	22.1%	24.6%	16.6%	24.4%	17.1%	23.7%	17.2%	22.7%
Very much of a problem	13.0%	11.7%	11.9%	15.0%	13.6%	16.2%	14.7%	12.4%	15.7%	12.6%	20.5%	12.8%	15.5%
A severe problem	19.8%	21.7%	21.3%	23.0%	22.6%	22.9%	22.7%	21.6%	23.9%	21.7%	22.0%	21.7%	22.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Aggressive drivers on road</b>													
Not a problem	17.4%	17.2%	17.3%	14.7%	14.1%	14.6%	14.4%	16.7%	15.7%	16.6%	10.1%	16.5%	21.6%
A little problem	21.2%	9.2%	11.2%	19.8%	24.9%	16.5%	21.3%	13.3%	14.8%	13.4%	29.7%	13.7%	17.1%
Somewhat of a problem	10.6%	21.5%	19.7%	16.4%	10.1%	15.2%	12.3%	18.2%	29.9%	18.9%	29.8%	19.1%	21.7%
Very much of a problem	18.0%	17.8%	17.8%	30.8%	41.2%	19.4%	31.9%	20.7%	27.3%	21.1%	2.7%	20.7%	18.3%
A severe problem	32.8%	34.3%	34.0%	18.3%	9.7%	34.2%	20.1%	31.2%	12.3%	30.1%	27.6%	30.0%	21.3%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Drivers speeding</b>													
Not a problem	41.4%	18.2%	22.6%	23.2%	22.5%	24.3%	23.3%	22.7%	22.9%	22.7%	32.1%	22.9%	17.0%
A little problem	4.9%	17.2%	14.9%	28.1%	35.1%	28.5%	32.0%	17.4%	20.1%	17.6%	22.1%	17.7%	19.4%
Somewhat of a problem	26.6%	21.0%	22.1%	14.4%	7.6%	11.9%	9.6%	20.2%	24.1%	20.5%	42.5%	21.0%	20.2%
Very much of a problem	13.5%	22.5%	20.8%	17.7%	15.6%	17.0%	16.3%	20.1%	20.7%	20.2%	2.0%	19.8%	18.0%
A severe problem	13.7%	21.1%	19.7%	16.6%	19.3%	18.3%	18.8%	19.6%	12.2%	19.1%	1.3%	18.7%	25.3%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Number of large trucks on road</b>													
Not a problem	27.1%	30.9%	30.4%	24.3%	22.6%	20.2%	21.6%	28.8%	32.2%	29.0%	26.6%	28.9%	19.2%
A little problem	17.6%	19.2%	19.0%	19.9%	20.5%	16.8%	18.9%	19.0%	22.7%	19.2%	19.8%	19.2%	19.8%
Somewhat of a problem		21.8%	19.0%	15.7%	10.5%	19.0%	14.1%	18.1%	20.5%	18.2%	11.0%	18.1%	26.8%
Very much of a problem	25.2%	13.7%	15.2%	16.2%	15.7%	21.4%	18.1%	15.7%	10.7%	15.4%	6.2%	15.3%	15.9%
A severe problem	30.1%	14.4%	16.4%	23.8%	30.7%	22.6%	27.3%	18.4%	14.0%	18.2%	36.5%	18.5%	18.4%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*PMT per Person by Mode of Transportation and Country of Origin*

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Persons Born in U.S.</b>													
<b>TOTAL PMT/PERSON</b>	<b>38.68</b>	<b>25.95</b>	<b>28.81</b>	<b>37.49</b>	<b>35.07</b>	<b>42.98</b>	<b>37.44</b>	<b>32.26</b>	<b>37.54</b>	<b>34.09</b>	<b>45.79</b>	<b>35.82</b>	<b>44.79</b>
POV-Driver	16.0%	32.6%	27.6%	68.6%	65.3%	68.4%	66.4%	45.6%	70.2%	55.0%	68.3%	57.5%	69.1%
POV-Passenger	10.9%	13.2%	12.5%	20.1%	18.6%	16.6%	17.9%	15.0%	21.8%	17.6%	24.3%	18.9%	21.4%
Taxi	1.2%	0.5%	0.7%	0.2%	0.2%	0.5%	0.3%	0.5%	0.1%	0.4%	0.1%	0.3%	0.1%
Public	12.7%	19.9%	17.7%	2.9%	5.8%	5.4%	5.7%	12.1%	0.9%	7.9%	0.2%	6.4%	0.8%
Walk	4.4%	2.9%	3.3%	0.7%	0.8%	0.7%	0.8%	2.1%	0.7%	1.6%	0.5%	1.4%	0.5%
Other	50.6%	31.0%	36.9%	7.2%	8.7%	8.1%	8.5%	23.7%	6.2%	17.1%	6.6%	15.1%	7.6%
No Response	4.3%	0.0%	1.3%	0.2%	0.5%	0.3%	0.4%	0.9%	0.0%	0.6%		0.5%	0.5%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Persons Not Born in U.S.</b>													
<b>TOTAL PMT/PERSON</b>	<b>27.40</b>	<b>15.03</b>	<b>16.99</b>	<b>35.69</b>	<b>38.83</b>	<b>31.68</b>	<b>35.95</b>	<b>20.69</b>	<b>34.96</b>	<b>21.60</b>	<b>40.09</b>	<b>21.94</b>	<b>42.79</b>
POV-Driver	29.1%	36.7%	34.8%	60.5%	59.8%	52.2%	57.1%	42.4%	70.8%	45.3%	71.2%	46.2%	59.4%
POV-Passenger	12.5%	22.5%	19.9%	25.5%	32.6%	19.7%	28.0%	22.7%	18.1%	22.2%	26.0%	22.3%	21.7%
Taxi	1.3%	1.2%	1.2%	0.3%	0.1%	0.8%	0.3%	0.9%	0.2%	0.8%		0.8%	0.1%
Public	18.4%	29.2%	26.5%	4.8%	3.9%	8.6%	5.6%	19.4%	2.4%	17.6%	1.1%	17.1%	1.4%
Walk	3.6%	4.6%	4.3%	1.2%	0.9%	1.9%	1.3%	3.3%	0.9%	3.1%	1.3%	3.0%	0.6%
Other	35.0%	5.7%	13.2%	4.2%	2.7%	3.6%	3.0%	9.8%	7.7%	9.5%	0.4%	9.2%	17.0%
No Response	0.1%	0.1%	0.1%	3.5%		13.1%	4.7%	1.6%	0.0%	1.5%		1.4%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

**PMT per Person by Mode of Transportation and Race, IMMIGRANTS ONLY**

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>White</b>													
<b>TOTAL PMT/PERSON</b>	<b>28.03</b>	<b>16.80</b>	<b>19.29</b>	<b>41.67</b>	<b>39.38</b>	<b>42.72</b>	<b>40.57</b>	<b>24.73</b>	<b>43.50</b>	<b>27.22</b>	<b>42.70</b>	<b>27.97</b>	<b>54.07</b>
POV-Driver	59.2%	40.1%	46.2%	63.2%	74.5%	33.6%	59.1%	51.6%	69.5%	55.4%	77.4%	57.0%	54.1%
POV-Passenger	7.7%	30.6%	23.2%	20.1%	21.8%	20.0%	21.1%	22.3%	18.4%	21.5%	21.4%	21.5%	19.7%
Taxi	3.3%	0.0%	1.1%	0.3%		0.8%	0.3%	0.7%	0.2%	0.6%		0.6%	0.1%
Public	10.1%	20.8%	17.4%	2.1%	2.1%	4.3%	2.9%	11.3%	0.9%	9.1%		8.4%	0.6%
Walk	6.9%	4.2%	5.0%	1.1%	1.0%	1.8%	1.3%	3.5%	0.7%	2.9%	1.2%	2.8%	0.6%
Other	12.9%	4.4%	7.1%	5.4%	0.7%	4.8%	2.2%	5.1%	10.3%	6.2%		5.7%	25.0%
No Response				8.0%		34.8%	13.1%	5.5%		4.3%		4.0%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>African-American, Black</b>													
<b>TOTAL PMT/PERSON</b>	<b>52.37</b>	<b>17.13</b>	<b>19.41</b>	<b>31.90</b>	<b>37.33</b>	<b>30.21</b>	<b>33.61</b>	<b>21.34</b>	<b>18.99</b>	<b>21.30</b>	<b>32.16</b>	<b>21.36</b>	<b>43.15</b>
POV-Driver	34.6%	34.2%	34.3%	60.0%	54.0%	65.3%	59.3%	39.7%	69.5%	40.1%	36.4%	40.1%	73.5%
POV-Passenger	40.7%	28.0%	30.2%	21.2%	20.9%	21.4%	21.1%	28.3%	22.1%	28.2%	63.5%	28.5%	17.4%
Taxi		2.9%	2.4%	1.0%	0.5%		1.7%	1.0%		2.1%		2.0%	0.1%
Public	24.0%	20.2%	20.9%	8.2%	6.0%	11.0%	8.3%	18.2%	6.7%	18.0%		17.9%	0.7%
Walk	0.7%	4.4%	3.8%	0.5%	0.6%	0.4%	0.5%	3.1%	0.8%	3.0%	0.1%	3.0%	0.6%
Other		10.2%	8.4%	9.1%	18.0%	0.3%	9.7%	8.7%	0.9%	8.6%		8.5%	7.7%
No Response													
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Hispanic, White/Hispanic</b>													
<b>TOTAL PMT/PERSON</b>	<b>9.87</b>	<b>11.15</b>	<b>10.92</b>	<b>22.26</b>	<b>22.79</b>	<b>18.27</b>	<b>21.02</b>	<b>12.77</b>	<b>28.51</b>	<b>13.32</b>	<b>26.96</b>	<b>13.40</b>	<b>33.29</b>
POV-Driver	24.3%	30.1%	29.2%	60.9%	53.2%	64.7%	57.1%	37.6%	74.9%	40.4%	9.7%	40.1%	65.9%
POV-Passenger	15.8%	19.4%	18.8%	27.9%	38.7%	16.5%	31.2%	22.6%	15.6%	22.0%	84.2%	22.7%	25.7%
Taxi	0.1%	1.1%	0.9%	0.3%		1.1%	0.4%	0.8%		0.7%		0.7%	0.0%
Public	53.2%	37.8%	40.4%	6.4%	4.1%	9.4%	5.9%	30.0%	8.3%	28.3%		28.0%	2.0%
Walk	5.4%	6.1%	6.0%	1.5%	1.8%	1.0%	1.5%	4.7%	1.2%	4.4%	5.7%	4.4%	0.8%
Other	1.1%	5.5%	4.7%	3.1%	2.2%	7.4%	3.9%	4.5%	0.0%	4.2%	0.4%	4.1%	5.6%
No Response													0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Asian</b>													
<b>TOTAL PMT/PERSON</b>	<b>103.75</b>	<b>18.64</b>	<b>28.72</b>	<b>59.03</b>	<b>86.76</b>	<b>39.14</b>	<b>73.66</b>	<b>37.27</b>	<b>24.45</b>	<b>36.31</b>	<b>44.29</b>	<b>36.42</b>	<b>49.29</b>
POV-Driver		47.5%	27.2%	55.5%	51.4%	66.0%	53.5%	37.1%	69.8%	38.7%	85.2%	39.5%	51.0%
POV-Passenger	1.1%	10.2%	6.3%	39.7%	46.1%	20.4%	42.4%	19.9%	21.0%	19.9%	3.0%	19.7%	16.9%
Taxi	0.7%	0.4%	0.5%					0.3%		0.3%		0.3%	0.1%
Public	6.5%	37.1%	24.0%	3.5%	2.1%	13.4%	3.7%	16.4%	1.5%	15.6%	11.8%	15.6%	1.8%
Walk	0.6%	3.2%	2.1%	0.5%	0.4%	0.2%	0.4%	1.4%	1.5%	1.4%		1.4%	0.4%
Other	91.0%	1.1%	39.5%	0.8%				24.7%	6.3%	23.7%		23.4%	29.8%
No Response	0.2%	0.6%	0.4%	0.0%				0.2%	0.0%	0.2%		0.2%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%



**PMT per Person by Mode of Transportation and Years in U.S., IMMIGRANTS ONLY**

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>0-2 years in U.S.</b>													
<b>TOTAL PMT/PERSON</b>	<b>18.48</b>	<b>18.99</b>	<b>18.84</b>	<b>49.46</b>	<b>79.43</b>	<b>21.61</b>	<b>61.52</b>	<b>31.33</b>	<b>16.10</b>	<b>29.87</b>	<b>43.64</b>	<b>30.03</b>	<b>42.69</b>
POV-Driver		16.7%	11.9%	50.5%	49.5%	61.4%	50.8%	34.2%	46.9%	34.9%	79.0%	35.7%	37.7%
POV-Passenger	27.5%	44.0%	39.3%	43.4%	47.4%	14.3%	43.8%	41.9%	39.8%	41.7%	21.0%	41.4%	22.5%
Taxi	1.0%	0.5%	0.6%					0.3%		0.3%		0.3%	0.0%
Public	57.2%	15.2%	27.2%	5.1%	2.7%	23.3%	5.0%	14.4%	6.6%	14.0%		13.8%	1.9%
Walk	12.3%	5.6%	7.5%	0.6%	0.4%	1.1%	0.5%	3.5%	2.6%	3.4%		3.4%	0.6%
Other	1.5%	18.1%	13.4%	0.4%	0.0%		0.0%	5.7%	4.2%	5.6%		5.5%	37.3%
No Response	0.6%		0.2%					0.1%		0.1%		0.1%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>3-5 years in U.S.</b>													
<b>TOTAL PMT/PERSON</b>	<b>54.50</b>	<b>10.68</b>	<b>18.73</b>	<b>14.39</b>	<b>5.67</b>	<b>11.47</b>	<b>7.96</b>	<b>16.71</b>	<b>30.75</b>	<b>17.67</b>	<b>4.47</b>	<b>17.62</b>	<b>34.87</b>
POV-Driver	91.8%	32.4%	64.2%	67.0%	38.2%	57.9%	49.4%	62.8%	78.6%	64.7%		64.6%	61.0%
POV-Passenger	2.7%	27.3%	14.2%	22.1%	54.0%	16.1%	32.4%	15.8%	15.3%	15.7%	100.0%	15.8%	31.3%
Taxi	0.6%	0.3%	0.5%					0.4%		0.4%		0.4%	0.1%
Public	3.2%	18.8%	10.5%	6.6%		25.4%	14.5%	10.8%	1.4%	9.7%		9.7%	2.5%
Walk	1.6%	8.8%	5.0%	2.1%	7.8%	0.7%	3.8%	4.9%	1.1%	4.4%		4.4%	0.8%
Other		12.4%	5.8%	2.2%				5.3%	3.7%	5.1%		5.1%	4.3%
No Response													
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>6-10 years in U.S.</b>													
<b>TOTAL PMT/PERSON</b>	<b>19.99</b>	<b>15.09</b>	<b>15.46</b>	<b>39.40</b>	<b>42.16</b>	<b>30.58</b>	<b>36.74</b>	<b>17.83</b>	<b>46.42</b>	<b>19.00</b>	<b>82.17</b>	<b>19.56</b>	<b>49.14</b>
POV-Driver	17.2%	31.8%	30.4%	58.5%	41.7%	49.5%	44.7%	33.7%	87.3%	39.0%	53.0%	39.5%	40.8%
POV-Passenger	0.3%	24.8%	22.4%	30.1%	41.4%	35.5%	39.1%	26.3%	11.4%	24.8%	40.6%	25.4%	24.3%
Taxi	1.3%	0.7%	0.8%	0.9%	0.5%	2.7%	1.4%	0.9%		0.8%		0.8%	0.1%
Public	22.8%	37.1%	35.7%	7.8%	15.2%	6.0%	11.6%	30.2%	0.0%	27.2%	6.3%	26.4%	1.2%
Walk	4.8%	4.7%	4.7%	1.8%	1.3%	3.3%	2.0%	4.1%	1.2%	3.8%		3.7%	0.6%
Other	53.7%	0.9%	6.0%	0.9%		3.1%	1.2%	4.9%	0.1%	4.4%		4.3%	32.9%
No Response													0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>11+ years in U.S.</b>													
<b>TOTAL PMT/PERSON</b>	<b>27.65</b>	<b>16.12</b>	<b>17.94</b>	<b>36.04</b>	<b>34.71</b>	<b>36.52</b>	<b>35.42</b>	<b>21.60</b>	<b>37.94</b>	<b>22.65</b>	<b>37.66</b>	<b>23.01</b>	<b>43.02</b>
POV-Driver	10.3%	41.9%	34.2%	64.3%	70.2%	53.4%	63.4%	44.3%	66.9%	46.7%	73.4%	47.7%	69.3%
POV-Passenger	16.1%	17.8%	17.4%	20.1%	24.7%	13.4%	20.1%	18.3%	19.8%	18.5%	24.3%	18.7%	19.6%
Taxi	1.7%	1.5%	1.6%	0.3%		0.7%	0.3%	1.1%	0.3%	1.0%		1.0%	0.0%
Public	14.9%	29.7%	26.1%	3.9%	3.0%	7.5%	4.8%	18.8%	1.3%	16.9%	0.1%	16.2%	1.2%
Walk	3.1%	3.3%	3.3%	1.2%	1.0%	2.0%	1.4%	2.6%	0.7%	2.4%	1.8%	2.4%	0.6%
Other	53.8%	5.7%	17.4%	4.7%	1.2%	4.4%	2.5%	12.3%	11.1%	12.1%	0.4%	11.7%	9.4%
No Response		0.1%	0.1%	5.6%		18.6%	7.5%	2.7%		2.4%		2.3%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*PMT per Person by Trip Purpose and Country of Origin*

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Persons Born in U.S.</b>													
<b>TOTAL PMT/PERSON</b>	<b>38.68</b>	<b>25.95</b>	<b>28.81</b>	<b>37.49</b>	<b>35.07</b>	<b>42.98</b>	<b>37.44</b>	<b>32.26</b>	<b>37.54</b>	<b>34.09</b>	<b>45.79</b>	<b>35.82</b>	<b>44.79</b>
Earn a Living	9.6%	45.3%	34.5%	30.8%	35.6%	33.1%	34.7%	34.6%	27.9%	32.1%	23.6%	30.5%	29.9%
Family & Personal Business	16.8%	24.1%	21.9%	31.0%	26.9%	26.9%	26.9%	24.2%	34.2%	28.0%	39.4%	30.2%	33.3%
Civic, Educational & Religious	1.3%	3.7%	3.0%	3.3%	3.1%	2.3%	2.8%	2.9%	3.8%	3.2%	3.1%	3.2%	4.0%
Social & Recreational	34.4%	21.7%	25.5%	31.8%	32.6%	32.0%	32.4%	28.7%	31.3%	29.7%	30.9%	29.9%	29.4%
Other	20.6%	5.2%	9.8%	2.5%	1.8%	5.7%	3.1%	6.7%	2.0%	4.9%	2.6%	4.5%	3.2%
Unreported	17.3%	0.1%	5.3%	0.6%	0.2%	0.1%	0.1%	2.9%	0.9%	2.1%	0.4%	1.8%	0.3%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Persons Not Born in U.S.</b>													
<b>TOTAL PMT/PERSON</b>	<b>27.40</b>	<b>15.03</b>	<b>16.99</b>	<b>35.69</b>	<b>38.83</b>	<b>31.68</b>	<b>35.95</b>	<b>20.69</b>	<b>34.96</b>	<b>21.60</b>	<b>40.09</b>	<b>21.94</b>	<b>42.79</b>
Earn a Living	33.6%	39.3%	37.9%	27.5%	23.6%	32.1%	26.6%	34.0%	30.1%	33.6%	15.8%	33.0%	37.9%
Family & Personal Business	9.4%	33.6%	27.5%	35.1%	33.4%	39.9%	35.7%	30.3%	33.3%	30.6%	47.5%	31.2%	30.8%
Civic, Educational & Religious	3.7%	6.1%	5.5%	3.4%	1.8%	5.3%	3.0%	4.6%	4.5%	4.6%	1.0%	4.5%	3.4%
Social & Recreational	22.7%	19.4%	20.2%	30.9%	40.2%	20.7%	33.3%	24.7%	23.8%	24.6%	33.9%	24.9%	23.3%
Other	30.6%	1.1%	8.7%	3.0%	1.1%	1.8%	1.3%	6.2%	8.2%	6.4%	0.3%	6.2%	4.5%
Unreported		0.5%	0.4%	0.1%	0.0%	0.3%	0.1%	0.3%	0.2%	0.3%	1.5%	0.3%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

**PMT per Person by Purpose and Race, IMMIGRANTS ONLY**

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>White</b>													
<b>TOTAL PMT/PERSON</b>	<b>28.03</b>	<b>16.80</b>	<b>19.29</b>	<b>41.67</b>	<b>39.38</b>	<b>42.72</b>	<b>40.57</b>	<b>24.73</b>	<b>43.50</b>	<b>27.22</b>	<b>42.70</b>	<b>27.97</b>	<b>54.07</b>
Earn a Living	42.7%	35.3%	37.7%	22.0%	19.5%	15.3%	17.9%	29.4%	28.4%	29.2%	14.8%	28.1%	35.4%
Family & Personal Business	11.5%	34.6%	27.1%	40.4%	38.0%	57.6%	45.4%	34.8%	32.7%	34.3%	49.6%	35.5%	28.5%
Civic, Educational & Religious	1.6%	3.4%	2.8%	2.0%	1.3%	0.9%	1.2%	2.1%	3.2%	2.4%	0.7%	2.3%	2.5%
Social & Recreational	44.2%	24.9%	31.1%	30.9%	41.1%	21.3%	33.7%	32.2%	26.5%	31.0%	35.0%	31.3%	26.5%
Other	0.1%	1.0%	0.7%	4.5%	0.0%	4.3%	1.6%	1.1%	9.1%	2.8%		2.6%	7.0%
Unreported		0.8%	0.6%	0.2%	0.1%	0.6%	0.3%	0.5%	0.1%	0.4%		0.3%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>African-American, Black</b>													
<b>TOTAL PMT/PERSON</b>	<b>52.37</b>	<b>17.13</b>	<b>19.41</b>	<b>31.90</b>	<b>37.33</b>	<b>30.21</b>	<b>33.61</b>	<b>21.34</b>	<b>18.99</b>	<b>21.30</b>	<b>32.16</b>	<b>21.36</b>	<b>43.15</b>
Earn a Living	71.7%	43.4%	48.3%	31.4%	12.7%	52.3%	31.3%	44.7%	32.9%	44.5%	13.3%	44.2%	23.8%
Family & Personal Business	2.3%	28.9%	24.2%	25.4%	27.3%	24.5%	26.0%	24.6%	17.2%	24.5%	46.9%	24.7%	36.4%
Civic, Educational & Religious	0.0%	6.8%	5.6%	7.6%		17.0%	8.0%	6.1%	3.2%	6.0%	6.6%	6.1%	4.0%
Social & Recreational	26.0%	20.4%	21.3%	34.9%	59.1%	6.0%	34.1%	24.1%	45.1%	24.4%	0.1%	24.2%	35.5%
Other	0.0%	0.5%	0.4%	0.7%	1.0%	0.3%	0.6%	0.5%	1.0%	0.5%		0.5%	0.3%
Unreported		0.1%	0.1%	0.0%				0.1%	0.6%	0.1%	33.1%	0.4%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Hispanic, White/Hispanic</b>													
<b>TOTAL PMT/PERSON</b>	<b>9.87</b>	<b>11.15</b>	<b>10.92</b>	<b>22.26</b>	<b>22.79</b>	<b>18.27</b>	<b>21.02</b>	<b>12.77</b>	<b>28.51</b>	<b>13.32</b>	<b>26.96</b>	<b>13.40</b>	<b>33.29</b>
Earn a Living	39.1%	28.2%	30.0%	46.5%	51.4%	44.3%	49.0%	35.7%	37.3%	35.9%	9.0%	35.6%	38.6%
Family & Personal Business	26.0%	46.0%	42.7%	29.9%	23.5%	33.0%	26.7%	37.9%	41.4%	38.1%	10.0%	37.8%	35.7%
Civic, Educational & Religious	17.2%	7.8%	9.4%	4.2%	4.4%	5.5%	4.8%	8.0%	1.8%	7.5%		7.4%	3.5%
Social & Recreational	17.7%	17.1%	17.2%	15.6%	16.9%	17.0%	17.0%	17.1%	10.5%	16.6%	81.1%	17.3%	18.0%
Other		0.1%	0.1%	3.7%	3.7%		2.5%	0.8%	8.2%	1.3%		1.3%	4.1%
Unreported		0.8%	0.7%	0.2%		0.2%	0.1%	0.5%	0.9%	0.5%		0.5%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Asian</b>													
<b>TOTAL PMT/PERSON</b>	<b>103.75</b>	<b>18.64</b>	<b>28.72</b>	<b>59.03</b>	<b>86.76</b>	<b>39.14</b>	<b>73.66</b>	<b>37.27</b>	<b>24.45</b>	<b>36.31</b>	<b>44.29</b>	<b>36.42</b>	<b>49.29</b>
Earn a Living	3.0%	53.5%	31.9%	17.2%	10.2%	51.1%	16.2%	26.0%	24.8%	25.9%	33.2%	26.0%	49.4%
Family & Personal Business	2.9%	22.8%	14.3%	36.5%	38.5%	28.2%	37.0%	22.8%	32.4%	23.3%	50.8%	23.7%	22.6%
Civic, Educational & Religious	1.0%	6.3%	4.0%	3.4%	1.1%	4.9%	1.6%	3.1%	16.0%	3.8%	1.4%	3.7%	5.0%
Social & Recreational	2.5%	13.1%	8.6%	42.3%	49.8%	15.8%	44.9%	22.2%	23.8%	22.3%	14.6%	22.2%	22.2%
Other	90.6%	4.2%	41.2%	0.7%	0.4%		0.4%	25.8%	3.1%	24.7%		24.3%	0.8%
Unreported		0.1%	0.1%					0.1%		0.0%		0.0%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

**PMT per Person by Purpose and Years in U.S., IMMIGRANTS ONLY**

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>0-2 years in U.S.</b>													
<b>TOTAL PMT/PERSON</b>	<b>18.48</b>	<b>18.99</b>	<b>18.84</b>	<b>49.46</b>	<b>79.43</b>	<b>21.61</b>	<b>61.52</b>	<b>31.33</b>	<b>16.10</b>	<b>29.87</b>	<b>43.64</b>	<b>30.03</b>	<b>42.69</b>
Earn a Living	40.0%	32.5%	34.7%	10.9%	3.1%	56.2%	8.9%	19.9%	32.2%	20.5%	6.5%	20.3%	52.5%
Family & Personal Business	32.7%	27.1%	28.7%	42.2%	42.5%	42.2%	42.5%	36.6%	39.9%	36.8%	51.2%	37.0%	27.2%
Civic, Educational & Religious	7.8%	4.4%	5.4%	1.3%	0.6%	0.3%	0.6%	2.6%	8.4%	2.9%	1.3%	2.9%	3.9%
Social & Recreational	19.5%	34.9%	30.5%	44.9%	53.3%	1.3%	47.6%	40.3%	16.6%	39.1%	41.0%	39.1%	13.6%
Other		1.1%	0.8%	0.7%	0.5%		0.5%	0.6%	2.9%	0.7%		0.7%	2.8%
Unreported													0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>3-5 years in U.S.</b>													
<b>TOTAL PMT/PERSON</b>	<b>54.50</b>	<b>10.68</b>	<b>18.73</b>	<b>14.39</b>	<b>5.67</b>	<b>11.47</b>	<b>7.96</b>	<b>16.71</b>	<b>30.75</b>	<b>17.67</b>	<b>4.47</b>	<b>17.62</b>	<b>34.87</b>
Earn a Living	42.6%	34.9%	39.0%	25.6%	16.0%	25.9%	21.7%	37.5%	28.3%	36.4%	100.0%	36.4%	34.0%
Family & Personal Business	1.1%	44.1%	21.1%	18.8%	0.2%	22.1%	12.7%	20.4%	22.8%	20.7%		20.6%	29.8%
Civic, Educational & Religious		2.2%	1.0%	21.3%	37.7%	43.4%	40.9%	4.6%	8.3%	5.0%		5.0%	3.1%
Social & Recreational	56.3%	17.8%	38.4%	24.9%	46.1%	8.6%	24.7%	37.2%	25.0%	35.7%		35.7%	32.9%
Other		0.4%	0.2%	9.1%				0.2%	15.1%	1.9%		1.9%	0.3%
Unreported		0.7%	0.3%	0.3%				0.3%	0.5%	0.3%		0.3%	
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>6-10 years in U.S.</b>													
<b>TOTAL PMT/PERSON</b>	<b>19.99</b>	<b>15.09</b>	<b>15.46</b>	<b>39.40</b>	<b>42.16</b>	<b>30.58</b>	<b>36.74</b>	<b>17.83</b>	<b>46.42</b>	<b>19.00</b>	<b>82.17</b>	<b>19.56</b>	<b>49.14</b>
Earn a Living	69.3%	48.4%	50.5%	32.6%	21.3%	42.2%	29.5%	45.6%	39.3%	45.0%	20.0%	44.1%	53.4%
Family & Personal Business	13.3%	24.5%	23.4%	39.8%	35.5%	53.6%	42.5%	27.8%	33.9%	28.4%	15.5%	27.9%	26.7%
Civic, Educational & Religious	0.2%	2.9%	2.6%	2.8%		0.4%	0.2%	2.0%	8.4%	2.7%		2.6%	2.4%
Social & Recreational	16.8%	22.0%	21.5%	20.4%	34.4%	3.6%	22.4%	21.7%	16.4%	21.2%	64.5%	22.8%	16.2%
Other	0.4%	1.1%	1.1%	4.4%	8.9%	0.2%	5.5%	2.1%	2.1%	2.1%		2.0%	1.3%
Unreported		1.1%	1.0%					0.8%		0.7%		0.7%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>11+ years in U.S.</b>													
<b>TOTAL PMT/PERSON</b>	<b>27.65</b>	<b>16.12</b>	<b>17.94</b>	<b>36.04</b>	<b>34.71</b>	<b>36.52</b>	<b>35.42</b>	<b>21.60</b>	<b>37.94</b>	<b>22.65</b>	<b>37.66</b>	<b>23.01</b>	<b>43.02</b>
Earn a Living	25.1%	38.4%	35.2%	30.5%	33.7%	27.8%	31.3%	33.9%	27.9%	33.2%	15.1%	32.5%	32.5%
Family & Personal Business	8.5%	35.5%	29.0%	33.4%	28.0%	42.5%	33.8%	30.6%	32.3%	30.8%	52.7%	31.7%	33.2%
Civic, Educational & Religious	5.2%	8.1%	7.4%	3.2%	1.8%	5.6%	3.4%	6.0%	2.7%	5.7%	1.2%	5.5%	3.6%
Social & Recreational	8.5%	16.4%	14.5%	29.4%	36.2%	21.5%	30.3%	19.9%	26.9%	20.7%	28.6%	21.0%	26.2%
Other	52.8%	1.2%	13.7%	3.3%	0.1%	2.3%	1.0%	9.4%	9.9%	9.4%	0.5%	9.1%	4.3%
Unreported		0.3%	0.3%	0.2%	0.1%	0.4%	0.2%	0.2%	0.3%	0.2%	2.0%	0.3%	0.2%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

**VMT per Driver by Trip Purpose and Age**

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Persons Born in U.S.</b>													
<b>TOTAL VMT/DRIVER</b>	<b>9.58</b>	<b>12.87</b>	<b>12.14</b>	<b>28.21</b>	<b>24.84</b>	<b>32.02</b>	<b>26.98</b>	<b>19.32</b>	<b>29.16</b>	<b>23.12</b>	<b>33.91</b>	<b>24.91</b>	<b>33.78</b>
Earn a Living	7.9%	35.0%	30.2%	36.0%	41.0%	36.4%	39.3%	36.4%	33.6%	35.1%	32.5%	34.5%	35.2%
Family & Personal Business	59.4%	37.3%	41.1%	33.8%	29.3%	30.7%	29.8%	33.5%	36.6%	35.0%	37.4%	35.5%	35.3%
Civic, Educational & Religious	0.2%	3.4%	2.8%	3.3%	3.2%	2.5%	2.9%	2.9%	3.6%	3.2%	2.9%	3.2%	3.8%
Social & Recreational	31.6%	23.8%	25.2%	25.9%	25.9%	29.4%	27.2%	26.5%	25.0%	25.8%	25.7%	25.8%	24.7%
Other	0.9%	0.5%	0.5%	0.8%	0.6%	0.9%	0.7%	0.6%	0.8%	0.7%	1.1%	0.8%	0.9%
Unreported		0.1%	0.1%	0.3%	0.1%	0.1%	0.1%	0.1%	0.4%	0.2%	0.4%	0.3%	0.2%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Persons Not Born in U.S.</b>													
<b>TOTAL VMT/DRIVER</b>	<b>14.63</b>	<b>10.82</b>	<b>11.46</b>	<b>27.41</b>	<b>30.54</b>	<b>20.81</b>	<b>26.51</b>	<b>15.48</b>	<b>29.87</b>	<b>16.78</b>	<b>29.91</b>	<b>17.17</b>	<b>31.18</b>
Earn a Living	47.2%	41.0%	42.3%	33.1%	26.3%	42.0%	31.4%	37.3%	37.3%	37.3%	18.1%	36.3%	38.3%
Family & Personal Business	4.5%	32.1%	26.2%	32.3%	30.9%	33.2%	31.7%	28.7%	34.0%	29.5%	55.8%	30.9%	35.9%
Civic, Educational & Religious		7.0%	5.5%	2.6%	1.0%	3.3%	1.8%	3.8%	4.4%	3.9%	0.7%	3.7%	3.7%
Social & Recreational	48.3%	18.5%	24.9%	30.8%	41.5%	20.9%	34.8%	29.4%	21.4%	28.1%	25.4%	28.0%	21.5%
Other	0.0%	0.8%	0.6%	1.0%	0.2%	0.1%	0.2%	0.4%	2.8%	0.8%	0.0%	0.8%	0.4%
Unreported		0.6%	0.5%	0.2%	0.1%	0.5%	0.2%	0.4%	0.3%	0.3%		0.3%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

**VMT per Driver by Purpose and Race, IMMIGRANTS ONLY**

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>White</b>													
<b>TOTAL VMT/DRIVER</b>	<b>21.16</b>	<b>9.13</b>	<b>11.93</b>	<b>30.47</b>	<b>34.50</b>	<b>17.06</b>	<b>28.32</b>	<b>16.52</b>	<b>33.88</b>	<b>19.13</b>	<b>33.61</b>	<b>19.99</b>	<b>32.05</b>
Earn a Living	42.2%	44.5%	43.6%	29.7%	21.9%	29.3%	23.5%	33.9%	38.0%	35.0%	16.4%	33.1%	31.5%
Family & Personal Business	2.6%	35.5%	21.9%	34.9%	33.0%	40.4%	34.5%	28.0%	35.4%	29.9%	55.0%	32.5%	37.0%
Civic, Educational & Religious	55.2%	14.8%	31.5%	32.9%	44.1%	26.3%	40.3%	35.7%	23.2%	32.4%	28.3%	32.0%	27.6%
Social & Recreational		1.7%	1.0%	2.1%	0.9%	2.1%	1.1%	1.1%	3.4%	1.7%	0.3%	1.5%	3.0%
Other		1.5%	0.9%	0.0%	0.0%	0.3%	0.1%	0.5%	0.0%	0.4%		0.3%	0.7%
Unreported		2.0%	1.2%	0.3%	0.1%	1.8%	0.5%	0.8%	0.1%	0.6%		0.6%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>African-American, Black</b>													
<b>TOTAL VMT/DRIVER</b>	<b>31.09</b>	<b>13.53</b>	<b>15.03</b>	<b>23.81</b>	<b>24.63</b>	<b>25.24</b>	<b>24.94</b>	<b>17.22</b>	<b>15.66</b>	<b>17.17</b>	<b>12.19</b>	<b>17.12</b>	<b>39.75</b>
Earn a Living	42.0%	36.5%	37.5%	43.6%	15.5%	69.7%	43.5%	39.4%	44.4%	39.6%	36.4%	39.5%	29.4%
Family & Personal Business	0.5%	23.5%	19.4%	15.4%	10.6%	19.7%	15.3%	18.1%	16.0%	18.0%	45.4%	18.2%	41.0%
Civic, Educational & Religious	57.5%	24.0%	29.9%	39.2%	72.8%	8.0%	39.3%	32.9%	37.5%	33.0%		32.8%	27.7%
Social & Recreational		14.9%	12.2%	1.4%		2.6%	1.4%	8.8%	1.3%	8.6%	18.2%	8.6%	1.8%
Other		0.8%	0.7%	0.6%	1.1%		0.5%	0.6%	0.8%	0.6%		0.6%	
Unreported		0.4%	0.3%					0.2%		0.2%		0.2%	
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Hispanic, White/Hispanic</b>													
<b>TOTAL VMT/DRIVER</b>	<b>6.25</b>	<b>8.07</b>	<b>7.75</b>	<b>19.64</b>	<b>17.59</b>	<b>16.63</b>	<b>17.21</b>	<b>10.36</b>	<b>32.68</b>	<b>11.46</b>	<b>3.41</b>	<b>11.39</b>	<b>30.02</b>
Earn a Living	79.4%	32.2%	38.8%	46.7%	56.8%	41.2%	50.8%	44.3%	35.0%	43.0%	92.3%	43.1%	47.9%
Family & Personal Business	19.0%	41.8%	38.6%	33.3%	27.5%	35.9%	30.8%	35.0%	40.6%	35.8%	7.7%	35.7%	35.1%
Civic, Educational & Religious	1.6%	17.4%	15.2%	14.4%	12.6%	20.2%	15.5%	15.3%	11.3%	14.7%		14.7%	13.2%
Social & Recreational		8.7%	7.5%	2.4%	3.1%	2.4%	2.8%	5.4%	1.2%	4.8%		4.8%	3.5%
Other				2.8%					10.8%	1.5%		1.5%	0.1%
Unreported				0.4%		0.3%	0.1%	0.1%	1.2%	0.2%		0.2%	0.2%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Asian</b>													
<b>TOTAL VMT/DRIVER</b>	<b>** No VMT **</b>	<b>15.46</b>	<b>13.98</b>	<b>42.70</b>	<b>67.90</b>	<b>27.92</b>	<b>53.96</b>	<b>23.39</b>	<b>19.96</b>	<b>23.03</b>	<b>40.35</b>	<b>23.38</b>	<b>28.70</b>
Earn a Living		57.9%	57.9%	24.0%	15.3%	55.6%	22.6%	38.7%	31.7%	38.1%	23.2%	37.5%	34.0%
Family & Personal Business		26.4%	26.4%	34.8%	37.7%	34.3%	37.0%	32.2%	22.8%	31.3%	58.8%	32.3%	32.4%
Civic, Educational & Religious		13.4%	13.4%	36.7%	46.4%	2.9%	38.6%	27.1%	26.4%	27.0%	17.1%	26.7%	26.4%
Social & Recreational		2.3%	2.3%	3.6%	0.2%	7.3%	1.5%	1.9%	14.9%	3.0%	0.9%	3.0%	6.4%
Other		0.1%	0.1%	1.0%	0.4%		0.3%	0.2%	4.3%	0.6%		0.6%	0.6%
Unreported													0.2%
All		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

**VMT per Driver by Purpose and Years in U.S., IMMIGRANTS ONLY**

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>0-2 years in U.S.</b>													
<b>TOTAL VMT/DRIVER</b>	<b>** No VMT **</b>	<b>8.68</b>	<b>5.13</b>	<b>40.08</b>	<b>68.39</b>	<b>19.30</b>	<b>51.25</b>	<b>22.02</b>	<b>11.47</b>	<b>20.70</b>	<b>34.48</b>	<b>21.02</b>	<b>26.14</b>
Earn a Living		59.8%	59.8%	10.3%	2.5%	46.2%	8.3%	15.9%	33.7%	17.1%	6.1%	16.7%	30.4%
Family & Personal Business		11.3%	11.3%	42.9%	42.3%	51.7%	43.5%	38.7%	36.0%	38.5%	62.9%	39.5%	51.2%
Civic, Educational & Religious		23.9%	23.9%	44.3%	53.5%	2.0%	46.7%	43.3%	17.0%	41.5%	29.3%	41.0%	14.8%
Social & Recreational		5.1%	5.1%	0.8%	0.5%		0.4%	1.1%	4.3%	1.3%		1.3%	0.5%
Other				1.7%	1.2%	0.2%	1.1%	0.9%	9.0%	1.5%	1.7%	1.5%	3.1%
Unreported													0.0%
All		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>3-5 years in U.S.</b>													
<b>TOTAL VMT/DRIVER</b>	<b>67.79</b>	<b>9.53</b>	<b>27.79</b>	<b>16.34</b>	<b>8.31</b>	<b>7.92</b>	<b>8.05</b>	<b>23.70</b>	<b>28.54</b>	<b>24.30</b>	<b>** No VMT **</b>	<b>24.14</b>	<b>27.97</b>
Earn a Living	43.1%	52.0%	45.2%	30.5%	41.9%	24.5%	30.3%	44.2%	30.6%	42.2%		42.2%	36.1%
Family & Personal Business	0.3%	14.9%	3.7%	19.7%		29.9%	19.9%	4.9%	19.5%	7.0%		7.0%	33.8%
Civic, Educational & Religious	56.6%	30.4%	50.4%	24.7%	40.0%	14.6%	23.0%	48.5%	25.4%	45.2%		45.2%	26.5%
Social & Recreational				13.6%					19.2%	2.8%		2.8%	0.1%
Other		0.8%	0.2%	11.1%	18.2%	31.1%	26.8%	2.1%	4.6%	2.4%		2.4%	3.5%
Unreported		1.9%	0.5%	0.5%				0.4%	0.7%	0.5%		0.5%	
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%		100.0%	100.0%
<b>6-10 years in U.S.</b>													
<b>TOTAL VMT/DRIVER</b>	<b>3.91</b>	<b>10.60</b>	<b>9.68</b>	<b>31.91</b>	<b>30.44</b>	<b>19.69</b>	<b>24.64</b>	<b>11.89</b>	<b>46.55</b>	<b>14.25</b>	<b>43.57</b>	<b>14.75</b>	<b>25.03</b>
Earn a Living	82.9%	44.6%	46.8%	32.2%	0.7%	55.2%	24.2%	39.9%	40.7%	40.0%	24.0%	39.2%	43.2%
Family & Personal Business	14.0%	32.6%	31.6%	30.1%	17.4%	43.0%	28.5%	30.7%	31.9%	30.9%	29.2%	30.8%	33.2%
Civic, Educational & Religious	3.1%	18.2%	17.4%	32.0%	81.9%	1.5%	47.2%	26.5%	15.7%	24.1%	46.8%	25.2%	19.5%
Social & Recreational		2.5%	2.3%	1.1%				1.6%	2.3%	1.8%		1.7%	0.5%
Other		1.9%	1.8%	4.6%		0.3%	0.1%	1.3%	9.4%	3.1%		2.9%	3.4%
Unreported		0.1%	0.1%					0.1%		0.1%		0.1%	0.2%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>11+ years in U.S.</b>													
<b>TOTAL VMT/DRIVER</b>	<b>6.10</b>	<b>11.56</b>	<b>10.85</b>	<b>26.65</b>	<b>27.38</b>	<b>23.25</b>	<b>25.82</b>	<b>15.19</b>	<b>29.18</b>	<b>16.39</b>	<b>28.79</b>	<b>16.83</b>	<b>34.23</b>
Earn a Living	80.1%	38.6%	41.6%	36.3%	34.9%	36.4%	35.4%	38.6%	38.7%	38.6%	18.0%	37.3%	38.7%
Family & Personal Business	11.6%	33.3%	31.7%	31.2%	29.0%	31.8%	29.9%	30.9%	34.5%	31.4%	57.6%	33.0%	35.2%
Civic, Educational & Religious	8.2%	17.7%	17.0%	30.1%	35.0%	27.9%	32.6%	24.7%	23.5%	24.5%	23.5%	24.4%	21.8%
Social & Recreational	0.1%	0.3%	0.3%	0.3%	0.2%	0.1%	0.1%	0.2%	0.7%	0.3%	0.0%	0.3%	0.5%
Other		9.4%	8.7%	1.8%	0.9%	3.2%	1.7%	5.3%	2.3%	4.8%	0.8%	4.6%	3.6%
Unreported		0.7%	0.6%	0.3%	0.1%	0.7%	0.3%	0.5%	0.3%	0.5%		0.4%	0.2%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## Person Trips per Person by Mode of Transportation and Race, NON-IMMIGRANTS ONLY

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>White</b>													
<b>TOTAL PT/PERSON</b>	<b>4.85</b>	<b>3.99</b>	<b>4.21</b>	<b>4.27</b>	<b>4.23</b>	<b>4.37</b>	<b>4.27</b>	<b>4.24</b>	<b>4.28</b>	<b>4.26</b>	<b>4.14</b>	<b>4.24</b>	<b>4.38</b>
POV-Driver	11.0%	40.3%	32.0%	73.3%	71.3%	73.7%	72.0%	53.4%	74.2%	62.2%	72.8%	64.1%	74.3%
POV-Passenger	6.4%	11.9%	10.3%	16.4%	16.3%	13.6%	15.5%	13.1%	16.9%	14.7%	19.2%	15.5%	17.3%
Taxi	5.6%	0.4%	1.9%	0.2%	0.3%	0.3%	0.3%	1.0%	0.1%	0.7%	0.1%	0.5%	0.1%
Public	22.9%	14.4%	16.8%	1.2%	1.9%	2.7%	2.2%	9.0%	0.5%	5.4%	0.2%	4.4%	0.5%
Walk	51.5%	31.0%	36.8%	7.4%	8.5%	8.5%	8.5%	21.7%	6.7%	15.3%	6.5%	13.7%	6.4%
Other	2.6%	1.9%	2.1%	1.5%	1.6%	1.2%	1.5%	1.8%	1.5%	1.7%	1.3%	1.6%	1.3%
No Response	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>African-American, Black</b>													
<b>TOTAL PT/PERSON</b>	<b>3.81</b>	<b>3.33</b>	<b>3.43</b>	<b>3.43</b>	<b>3.00</b>	<b>3.32</b>	<b>3.12</b>	<b>3.39</b>	<b>3.62</b>	<b>3.43</b>	<b>4.34</b>	<b>3.45</b>	<b>3.89</b>
POV-Driver	10.4%	23.6%	20.6%	62.3%	73.4%	55.4%	65.9%	26.7%	60.3%	33.1%	55.3%	33.7%	67.6%
POV-Passenger	9.4%	10.4%	10.2%	16.1%	7.2%	12.7%	9.5%	10.1%	19.7%	12.0%	21.8%	12.2%	18.9%
Taxi	2.9%	1.9%	2.1%	2.0%	1.1%	0.9%	1.0%	2.0%	2.6%	2.1%	5.6%	2.2%	0.2%
Public	26.7%	26.7%	26.7%	4.2%	0.9%	12.1%	5.6%	23.9%	3.5%	20.0%		19.5%	3.9%
Walk	48.8%	35.7%	38.6%	13.6%	16.3%	16.3%	16.3%	35.7%	12.0%	31.1%	14.3%	30.7%	8.1%
Other	1.8%	1.5%	1.6%	1.7%	1.1%	1.8%	1.4%	1.5%	1.9%	1.6%	3.0%	1.6%	1.3%
No Response		0.2%	0.2%	0.1%		0.7%	0.3%	0.2%		0.2%		0.2%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Hispanic, White/Hispanic</b>													
<b>TOTAL PT/PERSON</b>	<b>4.22</b>	<b>3.51</b>	<b>3.66</b>	<b>4.18</b>	<b>3.79</b>	<b>4.92</b>	<b>4.10</b>	<b>3.74</b>	<b>4.30</b>	<b>3.79</b>	<b>4.49</b>	<b>3.82</b>	<b>4.19</b>
POV-Driver	11.3%	31.1%	26.4%	69.3%	72.1%	69.5%	71.2%	35.3%	66.4%	38.9%	64.1%	40.1%	71.9%
POV-Passenger	6.6%	14.4%	12.5%	14.6%	11.2%	11.5%	11.3%	12.3%	19.7%	13.1%	23.3%	13.6%	20.1%
Taxi	1.3%	1.5%	1.5%	0.2%		1.0%	0.3%	1.3%		1.1%	1.8%	1.1%	0.1%
Public	27.7%	27.8%	27.8%	3.5%	4.3%	0.9%	3.1%	22.9%	4.1%	20.7%	0.1%	19.8%	0.8%
Walk	51.1%	23.5%	30.0%	7.8%	5.1%	11.7%	7.3%	25.5%	8.7%	23.6%	8.1%	22.8%	6.3%
Other	2.0%	1.7%	1.8%	4.4%	7.3%	4.7%	6.4%	2.7%	1.2%	2.6%	2.6%	2.6%	0.8%
No Response				0.1%		0.7%	0.2%	0.1%		0.0%		0.0%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Asian</b>													
<b>TOTAL PT/PERSON</b>	<b>3.00</b>	<b>3.03</b>	<b>3.03</b>	<b>2.87</b>	<b>2.05</b>	<b>3.75</b>	<b>2.98</b>	<b>3.02</b>	<b>2.47</b>	<b>2.99</b>	<b>7.20</b>	<b>3.03</b>	<b>4.56</b>
POV-Driver		40.2%	30.9%	73.0%	65.8%	76.7%	73.3%	39.2%	71.7%	40.6%	89.7%	41.8%	64.8%
POV-Passenger		14.2%	10.9%	22.6%	25.0%	22.5%	23.3%	13.4%	19.9%	13.7%	2.8%	13.4%	18.2%
Taxi													0.0%
Public	55.2%	34.6%	39.3%	0.5%				31.6%	2.6%	30.3%	6.4%	29.8%	2.8%
Walk	37.5%	6.9%	13.9%	3.7%	9.2%	0.8%	3.4%	11.9%	5.1%	11.6%		11.3%	13.1%
Other	7.4%	4.2%	4.9%	0.2%				3.9%	0.9%	3.8%	1.1%	3.7%	1.0%
No Response													0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%



## Person Trips per Person by Purpose and Race, NON-IMMIGRANTS ONLY

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>White</b>													
<b>TOTAL PT/PERSON</b>	<b>4.85</b>	<b>3.99</b>	<b>4.21</b>	<b>4.27</b>	<b>4.23</b>	<b>4.37</b>	<b>4.27</b>	<b>4.24</b>	<b>4.28</b>	<b>4.26</b>	<b>4.14</b>	<b>4.24</b>	<b>4.38</b>
Earn a Living	21.7%	20.2%	20.7%	21.2%	21.1%	20.6%	21.0%	20.8%	21.4%	21.0%	22.1%	21.2%	21.7%
Family & Personal Business	41.6%	47.1%	45.5%	46.5%	45.6%	49.1%	46.6%	46.1%	46.3%	46.2%	46.6%	46.3%	45.9%
Civic, Educational & Religious	2.0%	5.1%	4.2%	4.7%	4.9%	3.9%	4.6%	4.4%	4.8%	4.6%	4.4%	4.6%	5.3%
Social & Recreational	31.6%	26.4%	27.9%	26.2%	26.8%	24.4%	26.1%	26.9%	26.3%	26.7%	25.8%	26.5%	26.3%
Other	2.6%	0.9%	1.4%	1.1%	1.4%	1.7%	1.5%	1.4%	0.8%	1.2%	0.6%	1.1%	0.8%
Unreported	0.6%	0.4%	0.4%	0.3%	0.3%	0.4%	0.3%	0.4%	0.3%	0.3%	0.4%	0.3%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>African-American, Black</b>													
<b>TOTAL PT/PERSON</b>	<b>3.81</b>	<b>3.33</b>	<b>3.43</b>	<b>3.43</b>	<b>3.00</b>	<b>3.32</b>	<b>3.12</b>	<b>3.39</b>	<b>3.62</b>	<b>3.43</b>	<b>4.34</b>	<b>3.45</b>	<b>3.89</b>
Earn a Living	14.3%	17.2%	16.6%	20.9%	27.2%	26.7%	27.0%	18.0%	17.5%	17.9%	12.0%	17.7%	22.3%
Family & Personal Business	46.1%	49.9%	49.1%	47.5%	39.3%	40.4%	39.7%	47.8%	51.9%	48.6%	53.5%	48.7%	47.9%
Civic, Educational & Religious	6.7%	10.4%	9.6%	7.8%	8.0%	3.0%	5.9%	9.1%	8.9%	9.1%	13.6%	9.2%	8.0%
Social & Recreational	30.6%	21.4%	23.4%	23.2%	24.5%	29.2%	26.5%	23.8%	21.4%	23.4%	20.0%	23.3%	20.9%
Other	2.4%	0.8%	1.1%	0.6%	1.0%	0.7%	0.9%	1.1%	0.4%	1.0%	1.0%	1.0%	0.9%
Unreported		0.3%	0.2%				0.2%			0.2%		0.2%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Hispanic, White/Hispanic</b>													
<b>TOTAL PT/PERSON</b>	<b>4.22</b>	<b>3.51</b>	<b>3.66</b>	<b>4.18</b>	<b>3.79</b>	<b>4.92</b>	<b>4.10</b>	<b>3.74</b>	<b>4.30</b>	<b>3.79</b>	<b>4.49</b>	<b>3.82</b>	<b>4.19</b>
Earn a Living	16.0%	30.2%	26.9%	31.3%	40.0%	25.7%	35.3%	28.6%	25.2%	28.2%	20.9%	27.8%	22.8%
Family & Personal Business	37.6%	41.6%	40.6%	42.7%	36.5%	55.0%	42.6%	41.0%	42.8%	41.2%	33.9%	40.9%	45.2%
Civic, Educational & Religious	10.0%	4.8%	6.1%	3.8%	6.5%	2.9%	5.3%	5.9%	1.4%	5.4%	8.6%	5.5%	6.4%
Social & Recreational	35.9%	21.4%	24.8%	21.1%	15.9%	15.1%	15.6%	23.0%	29.5%	23.7%	36.6%	24.3%	24.7%
Other	0.4%	1.9%	1.5%	1.0%	1.2%	1.1%	1.2%	1.5%	0.8%	1.4%		1.3%	0.6%
Unreported		0.2%	0.1%	0.2%		0.3%	0.1%	0.1%	0.2%	0.1%		0.1%	0.2%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Asian</b>													
<b>TOTAL PT/PERSON</b>	<b>3.00</b>	<b>3.03</b>	<b>3.03</b>	<b>2.87</b>	<b>2.05</b>	<b>3.75</b>	<b>2.98</b>	<b>3.02</b>	<b>2.47</b>	<b>2.99</b>	<b>7.20</b>	<b>3.03</b>	<b>4.56</b>
Earn a Living	28.0%	35.9%	34.1%	11.6%	21.7%		6.8%	28.7%	32.2%	28.9%	14.2%	28.5%	22.6%
Family & Personal Business	26.1%	20.6%	21.9%	47.4%	45.5%	52.5%	50.3%	27.5%	34.9%	27.8%	69.6%	28.8%	42.7%
Civic, Educational & Religious	40.6%	8.8%	16.1%	12.8%		19.4%	13.4%	15.6%	10.3%	15.4%	2.2%	15.0%	7.2%
Social & Recreational	5.3%	34.7%	27.9%	27.5%	32.8%	27.6%	29.2%	28.2%	20.3%	27.8%	14.0%	27.5%	26.5%
Other				0.5%					2.4%	0.1%		0.1%	0.9%
Unreported				0.3%		0.5%	0.4%	0.1%		0.1%		0.1%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## Vehicle Trips per Driver by Purpose and Race, NON-IMMIGRANTS ONLY

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>White</b>													
<b>TOTAL VT/DRIVER</b>	<b>0.62</b>	<b>2.10</b>	<b>1.70</b>	<b>3.38</b>	<b>3.26</b>	<b>3.46</b>	<b>3.31</b>	<b>2.62</b>	<b>3.43</b>	<b>2.98</b>	<b>3.24</b>	<b>3.03</b>	<b>3.48</b>
Earn a Living	21.0%	22.7%	22.5%	24.7%	23.6%	22.6%	23.3%	23.1%	25.7%	24.4%	27.0%	24.9%	25.9%
Family & Personal Business	44.4%	51.3%	50.7%	49.1%	48.5%	52.7%	49.7%	50.0%	48.7%	49.3%	48.3%	49.1%	47.6%
Civic, Educational & Religious	33.2%	21.3%	22.4%	21.4%	22.5%	20.9%	22.0%	22.1%	20.9%	21.5%	20.7%	21.3%	21.2%
Social & Recreational	1.2%	0.3%	0.4%	0.6%	0.8%	0.6%	0.7%	0.7%	0.5%	0.6%	0.3%	0.5%	0.5%
Other	0.2%	4.3%	3.9%	4.1%	4.4%	2.9%	4.0%	4.0%	4.2%	4.1%	3.4%	3.9%	4.7%
Unreported		0.1%	0.1%	0.2%	0.2%	0.3%	0.2%	0.2%	0.1%	0.2%	0.3%	0.2%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>African-American, Black</b>													
<b>TOTAL VT/DRIVER</b>	<b>1.14</b>	<b>1.38</b>	<b>1.35</b>	<b>2.77</b>	<b>2.52</b>	<b>2.17</b>	<b>2.38</b>	<b>1.58</b>	<b>3.07</b>	<b>1.90</b>	<b>3.74</b>	<b>1.94</b>	<b>3.29</b>
Earn a Living	8.9%	20.2%	18.9%	20.3%	27.5%	24.8%	26.5%	21.4%	16.5%	19.7%	21.6%	19.8%	25.7%
Family & Personal Business	54.7%	62.3%	61.5%	46.5%	34.2%	36.8%	35.2%	52.8%	53.3%	53.0%	50.6%	52.9%	50.5%
Civic, Educational & Religious	34.6%	12.5%	15.0%	24.5%	26.1%	33.9%	28.8%	19.5%	21.9%	20.4%	20.5%	20.4%	16.3%
Social & Recreational	1.8%	0.1%	0.3%	0.6%	1.3%	1.3%	1.3%	0.7%	0.2%	0.5%		0.5%	0.5%
Other		4.7%	4.1%	8.1%	10.9%	3.1%	8.2%	5.5%	8.1%	6.4%	7.3%	6.4%	6.9%
Unreported		0.2%	0.2%					0.1%		0.1%		0.1%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Hispanic, White/Hispanic</b>													
<b>TOTAL VT/DRIVER</b>	<b>1.17</b>	<b>2.27</b>	<b>2.07</b>	<b>3.24</b>	<b>2.89</b>	<b>3.57</b>	<b>3.08</b>	<b>2.39</b>	<b>3.55</b>	<b>2.55</b>	<b>3.15</b>	<b>2.59</b>	<b>3.37</b>
Earn a Living	24.1%	31.8%	31.1%	39.1%	48.6%	34.5%	44.1%	36.3%	30.7%	35.2%	21.9%	34.2%	27.2%
Family & Personal Business	49.4%	46.5%	46.8%	44.5%	37.7%	46.4%	40.5%	44.3%	51.0%	45.6%	35.8%	44.9%	47.6%
Civic, Educational & Religious	26.5%	14.8%	16.0%	13.9%	10.4%	14.6%	11.8%	14.3%	17.5%	14.9%	32.0%	16.2%	19.8%
Social & Recreational		3.9%	3.5%	0.2%		0.8%	0.3%	2.2%	0.1%	1.8%		1.7%	0.4%
Other		2.7%	2.4%		3.2%	3.6%	3.3%	2.8%	0.8%	2.4%	10.3%	3.0%	4.8%
Unreported		0.2%	0.2%	0.0%		0.1%	0.0%	0.1%		0.1%		0.1%	0.2%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Asian</b>													
<b>TOTAL VT/DRIVER</b>	<b>** No VT **</b>	<b>1.59</b>	<b>1.41</b>	<b>2.21</b>	<b>1.57</b>	<b>2.87</b>	<b>2.33</b>	<b>1.65</b>	<b>1.79</b>	<b>1.66</b>	<b>6.73</b>	<b>1.73</b>	<b>3.27</b>
Earn a Living		25.8%	25.8%	15.7%	33.0%		9.2%	19.7%	44.2%	21.6%	15.8%	21.3%	29.9%
Family & Personal Business		29.3%	29.3%	44.0%	25.7%	55.6%	47.3%	35.9%	29.4%	35.4%	76.3%	37.5%	43.0%
Civic, Educational & Religious		44.0%	44.0%	24.7%	41.3%	20.0%	26.0%	37.4%	19.0%	36.0%	7.9%	34.5%	19.8%
Social & Recreational													0.7%
Other		0.9%	0.9%	15.3%		23.7%	17.1%	6.9%	7.4%	6.9%		6.5%	6.5%
Unreported				0.4%		0.7%	0.5%	0.2%		0.2%		0.2%	0.1%
All		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## Person Trip Length Statistics

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Persons Born in U.S.</b>													
<b>Average Person Trip Length</b>	<b>9.29</b>	<b>7.73</b>	<b>8.14</b>	<b>9.08</b>	<b>8.71</b>	<b>10.19</b>	<b>9.17</b>	<b>8.59</b>	<b>9.02</b>	<b>8.75</b>	<b>11.11</b>	<b>9.11</b>	<b>10.53</b>
White	13.00	9.00	10.14	9.18	8.52	10.19	9.00	9.52	9.31	9.43	11.12	9.74	10.55
African American, Black	3.83	6.10	5.58	6.40	4.55	12.39	7.74	5.89	5.67	5.84	20.66	6.23	9.70
Hispanic, White/Hispanic	3.89	6.11	5.52	11.46	15.63	8.33	13.17	7.17	8.84	7.38	7.04	7.36	11.93
Asian	3.42	6.36	5.83	6.61	4.86	5.86	5.55	5.77	11.15	6.03	1.74	5.96	8.59

## Vehicle Trip Length Statistics

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Persons Born in U.S.</b>													
<b>Average Vehicle Trip Length</b>	<b>14.18</b>	<b>7.03</b>	<b>7.71</b>	<b>8.58</b>	<b>7.91</b>	<b>9.72</b>	<b>8.47</b>	<b>8.21</b>	<b>8.66</b>	<b>8.42</b>	<b>10.51</b>	<b>8.81</b>	<b>9.88</b>
White	17.52	6.47	7.55	8.6	7.89	9.45	8.35	8.13	8.77	8.45	10.31	8.84	9.89
African American, Black	11.24	7.42	7.88	6.81	4.9	11.48	7.26	7.67	6.53	7.26	30.29	8.2	9.56
Hispanic, White/Hispanic	2.1	9.47	8.83	10.02	10.3	9.91	10.17	9.4	9.79	9.48	7.57	9.32	10.15
Asian	** No VT **	3.45	3.45	7.3	5.75	7.07	6.71	4.65	9.9	5.06	1.5	4.93	8.51

## Perceptions And Views of Transportation Services, Persons Born in U.S.

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Worrying about a traffic accident</b>													
Not a problem	37.5%	32.8%	33.8%	33.0%	28.4%	29.3%	28.7%	31.9%	35.8%	33.3%	44.0%	35.0%	32.5%
A little problem	22.8%	16.4%	17.8%	24.1%	23.8%	19.5%	22.4%	19.6%	25.2%	21.7%	20.0%	21.4%	24.4%
Somewhat of a problem	9.4%	18.4%	16.4%	20.1%	20.1%	22.7%	21.0%	18.1%	19.5%	18.7%	17.2%	18.4%	19.5%
Very much of a problem	16.9%	12.5%	13.5%	8.7%	10.3%	9.3%	10.0%	12.1%	8.0%	10.6%	8.7%	10.3%	9.8%
A severe problem	13.4%	20.0%	18.5%	14.0%	17.4%	19.2%	18.0%	18.3%	11.5%	15.7%	10.1%	14.9%	13.8%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Highway congestion</b>													
Not a problem	43.6%	31.6%	34.4%	29.1%	21.5%	21.8%	21.6%	29.5%	34.4%	31.2%	52.6%	34.4%	29.7%
A little problem	15.5%	10.5%	11.7%	20.8%	12.3%	20.0%	14.6%	12.8%	25.2%	17.1%	21.0%	17.7%	20.2%
Somewhat of a problem	17.5%	20.0%	19.4%	21.3%	17.8%	25.8%	20.2%	19.7%	22.0%	20.5%	15.1%	19.7%	22.8%
Very much of a problem	8.8%	12.9%	11.9%	13.5%	20.8%	16.8%	19.6%	14.9%	9.1%	12.9%	5.4%	11.7%	12.3%
A severe problem	14.6%	25.0%	22.6%	15.4%	27.5%	15.6%	23.9%	23.1%	9.3%	18.3%	6.0%	16.4%	15.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Lack of walkways/sidewalks</b>													
Not a problem	57.7%	57.2%	57.3%	52.1%	47.4%	47.8%	47.5%	53.5%	55.1%	54.1%	58.7%	54.8%	54.4%
A little problem	13.7%	13.6%	13.6%	18.2%	20.1%	17.4%	19.3%	15.8%	17.6%	16.5%	15.3%	16.3%	17.1%
Somewhat of a problem	14.9%	15.0%	15.0%	11.2%	9.8%	13.5%	10.9%	13.4%	11.3%	12.6%	9.1%	12.1%	12.3%
Very much of a problem	7.4%	6.9%	7.0%	8.2%	9.6%	9.1%	9.4%	8.0%	7.3%	7.7%	7.1%	7.6%	6.9%
A severe problem	6.3%	7.3%	7.0%	10.4%	13.2%	12.2%	12.9%	9.3%	8.7%	9.1%	9.8%	9.2%	9.3%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Rough pavement or potholes</b>													
Not a problem	28.6%	20.8%	22.6%	17.4%	19.3%	20.2%	19.6%	21.5%	15.8%	19.5%	20.5%	19.6%	20.3%
A little problem	16.0%	12.1%	13.0%	23.7%	26.2%	27.1%	26.5%	18.1%	21.7%	19.4%	21.7%	19.7%	24.2%
Somewhat of a problem	17.1%	18.4%	18.1%	25.8%	27.6%	25.5%	27.0%	21.5%	24.9%	22.7%	26.5%	23.3%	24.5%
Very much of a problem	15.3%	16.8%	16.4%	16.6%	14.1%	13.5%	13.9%	15.5%	18.6%	16.6%	16.7%	16.6%	15.4%
A severe problem	23.1%	31.9%	29.8%	16.5%	12.8%	13.8%	13.1%	23.4%	19.0%	21.9%	14.5%	20.8%	15.6%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Traffic or road congestion</b>													
Not a problem	37.1%	25.8%	28.3%	24.1%	18.4%	22.0%	19.4%	24.7%	27.6%	25.7%	39.2%	27.6%	30.6%
A little problem	14.5%	14.6%	14.6%	24.2%	20.6%	31.4%	23.6%	18.3%	24.8%	20.6%	24.2%	21.1%	23.6%
Somewhat of a problem	23.7%	18.5%	19.6%	22.3%	25.8%	22.4%	24.9%	21.8%	20.3%	21.3%	18.3%	20.8%	20.2%
Very much of a problem	10.8%	19.3%	17.4%	12.9%	13.8%	11.7%	13.2%	15.7%	12.6%	14.6%	8.9%	13.8%	12.7%
A severe problem	13.9%	21.8%	20.0%	16.5%	21.4%	12.4%	18.9%	19.6%	14.7%	17.9%	9.4%	16.7%	12.9%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Distracted drivers</b>													
Not a problem	21.7%	22.8%	22.5%	14.2%	11.1%	14.2%	12.0%	18.6%	16.0%	17.7%	25.1%	18.9%	15.6%
A little problem	14.4%	9.5%	10.6%	20.3%	17.0%	22.9%	18.7%	13.6%	21.5%	16.2%	20.2%	16.8%	20.8%
Somewhat of a problem	25.0%	26.9%	26.5%	27.1%	24.9%	25.4%	25.0%	26.0%	28.7%	26.9%	24.7%	26.5%	26.8%
Very much of a problem	14.2%	17.2%	16.6%	18.8%	21.4%	16.8%	20.1%	17.9%	17.8%	17.9%	13.4%	17.2%	17.8%
A severe problem	24.7%	23.5%	23.8%	19.6%	25.6%	20.8%	24.2%	24.0%	15.9%	21.4%	16.6%	20.6%	19.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Perceptions And Views of Transportation Services, Persons Born in U.S.*

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Drunk drivers</b>													
Not a problem	34.2%	41.8%	40.1%	37.7%	33.2%	46.0%	36.8%	38.8%	38.4%	38.6%	43.5%	39.3%	40.8%
A little problem	38.5%	14.9%	20.1%	18.4%	21.3%	15.8%	19.8%	20.0%	17.3%	19.0%	17.2%	18.8%	19.3%
Somewhat of a problem	7.5%	8.8%	8.5%	12.4%	13.6%	10.7%	12.8%	10.2%	12.1%	10.9%	8.6%	10.6%	12.3%
Very much of a problem	5.2%	3.9%	4.2%	6.3%	3.7%	8.7%	5.1%	4.5%	7.2%	5.5%	7.6%	5.8%	6.4%
A severe problem	14.6%	30.7%	27.1%	25.2%	28.2%	18.8%	25.5%	26.5%	25.0%	25.9%	23.2%	25.6%	21.2%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Price of gasoline</b>													
Not a problem	60.7%	36.0%	41.9%	17.4%	17.3%	15.6%	16.8%	32.4%	17.8%	27.5%	17.2%	26.0%	19.4%
A little problem	12.6%	10.0%	10.6%	16.8%	17.9%	15.4%	17.2%	13.1%	16.6%	14.3%	16.5%	14.6%	18.3%
Somewhat of a problem	16.6%	18.8%	18.3%	25.4%	25.1%	26.9%	25.6%	21.1%	25.2%	22.5%	22.5%	22.5%	25.2%
Very much of a problem	2.9%	12.8%	10.4%	15.8%	15.7%	17.7%	16.3%	12.6%	15.5%	13.6%	17.2%	14.1%	14.6%
A severe problem	7.2%	22.5%	18.8%	24.6%	24.0%	24.3%	24.1%	20.8%	24.9%	22.2%	26.5%	22.8%	22.6%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Aggressive drivers on road</b>													
Not a problem	24.2%	18.8%	20.1%	12.8%	7.6%	10.1%	8.3%	15.5%	15.8%	15.6%	25.4%	17.1%	15.6%
A little problem	13.5%	9.8%	10.7%	17.3%	11.0%	12.3%	11.4%	11.0%	21.1%	14.8%	21.9%	15.9%	20.3%
Somewhat of a problem	21.3%	13.1%	15.0%	23.8%	21.0%	30.2%	23.8%	18.5%	23.7%	20.5%	22.8%	20.8%	24.5%
Very much of a problem	20.0%	17.4%	18.0%	18.3%	19.6%	20.8%	19.9%	18.8%	17.2%	18.2%	14.4%	17.6%	18.2%
A severe problem	20.9%	40.9%	36.2%	27.8%	40.9%	26.6%	36.5%	36.3%	22.1%	31.0%	15.5%	28.6%	21.3%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Drivers speeding</b>													
Not a problem	20.2%	19.6%	19.8%	18.1%	14.2%	15.5%	14.7%	17.9%	20.4%	18.8%	26.3%	19.9%	20.8%
A little problem	19.0%	13.3%	14.7%	22.1%	19.6%	15.5%	18.2%	15.9%	24.7%	19.0%	23.9%	19.8%	20.6%
Somewhat of a problem	26.3%	18.3%	20.3%	23.8%	26.6%	21.7%	24.9%	22.0%	23.0%	22.3%	20.8%	22.1%	23.2%
Very much of a problem	14.7%	15.7%	15.5%	18.5%	22.0%	18.9%	20.9%	17.4%	16.9%	17.3%	15.4%	17.0%	16.1%
A severe problem	19.9%	33.1%	29.7%	17.5%	17.6%	28.4%	21.3%	26.7%	14.9%	22.6%	13.6%	21.2%	19.3%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Number of large trucks on road</b>													
Not a problem	41.1%	36.8%	37.7%	25.8%	23.5%	22.9%	23.3%	32.3%	27.7%	30.8%	32.0%	31.0%	21.8%
A little problem	13.8%	11.0%	11.6%	24.7%	22.4%	25.3%	23.2%	15.9%	25.8%	19.1%	23.2%	19.8%	22.4%
Somewhat of a problem	12.8%	21.0%	19.3%	22.2%	22.7%	18.8%	21.6%	20.1%	22.7%	21.0%	21.5%	21.1%	22.5%
Very much of a problem	19.3%	12.1%	13.6%	13.6%	17.2%	14.9%	16.5%	14.7%	11.3%	13.6%	9.4%	12.9%	15.8%
A severe problem	12.9%	19.1%	17.8%	13.8%	14.4%	18.1%	15.4%	16.9%	12.5%	15.5%	13.9%	15.2%	17.4%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

**PMT per Person by Mode of Transportation and Race, NON-IMMIGRANTS ONLY**

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>White</b>													
<b>TOTAL PMT/PERSON</b>	<b>60.55</b>	<b>34.77</b>	<b>41.13</b>	<b>38.70</b>	<b>35.42</b>	<b>43.81</b>	<b>37.77</b>	<b>39.35</b>	<b>39.38</b>	<b>39.36</b>	<b>45.71</b>	<b>40.53</b>	<b>45.84</b>
POV-Driver	15.2%	29.6%	24.4%	68.9%	66.4%	69.0%	67.2%	46.2%	70.1%	56.3%	67.7%	58.7%	69.9%
POV-Passenger	8.8%	10.8%	10.1%	20.2%	18.9%	15.6%	17.8%	14.0%	21.8%	17.3%	24.5%	18.8%	21.6%
Taxi	1.0%	0.3%	0.6%	0.2%	0.2%	0.3%	0.3%	0.4%	0.1%	0.3%	0.1%	0.2%	0.1%
Public	9.0%	11.2%	10.4%	2.7%	6.0%	5.0%	5.6%	8.0%	0.7%	4.9%	0.2%	3.9%	0.5%
Walk	3.2%	2.5%	2.8%	0.7%	0.8%	0.7%	0.8%	1.7%	0.6%	1.3%	0.5%	1.1%	0.5%
Other	57.8%	45.6%	50.0%	7.2%	7.1%	9.3%	7.8%	28.5%	6.7%	19.3%	7.0%	16.7%	7.4%
No Response	5.1%	0.0%	1.9%	0.2%	0.6%	0.1%	0.5%	1.1%	0.0%	0.7%		0.5%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>African-American, Black</b>													
<b>TOTAL PMT/PERSON</b>	<b>13.23</b>	<b>17.59</b>	<b>16.72</b>	<b>20.95</b>	<b>13.11</b>	<b>37.67</b>	<b>22.79</b>	<b>17.59</b>	<b>19.75</b>	<b>17.99</b>	<b>89.56</b>	<b>19.34</b>	<b>36.48</b>
POV-Driver	33.8%	30.6%	31.1%	68.1%	79.7%	56.1%	64.3%	37.3%	70.9%	44.0%	81.1%	47.3%	67.7%
POV-Passenger	17.1%	25.9%	24.5%	20.0%	14.1%	20.9%	18.5%	23.4%	21.0%	22.9%	16.4%	22.4%	20.2%
Taxi	3.4%	1.0%	1.4%	1.7%	1.5%	3.2%	2.6%	1.6%	1.1%	1.5%	0.7%	1.4%	0.1%
Public	35.1%	34.2%	34.3%	5.8%	1.6%	14.2%	9.8%	29.7%	2.9%	24.4%		22.2%	3.6%
Walk	9.7%	3.7%	4.7%	1.8%	3.1%	1.0%	1.7%	4.1%	1.9%	3.7%	0.3%	3.4%	0.6%
Other	0.9%	4.6%	4.0%	2.6%		4.7%	3.1%	3.9%	2.2%	3.5%	1.5%	3.4%	7.8%
No Response													0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Hispanic, White/Hispanic</b>													
<b>TOTAL PMT/PERSON</b>	<b>15.56</b>	<b>17.29</b>	<b>16.94</b>	<b>44.72</b>	<b>54.51</b>	<b>39.05</b>	<b>50.27</b>	<b>23.00</b>	<b>35.69</b>	<b>24.28</b>	<b>31.42</b>	<b>24.56</b>	<b>48.46</b>
POV-Driver	4.8%	52.7%	43.7%	61.4%	47.7%	83.6%	55.3%	48.3%	75.2%	52.3%	69.3%	53.2%	61.3%
POV-Passenger	30.3%	6.5%	11.0%	18.1%	20.0%	8.0%	17.5%	13.6%	19.6%	14.5%	23.7%	14.9%	20.2%
Taxi	1.4%	0.3%	0.5%	0.1%		0.4%	0.1%	0.3%		0.3%	0.0%	0.3%	0.0%
Public	24.5%	36.4%	34.1%	4.4%	4.8%	3.1%	4.4%	22.3%	4.3%	19.7%	0.0%	18.7%	0.5%
Walk	12.3%	2.8%	4.5%	0.3%	0.1%	0.4%	0.2%	2.8%	0.6%	2.5%	1.7%	2.4%	0.4%
Other	26.7%	1.4%	6.1%	15.3%	27.4%	1.2%	21.8%	12.4%	0.3%	10.6%	5.3%	10.3%	9.7%
No Response				0.5%		3.3%	0.7%	0.3%		0.2%		0.2%	7.9%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Asian</b>													
<b>TOTAL PMT/PERSON</b>	<b>7.12</b>	<b>18.55</b>	<b>15.89</b>	<b>18.98</b>	<b>9.97</b>	<b>21.95</b>	<b>16.54</b>	<b>16.02</b>	<b>27.58</b>	<b>16.63</b>	<b>7.72</b>	<b>16.54</b>	<b>38.94</b>
POV-Driver		22.7%	20.3%	80.6%	77.9%	92.6%	88.6%	34.3%	63.6%	36.9%	80.5%	37.1%	64.4%
POV-Passenger		8.0%	7.2%	13.1%	20.6%	7.4%	11.0%	7.9%	17.5%	8.8%	10.8%	8.8%	25.7%
Taxi													0.0%
Public	47.2%	64.0%	62.2%	0.6%				49.4%	1.8%	45.2%		45.0%	5.1%
Walk	11.8%	0.4%	1.6%	0.4%	1.5%	0.0%	0.4%	1.3%	0.2%	1.2%		1.2%	0.8%
Other	41.0%	5.0%	8.8%	5.4%				7.0%	16.9%	7.9%	8.7%	7.9%	4.0%
No Response													0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

**PMT per Person by Purpose and Race, NON-IMMIGRANTS ONLY**

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>White</b>													
<b>TOTAL PMT/PERSON</b>	<b>60.55</b>	<b>34.77</b>	<b>41.13</b>	<b>38.70</b>	<b>35.42</b>	<b>43.81</b>	<b>37.77</b>	<b>39.35</b>	<b>39.38</b>	<b>39.36</b>	<b>45.71</b>	<b>40.53</b>	<b>45.84</b>
Earn a Living	7.9%	51.2%	35.5%	30.2%	34.7%	33.2%	34.3%	34.8%	27.4%	31.7%	24.1%	30.1%	29.0%
Family & Personal Business	13.8%	18.7%	16.9%	30.9%	26.3%	26.2%	26.3%	21.7%	34.1%	26.9%	38.7%	29.4%	32.9%
Civic, Educational & Religious	0.4%	2.8%	1.9%	3.3%	3.2%	1.8%	2.7%	2.3%	3.6%	2.9%	3.0%	2.9%	3.7%
Social & Recreational	33.1%	19.5%	24.4%	32.4%	33.8%	31.9%	33.2%	28.9%	31.9%	30.2%	31.1%	30.4%	31.2%
Other	24.3%	7.7%	13.7%	2.6%	1.8%	6.8%	3.4%	8.5%	2.1%	5.8%	2.8%	5.1%	3.0%
Unreported	20.5%	0.2%	7.6%	0.6%	0.2%	0.1%	0.2%	3.8%	0.9%	2.6%	0.3%	2.1%	0.4%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>African-American, Black</b>													
<b>TOTAL PMT/PERSON</b>	<b>13.23</b>	<b>17.59</b>	<b>16.72</b>	<b>20.95</b>	<b>13.11</b>	<b>37.67</b>	<b>22.79</b>	<b>17.59</b>	<b>19.75</b>	<b>17.99</b>	<b>89.56</b>	<b>19.34</b>	<b>36.48</b>
Earn a Living	21.6%	21.3%	21.4%	33.9%	47.7%	35.2%	39.5%	24.8%	29.8%	25.8%	5.7%	24.0%	33.7%
Family & Personal Business	51.4%	40.6%	42.3%	33.7%	30.8%	16.5%	21.5%	38.4%	42.8%	39.3%	56.0%	40.8%	37.0%
Civic, Educational & Religious	1.8%	6.3%	5.6%	4.9%	1.7%	1.0%	1.2%	4.8%	7.6%	5.4%	4.7%	5.3%	6.5%
Social & Recreational	24.2%	31.5%	30.4%	26.8%	19.7%	45.3%	36.4%	31.5%	19.7%	29.1%	33.6%	29.5%	21.1%
Other	1.0%	0.2%	0.3%	0.7%	0.1%	2.0%	1.3%	0.5%	0.2%	0.4%	0.0%	0.4%	1.7%
Unreported		0.0%	0.0%					0.0%		0.0%		0.0%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Hispanic, White/Hispanic</b>													
<b>TOTAL PMT/PERSON</b>	<b>15.56</b>	<b>17.29</b>	<b>16.94</b>	<b>44.72</b>	<b>54.51</b>	<b>39.05</b>	<b>50.27</b>	<b>23.00</b>	<b>35.69</b>	<b>24.28</b>	<b>31.42</b>	<b>24.56</b>	<b>48.46</b>
Earn a Living	11.8%	59.3%	50.4%	42.2%	39.3%	53.7%	42.3%	47.2%	41.8%	46.4%	14.7%	44.8%	35.6%
Family & Personal Business	10.1%	26.3%	23.2%	28.0%	31.2%	25.8%	30.0%	25.9%	23.4%	25.6%	26.0%	25.6%	29.0%
Civic, Educational & Religious	9.6%	3.0%	4.2%	2.5%	2.6%	5.0%	3.1%	3.8%	1.0%	3.4%	11.1%	3.8%	3.6%
Social & Recreational	68.5%	10.1%	21.1%	25.5%	24.5%	12.6%	21.9%	21.4%	33.7%	23.2%	48.2%	24.5%	21.6%
Other	0.1%	1.2%	1.0%	1.7%	2.5%	2.2%	2.5%	1.6%	0.1%	1.4%		1.3%	9.8%
Unreported		0.2%	0.1%	0.1%		0.6%	0.1%	0.1%	0.0%	0.1%		0.1%	0.4%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Asian</b>													
<b>TOTAL PMT/PERSON</b>	<b>7.12</b>	<b>18.55</b>	<b>15.89</b>	<b>18.98</b>	<b>9.97</b>	<b>21.95</b>	<b>16.54</b>	<b>16.02</b>	<b>27.58</b>	<b>16.63</b>	<b>7.72</b>	<b>16.54</b>	<b>38.94</b>
Earn a Living	50.9%	44.3%	45.0%	20.7%	54.5%		14.8%	38.8%	33.3%	38.3%	28.8%	38.3%	35.7%
Family & Personal Business	27.8%	18.7%	19.6%	31.1%	37.8%	29.8%	32.0%	22.2%	29.1%	22.8%	53.5%	22.9%	34.2%
Civic, Educational & Religious	19.3%	6.5%	7.8%	35.2%		57.1%	41.6%	14.7%	21.9%	15.4%	14.9%	15.4%	5.6%
Social & Recreational	2.0%	30.5%	27.6%	12.3%	7.8%	13.0%	11.6%	24.3%	13.6%	23.3%	2.8%	23.2%	23.5%
Other				0.7%					2.1%	0.2%		0.2%	0.8%
Unreported				0.0%		0.0%	0.0%	0.0%		0.0%		0.0%	0.2%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

**VMT per Driver by Purpose and Race, NON-IMMIGRANTS ONLY**

	Manhattan	Rest of NYC	New York City	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>White</b>													
<b>TOTAL VMT/DRIVER</b>	<b>10.69</b>	<b>13.39</b>	<b>12.66</b>	<b>28.80</b>	<b>25.42</b>	<b>32.44</b>	<b>27.40</b>	<b>21.07</b>	<b>29.82</b>	<b>24.92</b>	<b>33.22</b>	<b>26.50</b>	<b>34.20</b>
Earn a Living	9.0%	30.6%	25.7%	35.3%	37.9%	38.3%	38.0%	34.9%	33.5%	34.2%	33.4%	34.0%	34.8%
Family & Personal Business	57.6%	36.4%	41.2%	33.9%	29.9%	30.4%	30.1%	32.9%	36.4%	34.8%	36.7%	35.2%	34.8%
Civic, Educational & Religious	0.2%	3.8%	3.0%	3.3%	3.5%	1.9%	2.9%	3.0%	3.6%	3.3%	2.8%	3.1%	3.6%
Social & Recreational	32.2%	28.7%	29.5%	26.4%	28.1%	28.5%	28.2%	28.5%	25.2%	26.8%	25.6%	26.5%	25.7%
Other	1.1%	0.3%	0.5%	0.8%	0.6%	0.8%	0.7%	0.6%	0.9%	0.8%	1.2%	0.9%	0.9%
Unreported		0.2%	0.1%	0.3%	0.1%	0.1%	0.1%	0.1%	0.4%	0.3%	0.3%	0.3%	0.2%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>African-American, Black</b>													
<b>TOTAL VMT/DRIVER</b>	<b>12.83</b>	<b>9.46</b>	<b>9.91</b>	<b>18.50</b>	<b>11.96</b>	<b>24.92</b>	<b>16.97</b>	<b>11.45</b>	<b>19.70</b>	<b>13.23</b>	<b>113.31</b>	<b>15.26</b>	<b>30.96</b>
Earn a Living	2.8%	17.3%	14.8%	30.1%	54.7%	19.8%	34.9%	21.3%	26.8%	23.0%	7.0%	20.6%	33.8%
Family & Personal Business	71.7%	55.2%	58.0%	36.7%	26.6%	19.4%	22.5%	46.6%	46.3%	46.5%	51.8%	47.3%	39.3%
Civic, Educational & Religious		4.2%	3.5%	4.2%	2.1%	0.7%	1.3%	2.8%	6.1%	3.8%	3.9%	3.9%	5.8%
Social & Recreational	25.4%	23.1%	23.5%	28.2%	16.5%	56.5%	39.2%	28.6%	20.8%	26.0%	37.3%	27.7%	20.0%
Other	0.1%	0.3%	0.3%	0.9%	0.1%	3.5%	2.1%	0.8%	0.1%	0.6%		0.5%	1.1%
Unreported													0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Hispanic, White/Hispanic</b>													
<b>TOTAL VMT/DRIVER</b>	<b>1.82</b>	<b>18.96</b>	<b>15.88</b>	<b>30.71</b>	<b>27.51</b>	<b>34.15</b>	<b>29.34</b>	<b>20.08</b>	<b>33.33</b>	<b>21.93</b>	<b>23.83</b>	<b>22.05</b>	<b>33.28</b>
Earn a Living	8.8%	65.4%	64.2%	58.4%	73.3%	59.4%	68.8%	66.3%	40.9%	60.9%	16.3%	58.0%	40.4%
Family & Personal Business	22.5%	23.8%	23.8%	23.4%	22.9%	19.8%	21.9%	22.9%	25.8%	23.5%	27.5%	23.8%	34.6%
Civic, Educational & Religious		1.3%	1.2%	1.8%	0.5%	6.0%	2.2%	1.7%	1.0%	1.6%	15.1%	2.5%	3.3%
Social & Recreational	68.8%	8.3%	9.5%	16.2%	3.3%	13.9%	6.7%	8.3%	32.2%	13.3%	41.1%	15.2%	21.0%
Other		1.1%	1.1%	0.1%		0.3%	0.1%	0.6%	0.0%	0.5%		0.5%	0.3%
Unreported		0.2%	0.2%	0.1%		0.7%	0.2%	0.2%		0.2%		0.2%	0.4%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Asian</b>													
<b>TOTAL VMT/DRIVER</b>	<b>* No VMT *</b>	<b>5.49</b>	<b>4.87</b>	<b>16.11</b>	<b>9.01</b>	<b>20.33</b>	<b>15.64</b>	<b>7.66</b>	<b>17.70</b>	<b>8.39</b>	<b>6.47</b>	<b>8.36</b>	<b>27.73</b>
Earn a Living		24.8%	24.8%	25.6%	69.9%		16.7%	20.5%	51.7%	25.3%	35.8%	25.4%	43.5%
Family & Personal Business		44.3%	44.3%	26.5%	21.6%	29.1%	27.3%	35.3%	24.0%	33.6%	62.7%	33.9%	31.9%
Civic, Educational & Religious		0.5%	0.5%	36.4%		61.0%	46.4%	24.8%	7.0%	22.1%		21.9%	5.4%
Social & Recreational		30.3%	30.3%	11.5%	8.5%	9.9%	9.5%	19.3%	17.3%	19.0%	1.5%	18.8%	17.9%
Other													1.1%
Unreported				0.0%		0.1%	0.0%	0.0%		0.0%		0.0%	0.2%
All		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%





## **APPENDIX 2B**

### **STANDARD ERROR TABLES FOR CHAPTER 2**



**Table A2.3 STANDARD ERRORS for Comparisons of Population Estimates  
2000 Population Census and 2001 NHTS**

	New York State		Rest of U.S.	
	Number	Percent	Number	Percent
<b>2001 NHTS</b>				
<b>Total population</b>	31	0.00%	4,973	0.00%
Born in U.S.	106,614	0.57%	481,021	0.19%
Born Outside U.S.	98,903	0.53%	428,656	0.17%
Data Not Available	85,386	0.46%	221,069	0.09%

**Table A2.5 STANDARD ERRORS for Household Distribution by Income  
Immigrant vs. Non-Immigrant Households  
2001 NHTS**

	<b>Manhattan</b>	<b>Rest of NYC</b>	<b>New York City</b>	<b>Other Urban</b>	<b>Nassau, Suffolk</b>	<b>Putnam, Rockland, Westchester</b>	<b>Rest of NY Metro</b>	<b>Other Urban (Non- NY Metro)</b>	<b>Non- Urban Areas</b>	<b>Rest of US</b>
<b>Non-Immigrant Households</b>										
< \$25,000	2.6%	1.9%	1.5%	0.7%	1.5%	1.9%	1.2%	0.8%	1.4%	0.3%
\$25-50,000	3.0%	1.9%	1.6%	0.7%	1.7%	2.6%	1.4%	0.7%	1.5%	0.3%
\$50-75,000	2.9%	1.5%	1.3%	0.6%	1.7%	1.6%	1.3%	0.6%	1.0%	0.3%
> \$75,000	3.3%	1.5%	1.3%	0.9%	2.3%	2.3%	1.8%	0.6%	0.8%	0.3%
Unreported	2.0%	1.4%	1.1%	0.5%	1.4%	1.5%	1.1%	0.5%	0.8%	0.2%
All	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Immigrant Households</b>										
< \$25,000	4.1%	2.2%	1.9%	2.1%	3.7%	3.0%	2.7%	3.0%	4.7%	0.8%
\$25-50,000	2.9%	2.0%	1.6%	2.2%	4.1%	3.9%	2.9%	2.7%	5.8%	1.0%
\$50-75,000	1.7%	1.4%	1.2%	1.2%	2.3%	2.3%	1.7%	1.6%	4.7%	0.7%
> \$75,000	4.9%	1.2%	1.4%	2.0%	3.8%	3.8%	2.7%	2.3%	4.2%	0.7%
Unreported	3.7%	1.2%	1.2%	1.2%	2.5%	2.8%	1.7%	1.7%	3.2%	0.6%
All	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

**Table A2.6 STANDARD ERRORS for Distribution of People by Place of Birth and  
Ethnicity, New York State vs. Rest of the Country,  
2001 NHTS**

	<b>Native- Born</b>	<b>Foreign- Born</b>	<b>% Foreign- Born</b>
<b>New York State</b>			
	113,937	60,754	0.63%
White	0.82%	1.50%	
African-American, Black	78,701	64,257	2.27%
	0.70%	1.68%	
	27,215	47,888	4.54%
Asian	0.25%	1.25%	
Hispanic, White/Hispanic	59,302	77,971	2.10%
	0.54%	1.86%	
	21,981	15,929	5.65%
Unreported	0.20%	0.43%	
	29,781	24,132	5.27%
Other	0.27%	0.66%	
	106,614	98,903	0.65%
All	0.00%	0.00%	
<b>Rest of the US</b>			
	517,202	257,724	0.18%
White	0.23%	0.86%	
African-American, Black	245,325	135,145	0.61%
	0.14%	0.58%	
	107,304	225,777	2.07%
Asian	0.06%	0.92%	
Hispanic, White/Hispanic	260,312	257,503	1.19%
	0.14%	0.98%	
	121,560	85,446	4.04%
Unreported	0.07%	0.37%	
	279,908	108,351	1.51%
Other	0.16%	0.46%	
	481,021	428,656	0.22%
All	0.00%	0.00%	

**Table A2.7 STANDARD ERRORS for Number of Drivers by Number of Years in  
the U.S., New York State vs. Rest of the Country  
2001 NHTS**

	<b>Native Born</b>	<b>Immigrant, In US 0-2 years</b>	<b>Immigrant, In US 3-5 years</b>	<b>Immigrant, In US 6-10 years</b>	<b>Immigrant, In US 11 years or more</b>
<b>New York State</b>					
Driver	95,987 (0.57%)	15,446 (5.48%)	22,601 (5.10%)	32,281 (4.07%)	63,740 (1.75%)
Not a Driver	68,008 (0.57%)	26,894 (5.48%)	27,110 (5.10%)	38,216 (4.07%)	46,282 (1.75%)
All	106,614 (0.00%)	31,669 (0.00%)	38,624 (0.00%)	51,464 (0.00%)	77,698 (0.00%)
<b>Rest of U.S.A.</b>					
Driver	507,497 (0.17%)	143,725 (2.40%)	129,491 (2.42%)	139,447 (2.22%)	298,042 (0.77%)
Not a Driver	294,397 (0.17%)	99,939 (2.40%)	67,820 (2.42%)	77,259 (2.22%)	114,473 (0.77%)
All	481,021 (0.00%)	198,449 (0.00%)	154,084 (0.00%)	157,926 (0.00%)	322,898 (0.00%)

**Table A2.8 STANDARD ERRORS for License Rate by Gender and Place of Birth and Residence,  
2001 NHTS**

	Male		Female	
	Native-Born	Foreign-Born	Native-Born	Foreign-Born
Manhattan	4.1%	4.7%	4.1%	4.6%
Rest of NYC	2.3%	3.5%	2.4%	2.8%
Other Urban (Non-NYC)	0.5%	2.6%	0.6%	3.1%
Nassau, Suffolk	1.2%	4.9%	1.5%	6.8%
Putnam, Rockland, Westchester	1.0%	2.6%	1.9%	3.6%
Rest of NY Metro (Outside NYC)	0.8%	3.2%	1.2%	4.2%
Other Urban (Non-NY Metro)	0.6%	2.6%	0.7%	3.0%
Non-Urban Areas	0.8%	2.2%	1.0%	3.3%
Statewide	0.8%	2.5%	0.8%	2.1%
Rest of US	0.2%	0.8%	0.3%	1.1%

**Table A2.9 STANDARD ERRORS for New York Household Distribution by Number of Vehicles and New York Area  
2001 NHTS**

	Manhattan	Rest of NYC	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	Other Urban (Non- NY Metro)	Non- Urban Areas	Statewide
<b>Non-IMMIGRANT Households by Vehicle Availability</b>									
<b>Non-Immigrant HHs</b>	<b>18,662</b>	<b>34,327</b>	<b>15,419</b>	<b>12,383</b>	<b>8,895</b>	<b>13,241</b>	<b>8,438</b>	<b>6,372</b>	<b>43,737</b>
0 Vehicle	3.4%	2.3%	0.5%	1.1%	1.9%	0.9%	0.6%	0.8%	0.7%
1 Vehicle	2.9%	2.2%	0.7%	2.1%	2.2%	1.6%	0.8%	1.4%	0.8%
2 Vehicles	1.0%	1.4%	0.7%	2.2%	2.4%	1.6%	0.8%	1.4%	0.6%
3 Vehicles	0.4%	0.6%	0.5%	1.4%	1.5%	1.1%	0.6%	1.1%	0.4%
4 Vehicles	.	0.3%	0.3%	0.8%	0.9%	0.6%	0.3%	0.6%	0.2%
5+ Vehicles	0.6%	0.1%	0.2%	0.3%	0.4%	0.3%	0.2%	0.4%	0.1%
All	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Average Vehicle Age</b>	1.8558	0.2392	0.0835	0.1861	0.1745	0.1488	0.0913	0.1482	0.0883
<b>IMMIGRANT Households by Vehicle Availability</b>									
<b>Immigrant HHs</b>	<b>18,662</b>	<b>34,327</b>	<b>15,419</b>	<b>12,383</b>	<b>8,895</b>	<b>13,241</b>	<b>8,438</b>	<b>6,372</b>	<b>43,737</b>
0 Vehicle	4.1%	2.4%	1.3%	1.4%	3.0%	1.7%	1.9%	1.1%	1.5%
1 Vehicle	3.8%	2.3%	2.3%	4.1%	3.9%	3.1%	2.4%	6.0%	1.5%
2 Vehicles	2.3%	1.6%	2.3%	4.7%	3.7%	3.1%	2.8%	5.9%	1.2%
3 Vehicles	0.1%	0.7%	1.7%	3.7%	2.8%	2.5%	1.4%	4.5%	0.6%
4 Vehicles		0.1%	1.0%	1.9%	1.7%	1.3%	1.3%	2.3%	0.3%
5+ Vehicles		0.1%	0.4%	0.8%	0.6%	0.5%	0.4%	0.6%	0.1%
All	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Average Vehicle Age</b>	1.1085	0.3219	0.19	0.3828	0.3463	0.2601	0.2147	0.4605	0.165



**Table A2.10 STANDARD ERRORS for Zero-Vehicle Household Distribution by Income  
and Immigrant Status  
New York State vs. Rest of the Country  
2001 NHTS**

	New York State		Rest of the U.S.	
Household Income	Non-Immigrant	Immigrant	Non-Immigrant	Immigrant
< \$25,000	1.9%	2.8%	1.5%	3.8%
\$25-50,000	1.8%	2.0%	1.0%	2.7%
\$50-75,000	1.2%	1.1%	0.4%	0.5%
> \$75,000	1.3%	2.0%	0.5%	1.2%
Unreported	1.6%	1.9%	1.1%	3.0%
All	0.0%	0.0%	0.0%	0.0%

**Table A2.11 STANDARD ERRORS for Zero-Vehicle Household Distribution by  
Income, Immigrant Status and Place of Residence  
2001 NHTS**

Place of Residence	Immigrant Status	Household Income					
		< \$25,000	\$25-50,000	\$50-75,000	> \$75,000	Unreported	All
Manhattan	Immigrant	5.9%	3.9%	1.8%	6.3%	4.2%	0.0%
	Non-immigrant	3.4%	3.9%	3.1%	3.7%	2.7%	0.0%
Rest of NYC	Immigrant	3.2%	2.6%	1.4%	1.2%	2.2%	0.0%
	Non-immigrant	3.3%	3.0%	1.6%	1.7%	2.4%	0.0%
Other Urban	Immigrant	10.6%	8.9%	2.7%	0.7%	6.6%	0.0%
	Non-immigrant	3.0%	1.9%	0.5%	0.8%	2.6%	0.0%
Nassau, Suffolk	Immigrant	41.7%				41.7%	0.0%
	Non-immigrant	11.5%	6.9%	1.3%	3.2%	8.9%	0.0%
Putnam, Rockland, Westchester	Immigrant	13.6%	17.7%	5.7%		11.2%	0.0%
	Non-immigrant	11.3%	5.0%	2.5%	2.7%	10.2%	0.0%
Rest of NY Metro	Immigrant	15.0%	13.8%	4.6%		8.7%	0.0%
	Non-immigrant	7.8%	4.4%	1.3%	2.1%	6.5%	0.0%
Other Urban (Non-NY Metro)	Immigrant	10.3%	1.1%		1.6%	10.1%	0.0%
	Non-immigrant	2.9%	2.0%	0.4%	0.5%	2.2%	0.0%
Non-Urban Areas	Immigrant	0.0%					0.0%
	Non-immigrant	4.7%	3.6%	1.5%		3.4%	0.0%
Rest of US	Immigrant	3.8%	2.7%	0.5%	1.2%	3.0%	0.0%
	Non-immigrant	1.5%	1.0%	0.4%	0.5%	1.1%	0.0%

**Table A2.12 STANDARD ERRORS for Zero-Vehicle Household Distribution  
By Immigrant Status and Number of Drivers, and Number of Workers  
New York State vs. Rest of the U.S.  
2001 NHTS**

		New York State		Rest of the U.S.	
		Non-Immigrant	Immigrant	Non-Immigrant	Immigrant
<b>Number of Drivers</b>					
	0	2.3%	3.1%	1.5%	4.0%
	1	2.2%	2.9%	1.4%	3.7%
	2	1.5%	2.4%	0.7%	1.6%
	3	0.5%	0.3%	0.2%	1.4%
	4+	0.1%		0.3%	0.1%
	All	0.0%	0.0%	0.0%	0.0%
<b>Number of Workers</b>					
	0	2.2%	2.6%	1.5%	3.8%
	1	2.2%	2.8%	1.4%	4.4%
	2	1.7%	2.6%	0.7%	2.5%
	3	0.9%	1.4%	0.2%	1.8%
	4	0.1%	0.8%	0.3%	1.7%
	5+		0.6%	0.1%	1.1%
	All	0.0%	0.0%	0.0%	0.0%

**Table A2.13 STANDARD ERRORS for Daily Personal Travel Statistics by Vehicle  
Ownership and Immigrant Status  
New York State vs. Rest of the Country  
2001 NHTS**

	New York State		Rest of U.S.	
	Immigrant	Non-Immigrant	Immigrant	Non-Immigrant
<b>Zero-Vehicle Households</b>				
Daily Person Trips	0.1026	0.1173	0.1804	0.0894
% Trips by Transit and Walking	2.61%	1.71%	3.44%	1.97%
Total Daily PMT	0.9601	8.1317	19.7268	2.1128
<b>Non-Zero Vehicle Households</b>				
Daily Person Trips	0.0846	0.0351	0.0509	0.0199
% Trips by Transit and Walking	1.74%	0.53%	0.51%	0.11%
Total Daily PMT	2.5535	1.0209	2.9293	0.6944

**Table A2.14 STANDARD ERRORS for Average Number of Daily Person Trips per Person  
And Person Trip Distribution by Mode and Place of Birth  
New York State vs. Rest of the U.S.  
2001 NHTS**

	Place of Residence			
	New York State		Rest of the U.S.	
Place of Birth	Native-born	Foreign-born	Native-born	Foreign-born
Daily Person Trips/Person	0.0333	0.0707	0.0195	0.0486
POV-Driver	0.7%	1.4%	0.2%	0.7%
POV-Passenger	0.4%	0.9%	0.2%	0.6%
Taxi	0.1%	0.3%	0.0%	0.0%
Public transit	0.3%	1.1%	0.1%	0.3%
Walk	0.5%	1.2%	0.1%	0.5%
Other	0.1%	0.6%	0.1%	0.2%
No Response	0.0%	0.0%	0.0%	0.1%
All	0.0%	0.0%	0.0%	0.0%

**Table A2.15 STANDARD ERRORS for Daily Person Trips by  
Place of Residence, Ethnicity, and Number of Years in U.S.  
2001 NHTS**

	Place of Residence	
	New York State	Rest of U.S.
<b>Number of Years in U. S.</b>		
0-2 years	0.2211	0.1255
3-5 years	0.2849	0.1562
6-10 years	0.1358	0.1246
> 10 years	0.0834	0.0547
<b>Ethnicity of Foreign-Born</b>		
White	0.1208	0.0865
African-American, Black	0.1289	0.2440
Hispanic, White/Hispanic	0.1157	0.0727
Asian	0.2100	0.1214
Native-Born	0.0333	0.0195

**Table A2.16 STANDARD ERRORS for Person Trip Distribution by Trip Purpose and  
Place of Birth  
2001 NHTS**

Place of Residence	New York State		Rest of the U.S.	
Place of Birth	Native-born	Foreign-born	Native-born	Foreign-born
Daily Person Trips per Person	0.0333	0.0707	0.0195	0.0486
Earn a Living	0.4%	1.1%	0.2%	0.6%
Family & Personal Business	0.5%	1.2%	0.2%	0.6%
Civic, Educational & Religious	0.2%	0.7%	0.1%	0.3%
Social & Recreational	0.3%	0.9%	0.2%	0.5%
Other	0.1%	0.4%	0.0%	0.1%
Unreported	0.0%	0.1%	0.0%	0.0%
All	0.0%	0.0%	0.0%	0.0%

**Table A2.17 STANDARD ERRORS for Daily Vehicle Trips per Driver and Trip  
Distribution by Purpose  
New York State vs. the Rest of the U.S.  
2001 NHTS**

Place of Residence	New York State		Rest of the U.S.	
Place of Birth	Native-born	Foreign-born	Native-born	Foreign-born
Daily Vehicle Trips per Driver	0.0355	0.0683	0.0171	0.0465
Earn a Living	0.4%	1.6%	0.2%	0.8%
Family & Personal Business	0.5%	1.7%	0.2%	0.7%
Civic, Educational & Religious	0.2%	0.7%	0.1%	0.3%
Social & Recreational	0.3%	1.1%	0.2%	0.6%
Other	0.1%	0.3%	0.0%	0.1%
Unreported	0.0%	0.1%	0.0%	0.0%
All	0.0%	0.0%	0.0%	0.0%
Daily VMT per Driver	0.5250	1.2971	0.3383	0.9399

**Table A2.18 STANDARD ERRORS for Average Length of Vehicle Trips by  
Place of Birth, Gender and Trip Distribution by Length  
New York State vs. Rest of the U.S.  
2001 NHTS**

Place of Residence	New York State		Rest of the U.S.	
Place of Birth	Native-born	Foreign-born	Native-born	Foreign-born
Average Length of Vehicle Trips	<b>0.1835</b>	<b>0.6587</b>	<b>0.1000</b>	<b>0.2957</b>
Male	0.2820	0.9409	0.1487	0.4636
Female	0.1827	0.6858	0.1018	0.2635
Trip Distribution by Length				
5 or less miles	0.5%	1.9%	0.2%	0.8%
6-10 miles	0.4%	1.2%	0.2%	0.6%
11-15 miles	0.2%	0.9%	0.1%	0.5%
16-20 miles	0.2%	0.4%	0.1%	0.3%
21-30 miles	0.2%	0.5%	0.1%	0.3%
31 or more miles	0.2%	0.6%	0.1%	0.3%
Unreported	0.2%	0.7%	0.1%	0.4%

**Table A2.19 STANDARD ERRORS for Vehicle Trip Distribution by  
Number of Persons in a Trip and Places of Residence and Birth  
2001 NHTS**

	Manhattan	Rest of NYC	Other Urban	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro	Other Urban (Non- NY Metro)	Non- Urban Areas	Rest of US
<b>Native-Born</b>									
1	11.2%	2.3%	0.6%	1.6%	1.7%	1.3%	0.5%	1.2%	0.3%
2	12.1%	1.5%	0.6%	1.2%	1.5%	1.0%	0.5%	0.9%	0.2%
3	4.3%	1.6%	0.2%	0.5%	0.7%	0.4%	0.3%	0.5%	0.1%
4+	2.4%	0.9%	0.3%	0.7%	0.8%	0.6%	0.2%	0.6%	0.1%
<b>Foreign-Born</b>									
1	7.5%	3.1%	2.5%	5.0%	3.3%	3.2%	2.8%	6.6%	0.9%
2	7.1%	2.7%	2.1%	3.7%	3.1%	2.4%	2.6%	7.5%	0.8%
3	7.4%	1.8%	1.1%	2.3%	1.7%	1.5%	1.5%	3.2%	0.5%
4+	3.5%	1.8%	1.2%	2.5%	1.3%	1.6%	0.9%	1.6%	0.5%

**Table A2.20 STANDARD ERRORS for Percent Respondent Views of Significant Transportation Problems by Places of Birth  
and Residence  
New York State vs. Rest of the U.S.  
2001 NHTS**

Transportation Concern	Manhattan		Rest of NYC		New York City		Other Urban (Excluding NYC)		Nassau, Suffolk		Putnam, Rockland, Westchester	
	Native- Born	Foreign- Born	Native- Born	Foreign- Born	Native- Born	Foreign- Born	Native- Born	Foreign- Born	Native- Born	Foreign- Born	Native- Born	Foreign- Born
Worrying about a traffic accident	4.8%	6.5%	2.8%	3.8%	2.5%	3.5%	0.9%	3.7%	2.6%	9.1%	3.1%	6.1%
Highway congestion	2.2%	4.3%	1.8%	2.4%	1.5%	2.3%	0.7%	2.4%	2.2%	5.1%	2.2%	3.8%
Lack of walkways/sidewalks	4.4%	5.5%	2.9%	3.7%	2.4%	3.2%	1.1%	2.2%	3.1%	3.6%	3.1%	4.3%
Rough pavement or potholes	3.1%	4.1%	2.0%	2.5%	1.8%	2.2%	0.8%	2.3%	1.7%	4.4%	2.2%	4.3%
Traffic or road congestion	5.0%	10.9%	3.6%	4.2%	2.9%	3.9%	1.5%	4.8%	3.7%	9.3%	3.5%	6.5%
Distracted drivers	6.6%	13.2%	3.9%	4.4%	3.2%	4.2%	1.4%	5.4%	3.5%	9.0%	4.2%	9.1%
Drunk drivers	4.7%	8.7%	3.6%	5.0%	3.1%	4.3%	1.4%	5.5%	3.7%	10.5%	4.5%	10.3%
Price of gasoline	1.7%	4.5%	2.1%	2.5%	1.7%	2.1%	0.8%	2.7%	2.2%	4.8%	2.3%	4.6%
Aggressive drivers on road	7.3%	9.0%	4.2%	4.9%	3.3%	4.3%	1.5%	4.8%	3.4%	9.0%	4.4%	7.0%
Drivers speeding	5.7%	5.1%	4.0%	4.0%	3.4%	3.4%	1.4%	4.3%	3.3%	10.4%	4.2%	6.6%
Number of large trucks on road	4.9%	12.3%	3.3%	4.3%	2.8%	3.9%	1.5%	4.6%	3.4%	9.0%	4.6%	8.9%

Table A2.20 (continued)

	NY Metro Total		Other Urban (Excluding NY Metro)		ALL Urban		Non-Urban Areas		Statewide		Rest of US	
Transportation Concern	Native-Born	Foreign-Born	Native-Born	Foreign-Born	Native-Born	Foreign-Born	Native-Born	Foreign-Born	Native-Born	Foreign-Born	Native-Born	Foreign-Born
Worrying about a traffic accident	1.7%	2.9%	0.9%	3.6%	1.1%	2.7%	1.4%	7.3%	1.0%	2.7%	0.4%	1.7%
Highway congestion	1.2%	1.9%	0.6%	2.4%	0.8%	1.8%	0.9%	2.8%	0.7%	1.7%	0.3%	1.0%
Lack of walkways/sidewalks	1.8%	2.6%	1.0%	5.3%	1.2%	2.5%	1.9%	9.7%	1.1%	2.4%	0.5%	1.7%
Rough pavement or potholes	1.2%	1.9%	0.8%	2.5%	0.8%	1.8%	1.4%	5.9%	0.7%	1.8%	0.3%	1.0%
Traffic or road congestion	2.0%	3.4%	1.5%	5.7%	1.3%	3.2%	2.0%	13.6%	1.2%	3.1%	0.6%	1.6%
Distracted drivers	2.3%	3.7%	1.4%	4.1%	1.6%	3.5%	2.2%	13.7%	1.5%	3.4%	0.5%	2.0%
Drunk drivers	2.0%	3.7%	1.2%	5.5%	1.3%	3.5%	2.3%	12.1%	1.1%	3.4%	0.6%	1.9%
Price of gasoline	1.2%	1.8%	0.9%	2.9%	0.8%	1.8%	1.5%	7.4%	0.7%	1.8%	0.4%	1.2%
Aggressive drivers on road	2.4%	3.7%	1.4%	6.2%	1.7%	3.4%	2.1%	12.4%	1.4%	3.4%	0.7%	1.8%
Drivers speeding	2.4%	3.1%	1.5%	5.6%	1.7%	2.9%	2.2%	2.3%	1.5%	2.8%	0.6%	2.0%
Number of large trucks on road	2.1%	3.2%	1.5%	4.1%	1.5%	3.0%	2.2%	13.9%	1.4%	3.0%	0.7%	1.9%



**Table A2.21 STANDARD ERRORS for Mobility Statistics by Place of Birth  
New York State vs. Rest of the Country  
2001 NHTS**

	New York State			Rest of U.S.		
	Native-Born	Foreign-Born	% Foreign	Native-Born	Foreign-Born	% Foreign
Number of Persons 5 Years or Older (10 <sup>3</sup> )	107	99	0.7%	481	429	0.2%
Total PMT by Persons 5 Years or Older (10 <sup>6</sup> )	6,384	2,424	1.4%	41,484	29,065	0.8%
Number of Drivers (10 <sup>3</sup> )	96	73	0.6%	507	395	0.2%
Total VMT (10 <sup>6</sup> )	1,735	1,016	1.0%	19,280	8,455	0.4%



**APPENDIX 3A**  
**ELDERLY TABLES**



**Distribution of Elderly Households\* by Household Size**

	New York City	Other Urban	Non-Urban Areas	Rest of US
ALL HHs	3,075,688	3,241,542	865,978	100,182,138
TOTAL ELDERLY HHs	680,750	844,404	235,009	24,958,638
Percent of All HHs	22.1%	26.0%	27.1%	24.9%
<b>Household Size</b>				
1	46.8%	42.2%	41.7%	40.5%
2	29.2%	42.2%	44.8%	43.8%
3	11.3%	8.6%	8.8%	9.0%
4	6.7%	3.4%	2.5%	3.5%
5+	6.0%	3.6%	2.2%	3.2%
All	100.0%	100.0%	100.0%	100.0%

\* Elderly Households are defined as Households with one or more persons over 65

**Number of Elderly Persons by Age and Gender**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Men</b>				
65-69 yrs.	112,378	145,894	42,204	3,925,619
70-74 yrs.	81,912	137,031	41,311	3,703,685
75-79 yrs.	80,809	101,803	27,748	2,752,514
80-84 yrs.	47,083	65,608	17,724	1,641,946
85+ yrs.	20,821	30,409	8,588	913,881
All	343,004	480,746	137,575	12,937,645
<b>Women</b>				
65-69 yrs.	155,253	175,639	50,365	4,988,499
70-74 yrs.	140,578	173,358	48,952	4,591,045
75-79 yrs.	103,209	145,007	34,424	3,803,152
80-84 yrs.	87,336	80,891	19,566	2,458,870
85+ yrs.	50,012	62,971	16,312	1,799,660
All	536,389	637,866	169,619	17,641,226
<b>ALL</b>				
65-69 yrs.	267,631	321,533	92,569	8,914,118
70-74 yrs.	222,490	310,390	90,263	8,294,730
75-79 yrs.	184,019	246,810	62,172	6,555,667
80-84 yrs.	134,419	146,499	37,290	4,100,816
85+ yrs.	70,834	93,380	24,900	2,713,541
All	879,392	1,118,611	307,194	30,578,871

**Licensing Rates by Age and Gender**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Men</b>				
16-64 yrs.	73.0%	92.3%	94.5%	93.8%
65-69 yrs.	71.3%	97.0%	99.6%	95.3%
70-74 yrs.	75.7%	94.6%	96.1%	92.7%
75-79 yrs.	44.9%	91.2%	90.8%	88.9%
80-84 yrs.	47.5%	79.9%	82.3%	86.3%
85+ yrs.	34.8%	68.1%	76.8%	68.4%
<b>Women</b>				
16-64 yrs.	53.5%	90.3%	94.1%	90.9%
65-69 yrs.	34.8%	87.9%	94.0%	86.9%
70-74 yrs.	37.4%	84.7%	80.0%	80.0%
75-79 yrs.	27.9%	73.5%	82.1%	72.3%
80-84 yrs.	20.4%	56.9%	57.2%	62.0%
85+ yrs.	15.9%	24.2%	18.6%	32.8%

**Distribution of Elderly Households\* by Income and Housing Arrangements**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>TOTAL ELDERLY HHs</b>	<b>680,750</b>	<b>844,404</b>	<b>235,009</b>	<b>24,958,638</b>
<b>Income</b>				
< \$25,000	40.6%	34.9%	47.3%	40.9%
\$25-50,000	24.9%	27.1%	30.1%	29.8%
\$50-75,000	8.0%	10.6%	6.0%	8.6%
> \$75,000	8.6%	13.5%	3.9%	7.5%
Unreported	17.9%	13.9%	12.7%	13.2%
All	100.0%	100.0%	100.0%	100.0%
<b>Housing Arrangements</b>				
Own	39.0%	74.7%	77.9%	78.5%
Rent	58.9%	25.0%	21.3%	21.1%
Provided by Job/Military	1.2%	0.1%	0.4%	0.2%
Other	1.0%	0.2%	0.4%	0.2%
All	100.0%	100.0%	100.0%	100.0%

\* Elderly Households are defined as Households with one or more persons over 65

**Vehicle Availability and Age of Vehicles in Elderly Households\***

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>TOTAL ELDERLY HHs</b>	<b>680,750</b>	<b>844,404</b>	<b>235,009</b>	<b>24,958,638</b>
<b>Elderly Households by Vehicle Availability</b>				
0	57.7%	13.3%	13.8%	12.3%
1	29.0%	46.9%	40.9%	42.8%
2	10.3%	29.6%	31.4%	30.6%
3	2.7%	7.4%	10.2%	9.9%
4	0.3%	2.3%	1.9%	3.1%
5+	0.0%	0.6%	1.8%	1.3%
All	100.0%	100.0%	100.0%	100.0%
<b>Percent of Vehicles Owned by Elderly Households by Age of Vehicles</b>				
1	8.0%	8.0%	6.0%	6.3%
2	7.8%	11.0%	8.5%	7.3%
3	8.2%	9.5%	5.7%	7.0%
4	6.0%	7.1%	8.0%	7.2%
5	5.2%	6.7%	7.2%	6.2%
6	3.8%	6.0%	6.3%	5.4%
7	9.0%	6.6%	8.0%	6.3%
8	3.4%	5.8%	7.2%	6.1%
9	2.8%	6.6%	5.7%	5.0%
10	6.1%	4.2%	4.4%	4.8%
11	3.6%	5.0%	4.9%	4.9%
12	5.4%	4.8%	5.1%	4.5%
13	6.1%	3.8%	4.7%	4.0%
14	5.3%	2.9%	3.6%	3.1%
15	5.0%	2.3%	2.9%	2.9%
16	3.7%	2.2%	2.9%	3.0%
17	2.7%	1.2%	1.8%	2.4%
18	0.3%	0.9%	1.4%	1.8%
19	0.4%	1.0%	0.8%	1.1%
20+	1.8%	2.9%	3.4%	7.2%
Unreported	5.4%	2.0%	1.7%	3.8%
All	100.0%	100.0%	100.0%	100.0%

**Characteristics of Elderly Households\* with Zero Vehicles**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Household Income Distribution</b>				
< \$25,000	52.5%	65.6%	80.8%	72.0%
\$25-50,000	20.6%	7.3%	6.9%	8.1%
\$50-75,000	2.6%	0.5%		0.7%
> \$75,000	1.5%	1.4%		0.9%
Unreported	22.8%	25.2%	12.3%	18.4%
All	100.0%	100.0%	100.0%	100.0%
<b>Number of Drivers</b>				
0	72.5%	74.4%	84.7%	80.1%
1	24.0%	22.5%	15.3%	17.3%
2	3.3%	1.5%		2.4%
3	0.2%	0.3%		0.3%
4+		1.3%		
All	100.0%	100.0%	100.0%	100.0%
<b>Number of Workers</b>				
0	77.4%	88.0%	89.7%	86.4%
1	15.9%	9.8%	10.3%	11.4%
2	5.2%	0.6%		2.0%
3	1.2%	1.6%		
4				
5+	0.4%			0.2%
All	100.0%	100.0%	100.0%	100.0%

**Average Miles Driven per DRIVER by Vehicles Available and Gender,  
All Drivers in Elderly Households**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Male</b>				
1 vehicles available	8,626	9,143	8,837	8,539
2 vehicles available	11,066	11,067	11,350	11,197
3+ vehicles available	14,653	13,896	15,460	14,763
All	9,172	11,000	11,858	11,318
<b>Female</b>				
1 vehicles available	4,580	4,913	4,483	4,866
2 vehicles available	4,812	7,365	7,481	6,796
3+ vehicles available	7,536	11,524	10,606	8,354
All	4,162	7,052	6,977	6,404
<b>ALL</b>				
1 vehicles available	6,871	6,854	6,477	6,436
2 vehicles available	8,195	9,292	9,622	9,134
3+ vehicles available	11,389	12,854	13,610	11,709
All	6,929	9,044	9,613	8,838

**Average Miles Driven per VEHICLE, Elderly Households**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>By Vehicles Available</b>				
1 vehicles available	8,746	7,450	7,971	7,218
2 vehicles available	6,386	8,458	9,428	8,313
3+ vehicles available	10,531	10,565	8,586	8,073
All	8,190	8,587	8,748	7,914
<b>By Driver-to-Vehicle Ratio</b>				
Drivers > Vehicles	10,253	12,546	11,380	9,862
Drivers = Vehicles	7,557	7,937	9,081	8,028
Drivers < Vehicles	7,075	8,358	7,033	7,140
All	8,190	8,587	8,748	7,914

**Person Trips per Person by Mode of Transportation and Age**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>5-64 Year-olds</b>				
<b>TOTAL PT/PERSON</b>	<b>3.57</b>	<b>4.00</b>	<b>4.14</b>	<b>4.22</b>
POV-Driver	22.8%	59.7%	59.8%	61.1%
POV-Passenger	12.7%	23.5%	27.3%	26.4%
Taxi	1.7%	0.4%	0.2%	0.1%
Public	22.6%	1.9%	0.2%	1.1%
Walk	36.8%	9.8%	7.9%	7.8%
Other	3.3%	4.7%	4.6%	3.4%
No Response	0.1%	0.1%	0.0%	0.1%
All	100.0%	100.0%	100.0%	100.0%
<b>65+ Year-olds</b>				
<b>TOTAL PT/PERSON</b>	<b>2.57</b>	<b>3.63</b>	<b>3.32</b>	<b>3.43</b>
POV-Driver	27.3%	67.8%	67.4%	66.7%
POV-Passenger	15.6%	22.2%	25.3%	23.2%
Taxi	1.1%	0.3%		0.1%
Public	19.3%	0.8%	0.1%	0.8%
Walk	34.8%	7.2%	6.7%	8.0%
Other	1.6%	1.6%	0.5%	1.1%
No Response	0.3%	0.1%	0.0%	0.1%
All	100.0%	100.0%	100.0%	100.0%



**Person Trips per Person by Trip Purpose and Age**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>5-64 Year-olds</b>				
<b>TOTAL PT/PERSON</b>	<b>3.57</b>	<b>4.00</b>	<b>4.14</b>	<b>4.22</b>
Earn a Living	21.7%	21.0%	20.3%	20.5%
Family & Personal Business	40.9%	41.5%	42.8%	42.4%
Civic, Educational & Religious	11.6%	9.4%	8.9%	10.2%
Social & Recreational	24.2%	26.6%	26.9%	25.9%
Other	1.4%	1.2%	0.7%	0.8%
Unreported	0.3%	0.3%	0.5%	0.1%
All	100.0%	100.0%	100.0%	100.0%
<b>65+ Year-olds</b>				
<b>TOTAL PT/PERSON</b>	<b>2.57</b>	<b>3.63</b>	<b>3.32</b>	<b>3.43</b>
Earn a Living	4.4%	4.4%	6.5%	4.8%
Family & Personal Business	58.8%	57.2%	56.0%	56.4%
Civic, Educational & Religious	7.7%	5.8%	5.7%	6.2%
Social & Recreational	28.5%	31.6%	31.1%	31.7%
Other	0.4%	0.9%	0.6%	0.9%
Unreported	0.3%	0.3%	0.1%	0.1%
All	100.0%	100.0%	100.0%	100.0%

**Person Trips per Person by Time of Day and Age**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>5-64 Year-olds</b>				
<b>TOTAL PT/PERSON</b>	<b>3.57</b>	<b>4.00</b>	<b>4.14</b>	<b>4.22</b>
10 pm-1 am	5.1%	3.5%	2.9%	3.1%
1-6 am	1.9%	1.6%	1.9%	2.0%
6-9 am	15.3%	14.4%	14.2%	14.9%
9 am-1 pm	22.0%	23.8%	22.9%	23.0%
1-4 pm	22.2%	22.0%	22.6%	21.7%
4-7 pm	22.0%	22.6%	23.6%	23.0%
7-10 pm	11.3%	12.0%	11.9%	12.3%
Unreported	0.2%	0.1%	0.1%	0.1%
All	100.0%	100.0%	100.0%	100.0%
<b>65+ Year-olds</b>				
<b>TOTAL PT/PERSON</b>	<b>2.57</b>	<b>3.63</b>	<b>3.32</b>	<b>3.43</b>
10 pm-1 am	1.36%	1.48%	0.87%	1.20%
1-6 am	0.23%	0.74%	0.41%	0.59%
6-9 am	9.01%	8.95%	10.69%	10.07%
9 am-1 pm	35.75%	38.41%	38.29%	37.63%
1-4 pm	26.76%	25.95%	24.16%	25.51%
4-7 pm	17.28%	15.98%	17.57%	17.53%
7-10 pm	9.16%	7.97%	7.87%	7.24%
Unreported	0.43%	0.51%	0.14%	0.24%
All	100.00%	100.00%	100.00%	100.00%

**Vehicle Trips per Driver by Trip Purpose and Age**

	<b>New York City</b>	<b>Other Urban</b>	<b>Non-Urban Areas</b>	<b>Rest of US</b>
<b>5-64 Year-olds</b>				
<b>TOTAL VT/DRIVER</b>	<b>1.55</b>	<b>3.29</b>	<b>3.33</b>	<b>3.50</b>
Earn a Living	27.6%	28.7%	29.5%	28.8%
Family & Personal Business	48.9%	46.5%	47.3%	46.4%
Civic, Educational & Religious	3.8%	4.1%	3.2%	4.8%
Social & Recreational	18.4%	20.1%	19.4%	19.5%
Other	1.2%	0.6%	0.3%	0.5%
Unreported	0.1%	0.1%	0.3%	0.1%
All	100.0%	100.0%	100.0%	100.0%
<b>65+ Year-olds</b>				
<b>TOTAL VT/DRIVER</b>	<b>1.67</b>	<b>3.04</b>	<b>2.67</b>	<b>2.85</b>
Earn a Living	5.39%	5.48%	8.99%	6.17%
Family & Personal Business	66.59%	61.44%	58.61%	60.52%
Civic, Educational & Religious	4.19%	5.58%	6.06%	6.12%
Social & Recreational	23.83%	26.67%	25.89%	26.57%
Other		0.53%	0.34%	0.54%
Unreported		0.30%	0.11%	0.07%
All	100.00%	100.00%	100.00%	100.00%

**Vehicle Trips per Driver by Time of Day and Age**

	<b>New York City</b>	<b>Other Urban</b>	<b>Non-Urban Areas</b>	<b>Rest of US</b>
<b>5-64 Year-olds</b>				
<b>TOTAL VT/DRIVER</b>	<b>1.55</b>	<b>3.29</b>	<b>3.33</b>	<b>3.50</b>
10 pm-1 am	6.25%	3.45%	3.30%	3.11%
1-6 am	2.61%	1.93%	2.65%	2.49%
6-9 am	16.76%	15.24%	15.76%	15.90%
9 am-1 pm	23.85%	24.87%	24.45%	24.31%
1-4 pm	19.70%	20.78%	21.42%	20.58%
4-7 pm	20.76%	22.45%	22.12%	22.78%
7-10 pm	10.06%	11.21%	10.20%	10.79%
Unreported	0.01%	0.07%	0.11%	0.05%
All	100.00%	100.00%	100.00%	100.00%
<b>65+ Year-olds</b>				
<b>TOTAL VT/DRIVER</b>	<b>1.67</b>	<b>3.04</b>	<b>2.67</b>	<b>2.85</b>
10 pm-1 am	1.71%	1.45%	0.95%	1.08%
1-6 am		0.59%	0.53%	0.58%
6-9 am	9.79%	9.39%	11.20%	10.20%
9 am-1 pm	32.31%	40.23%	39.57%	39.63%
1-4 pm	27.11%	26.08%	24.00%	26.37%
4-7 pm	19.33%	15.58%	16.64%	15.96%
7-10 pm	9.74%	6.26%	7.03%	6.09%
Unreported		0.42%	0.08%	0.09%
All	100.00%	100.00%	100.00%	100.00%

**Distribution of Person Trips taken in Privately Owned Vehicles by Who Drove**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Male 65-74 years old</b>				
Self	83.7%	93.5%	83.9%	90.7%
Spouse	10.4%	3.8%	9.7%	5.4%
Child		0.0%	0.0%	0.0%
Parent				0.0%
Sibling				0.0%
Other Relative		0.1%		0.2%
Unmarried Partner				0.0%
Non-Relative		0.2%		0.0%
Outside of HH	5.9%	2.4%	6.4%	3.5%
All	100.0%	100.0%	100.0%	100.0%
<b>Male 75+ years old</b>				
Self	73.6%	83.5%	79.5%	83.6%
Spouse	7.8%	8.9%	13.6%	9.1%
Child				0.2%
Sibling				0.0%
Other Relative		1.6%		0.4%
Unmarried Partner		0.1%		0.0%
Non-Relative		1.0%		0.4%
Outside of HH	18.7%	5.1%	6.9%	6.5%
All	100.0%	100.0%	100.0%	100.0%
<b>Female 65-74 years old</b>				
Self	51.7%	64.1%	65.2%	64.3%
Spouse	26.1%	25.2%	21.2%	24.3%
Child	0.5%	1.4%	0.2%	0.8%
Sibling		0.0%		0.2%
Other Relative	0.3%	0.7%	0.3%	0.4%
Unmarried Partner		0.2%	0.3%	0.0%
Non-Relative		0.0%		0.6%
Outside of HH	21.4%	8.4%	12.8%	9.5%
All	100.0%	100.0%	100.0%	100.0%
<b>Female 75+ years old</b>				
Self	38.1%	60.2%	61.1%	61.0%
Spouse	29.2%	17.6%	19.3%	20.4%
Child	3.0%	0.9%		0.9%
Sibling		0.1%		0.3%
Other Relative	0.4%	2.8%		2.2%
Unmarried Partner				0.1%
Non-Relative		1.0%		0.8%
Outside of HH	29.3%	17.5%	19.6%	14.4%
All	100.0%	100.0%	100.0%	100.0%

**Distribution of PMT taken in Privately Owned Vehicles by Who Drove**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Male 65-74 years old</b>				
Self	83.6%	90.0%	82.2%	89.1%
Spouse	7.6%	5.2%	8.6%	6.0%
Child		0.1%	0.0%	0.0%
Parent				0.0%
Sibling				0.0%
Other Relative		0.0%		0.1%
Unmarried Partner				0.0%
Non-Relative		1.9%		0.0%
Outside of HH	8.9%	2.8%	9.3%	4.6%
All	100.0%	100.0%	100.0%	100.0%
<b>Male 75+ years old</b>				
Self	75.2%	74.2%	80.9%	80.9%
Spouse	9.3%	10.4%	15.3%	8.3%
Child				0.4%
Sibling				0.0%
Other Relative		0.7%		0.2%
Unmarried Partner		0.1%		0.0%
Non-Relative		0.9%		0.5%
Outside of HH	15.5%	13.8%	3.8%	9.6%
All	100.0%	100.0%	100.0%	100.0%
<b>Female 65-74 years old</b>				
Self	40.1%	49.9%	47.4%	47.3%
Spouse	37.9%	33.0%	28.2%	35.0%
Child	0.1%	1.2%	0.2%	0.5%
Sibling				0.2%
Other Relative		0.9%	0.6%	0.5%
Unmarried Partner		0.1%	0.8%	0.0%
Non-Relative		1.4%		0.9%
Outside of HH	21.9%	13.4%	22.9%	15.6%
All	100.0%	100.0%	100.0%	100.0%
<b>Female 75+ years old</b>				
Self	36.4%	46.0%	34.8%	45.4%
Spouse	35.4%	14.3%	35.0%	28.3%
Child		7.6%		1.6%
Sibling		0.3%		0.4%
Other Relative	0.2%	2.0%		3.3%
Unmarried Partner				0.1%
Non-Relative		1.2%		2.2%
Outside of HH	28.0%	28.6%	30.2%	18.8%
All	100.0%	100.0%	100.0%	100.0%

**Trip Length Statistics**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Persons 5-64 years old</b>				
<b>Average Person Trip Length</b>	<b>7.11</b>	<b>8.88</b>	<b>11.09</b>	<b>10.36</b>
Males	8.32	9.91	12.38	11.62
Females	5.90	7.93	9.84	9.15
<b>Average Person Trip Length</b>	<b>7.11</b>	<b>8.88</b>	<b>11.09</b>	<b>10.36</b>
5 or fewer miles	70.1%	62.3%	55.8%	58.7%
6-10 miles	9.2%	15.9%	15.6%	17.1%
11-15 miles	4.3%	7.1%	9.8%	8.3%
16-20 miles	2.6%	4.0%	5.4%	4.6%
21-30 miles	1.9%	4.0%	5.6%	4.5%
31 or more miles	1.9%	4.7%	6.6%	5.3%
Unreported	10.0%	2.0%	1.2%	1.6%
<b>Average Vehicle Trip Length</b>	<b>8.14</b>	<b>9.14</b>	<b>10.89</b>	<b>10.23</b>
Males	9.28	11.01	12.31	12.03
Females	6.21	7.25	9.27	8.26
<b>Average Vehicle Trip Length</b>	<b>8.14</b>	<b>9.14</b>	<b>10.89</b>	<b>10.23</b>
5 or fewer miles	61.7%	58.1%	52.7%	54.9%
6-10 miles	15.5%	18.1%	16.9%	18.7%
11-15 miles	7.4%	8.6%	10.7%	9.5%
16-20 miles	3.9%	4.7%	6.0%	5.2%
21-30 miles	3.8%	4.3%	6.4%	5.2%
31 or more miles	3.2%	4.8%	6.8%	5.6%
Unreported	4.5%	1.4%	0.6%	1.0%
<b>Persons 65+ years old</b>				
<b>Average Person Trip Length</b>	<b>3.77</b>	<b>7.62</b>	<b>9.05</b>	<b>8.46</b>
Males	5.00	8.42	9.64	8.90
Females	2.83	6.88	8.46	8.06
<b>Average Person Trip Length</b>	<b>3.77</b>	<b>7.62</b>	<b>9.05</b>	<b>8.46</b>
5 or fewer miles	72.2%	67.8%	61.9%	66.9%
6-10 miles	9.7%	13.9%	15.3%	15.5%
11-15 miles	4.8%	5.9%	7.1%	6.1%
16-20 miles	1.9%	3.0%	4.6%	3.2%
21-30 miles	0.9%	3.0%	5.7%	2.9%
31 or more miles	0.7%	3.5%	4.7%	4.0%
Unreported	9.8%	2.9%	0.7%	1.5%
<b>Average Vehicle Trip Length</b>	<b>5.57</b>	<b>6.77</b>	<b>8.43</b>	<b>7.54</b>
Males	6.62	8.04	10.02	8.92
Females	3.64	5.02	6.22	5.70
<b>Average Vehicle Trip Length</b>	<b>5.57</b>	<b>6.77</b>	<b>8.43</b>	<b>7.54</b>
5 or fewer miles	69.8%	68.4%	62.6%	67.0%
6-10 miles	12.8%	14.7%	15.4%	16.6%
11-15 miles	6.1%	6.2%	7.3%	6.1%
16-20 miles	3.8%	3.0%	3.9%	3.2%
21-30 miles	2.5%	2.7%	6.2%	2.9%
31 or more miles	1.4%	2.9%	4.0%	3.4%
Unreported	3.7%	2.1%	0.7%	0.9%

**Effect of Medical Conditions on Persons 65 and Older**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Distribution of Persons by Medical Condition That Makes Travel Difficult</b>				
Medical Condition	35.0%	20.2%	23.8%	23.6%
No Such Medical Condition	64.5%	79.7%	75.0%	76.2%
<b>Person Trips per Person by Medical Condition That Makes Travel Difficult</b>				
Medical Condition	1.86	2.23	2.37	1.97
No Such Medical Condition	2.96	3.99	3.63	3.89

**Effects on Person Trips of Persons With or Without Other Drivers in the Household**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Males, Other Drivers Present in Household</b>				
5-64 yrs.	3.55	3.88	4.06	4.13
65-69 yrs.	3.05	4.62	3.85	4.24
70-74 yrs.	2.88	4.20	4.33	4.29
75-79 yrs.	2.77	3.91	4.27	3.49
80-84 yrs.	0.76	3.13	2.24	3.34
85+ yrs.	2.46	2.40	1.26	2.44
<b>Males, Other Drivers NOT Present in Household</b>				
5-64 yrs.	3.80	4.15	3.92	4.25
65-69 yrs.	2.74	5.09	3.63	4.23
70-74 yrs.	2.66	3.85	2.37	4.07
75-79 yrs.	2.78	3.30	5.05	3.49
80-84 yrs.	2.81	3.85	3.38	3.54
85+ yrs.	2.76	2.46	2.52	2.64
<b>Females, Other Drivers Present in Household</b>				
5-64 yrs.	3.60	4.07	4.20	4.27
65-69 yrs.	2.88	4.11	3.87	3.77
70-74 yrs.	3.25	3.35	2.96	3.50
75-79 yrs.	1.85	2.95	2.99	2.98
80-84 yrs.	2.47	1.74	1.28	2.43
85+ yrs.	0.12	1.45	1.25	1.21
<b>Females, Other Drivers NOT Present in Household</b>				
5-64 yrs.	3.31	4.27	4.40	4.55
65-69 yrs.	2.82	4.45	3.88	3.71
70-74 yrs.	2.39	3.78	3.43	3.31
75-79 yrs.	2.79	3.91	3.11	2.94
80-84 yrs.	2.14	2.95	1.83	2.86
85+ yrs.	1.16	1.95	1.39	1.92

**Effects on PMT of Persons With or Without Other Drivers in the Household**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Males, Other Drivers Present in Household</b>				
5-64 yrs.	35.10	37.85	50.46	47.63
65-69 yrs.	19.36	39.05	48.18	45.11
70-74 yrs.	17.99	35.57	35.19	35.46
75-79 yrs.	10.08	25.74	37.43	32.52
80-84 yrs.	1.68	22.63	22.24	27.34
85+ yrs.	15.51	12.06	20.80	13.61
<b>Males, Other Drivers NOT Present in Household</b>				
5-64 yrs.	15.37	40.26	40.18	46.68
65-69 yrs.	10.51	31.97	31.99	40.22
70-74 yrs.	12.56	30.04	23.32	30.17
75-79 yrs.	8.86	34.41	40.49	24.25
80-84 yrs.	11.52	63.62	24.68	23.85
85+ yrs.	8.98	9.81	6.31	15.63
<b>Females, Other Drivers Present in Household</b>				
5-64 yrs.	18.90	31.92	39.81	38.99
65-69 yrs.	7.44	29.26	36.03	39.45
70-74 yrs.	8.68	20.34	30.49	31.73
75-79 yrs.	6.17	27.17	20.92	26.84
80-84 yrs.	9.61	14.27	8.37	15.24
85+ yrs.	0.18	14.24	36.83	7.10
<b>Females, Other Drivers NOT Present in Household</b>				
5-64 yrs.	17.11	29.54	50.81	35.75
65-69 yrs.	7.00	32.48	27.42	23.24
70-74 yrs.	3.74	17.99	22.91	19.51
75-79 yrs.	6.11	20.85	9.93	18.19
80-84 yrs.	5.12	13.63	15.51	14.54
85+ yrs.	1.65	6.68	16.72	7.94

**Effects on Vehicle Trips of Drivers With or Without Other Drivers in the Household**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Males, Other Drivers Present in Household</b>				
5-64 yrs.	1.90	3.34	3.53	3.62
65-69 yrs.	2.37	3.99	3.35	3.68
70-74 yrs.	1.58	3.79	3.23	3.76
75-79 yrs.	2.27	3.17	3.67	2.94
80-84 yrs.	0.12	2.84	1.86	2.81
85+ yrs.	2.95	2.94	1.23	2.46
<b>Males, Other Drivers NOT Present in Household</b>				
5-64 yrs.	1.44	3.34	3.54	3.86
65-69 yrs.	1.51	4.66	2.60	3.61
70-74 yrs.	1.91	3.66	2.06	3.80
75-79 yrs.	2.48	3.29	5.02	3.15
80-84 yrs.	2.34	3.02	2.61	3.39
85+ yrs.	0.67	2.34	1.96	2.57
<b>Females, Other Drivers Present in Household</b>				
5-64 yrs.	1.40	3.18	2.98	3.25
65-69 yrs.	1.51	2.37	2.59	2.12
70-74 yrs.	1.58	1.83	1.50	2.03
75-79 yrs.	0.83	1.59	1.47	1.60
80-84 yrs.	2.39	0.92	1.33	1.75
85+ yrs.		1.24	2.00	1.09
<b>Females, Other Drivers NOT Present in Household</b>				
5-64 yrs.	1.09	3.64	4.02	4.01
65-69 yrs.	1.68	4.08	2.95	3.41
70-74 yrs.	1.19	3.51	3.49	3.13
75-79 yrs.	1.04	3.81	2.39	2.76
80-84 yrs.	1.79	2.99	1.97	2.58
85+ yrs.	0.37	1.07	1.76	2.33

**Effects on VMT of Drivers With or Without Other Drivers in the Household**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Males, Other Drivers Present in Household</b>				
15-64 yrs.	18.81	35.97	43.97	43.99
65-69 yrs.	17.95	35.33	46.14	39.29
70-74 yrs.	11.38	31.71	23.80	30.40
75-79 yrs.	11.37	21.10	34.04	29.22
80-84 yrs.	1.08	14.03	21.32	18.15
85+ yrs.	15.55	13.91	12.86	12.85
<b>Males, Other Drivers NOT Present in Household</b>				
15-64 yrs.	9.09	39.46	37.77	40.15
65-69 yrs.	6.51	30.98	20.37	38.36
70-74 yrs.	14.96	31.84	22.67	29.57
75-79 yrs.	12.32	37.77	40.60	22.11
80-84 yrs.	18.55	21.11	24.79	22.75
85+ yrs.	0.67	11.06	3.30	15.24
<b>Females, Other Drivers Present in Household</b>				
15-64 yrs.	8.02	22.90	25.16	26.43
65-69 yrs.	4.40	10.38	20.83	13.71
70-74 yrs.	2.81	8.61	11.06	12.00
75-79 yrs.	2.81	6.47	8.91	8.13
80-84 yrs.	3.80	3.73	5.09	7.74
85+ yrs.		4.29	6.00	3.97
<b>Females, Other Drivers NOT Present in Household</b>				
15-64 yrs.	7.30	24.47	52.14	33.03
65-69 yrs.	7.34	26.17	16.72	20.30
70-74 yrs.	3.21	15.23	17.51	17.37
75-79 yrs.	5.09	21.31	8.32	14.74
80-84 yrs.	10.99	12.17	7.61	11.71
85+ yrs.	2.92	3.43	5.00	9.37



**Person Trips and PMT by Size of Travel Party and Gender, Persons 65+**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Person Trips, Males 65+</b>				
1	54.2%	54.0%	52.5%	53.3%
2	38.5%	40.2%	43.0%	40.2%
3	6.4%	3.6%	2.8%	3.8%
4+	1.0%	2.2%	1.7%	2.6%
<b>Person Trips, Females 65+</b>				
1	62.1%	51.8%	45.7%	50.3%
2	28.4%	38.9%	47.1%	40.3%
3	7.0%	4.8%	4.2%	5.1%
4+	2.4%	4.5%	3.0%	4.3%
<b>PMT, Males 65+</b>				
1	44.0%	46.7%	46.1%	38.1%
2	49.2%	44.2%	47.4%	52.2%
3	5.5%	4.0%	3.5%	5.2%
4+	1.3%	5.1%	3.0%	4.5%
<b>PMT, Females 65+</b>				
1	48.7%	33.1%	20.2%	31.2%
2	33.6%	51.5%	66.4%	53.3%
3	13.4%	5.7%	8.0%	6.9%
4+	4.2%	9.7%	5.4%	8.7%

**Vehicles Trips and VMT by Size of Travel Party and Gender, Persons 65+**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Vehicle Trips, Males 65+</b>				
1	46.1%	58.1%	60.7%	58.6%
2	46.6%	37.4%	36.3%	37.5%
3	6.3%	3.1%	2.8%	2.6%
4+	0.9%	1.4%	0.2%	1.3%
<b>Vehicle Trips, Females 65+</b>				
1	75.4%	79.0%	66.5%	76.4%
2	17.7%	17.9%	30.3%	19.8%
3	2.7%	2.0%	2.8%	2.4%
4+	4.2%	1.1%	0.4%	1.3%
<b>VMT, Males 65+</b>				
1	41.7%	57.2%	55.7%	44.9%
2	50.8%	35.5%	40.8%	49.4%
3	5.6%	3.4%	3.3%	3.6%
4+	2.0%	3.8%	0.2%	2.1%
<b>VMT, Females 65+</b>				
1	73.9%	69.4%	46.2%	65.6%
2	16.5%	26.2%	50.5%	28.6%
3	0.6%	3.0%	2.6%	3.8%
4+	9.0%	1.5%	0.7%	2.0%

**Perceptions And Views of Transportation Services, Persons 65+**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Worrying about a traffic accident</b>				
Not a problem	35.7%	39.3%	46.9%	39.9%
A little problem	12.3%	20.7%	18.9%	20.4%
Somewhat of a problem	20.0%	20.0%	19.1%	17.3%
Very much of a problem	14.4%	5.0%	6.4%	7.8%
A severe problem	17.5%	15.0%	8.7%	14.6%
All	100.0%	100.0%	100.0%	100.0%
<b>Highway congestion</b>				
Not a problem	42.6%	32.6%	48.7%	33.9%
A little problem	10.5%	19.5%	19.7%	17.6%
Somewhat of a problem	16.5%	21.9%	17.7%	21.7%
Very much of a problem	8.7%	11.3%	5.2%	10.9%
A severe problem	21.8%	14.7%	8.7%	16.0%
All	100.0%	100.0%	100.0%	100.0%
<b>Lack of walkways/sidewalks</b>				
Not a problem	50.9%	60.7%	59.0%	60.6%
A little problem	13.5%	13.1%	14.4%	13.2%
Somewhat of a problem	16.4%	8.4%	10.6%	10.8%
Very much of a problem	10.7%	6.5%	3.5%	5.9%
A severe problem	8.5%	11.2%	12.5%	9.5%
All	100.0%	100.0%	100.0%	100.0%
<b>Rough pavement or potholes</b>				
Not a problem	33.1%	27.2%	29.7%	30.2%
A little problem	12.7%	21.0%	23.1%	21.3%
Somewhat of a problem	15.7%	23.5%	24.2%	22.0%
Very much of a problem	9.5%	11.7%	11.4%	11.9%
A severe problem	29.0%	16.6%	11.5%	14.6%
All	100.0%	100.0%	100.0%	100.0%
<b>Traffic or road congestion</b>				
Not a problem	32.3%	27.4%	48.4%	36.8%
A little problem	12.0%	21.7%	22.4%	20.7%
Somewhat of a problem	15.3%	25.9%	13.4%	17.9%
Very much of a problem	17.7%	7.1%	5.9%	11.1%
A severe problem	22.6%	17.9%	9.9%	13.5%
All	100.0%	100.0%	100.0%	100.0%
<b>Distracted drivers</b>				
Not a problem	43.0%	20.9%	28.5%	24.2%
A little problem	7.5%	18.0%	20.6%	18.5%
Somewhat of a problem	16.7%	30.3%	24.1%	23.8%
Very much of a problem	13.4%	15.7%	10.3%	14.7%
A severe problem	19.5%	15.1%	16.5%	18.8%
All	100.0%	100.0%	100.0%	100.0%

**Perceptions And Views of Transportation Services, Persons 65+ (cont'd)**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Drunk drivers</b>				
Not a problem	47.6%	48.7%	48.5%	48.8%
A little problem	14.8%	17.5%	20.0%	14.8%
Somewhat of a problem	4.3%	9.9%	9.4%	11.1%
Very much of a problem	11.7%	4.2%	0.4%	7.1%
A severe problem	21.5%	19.7%	21.8%	18.1%
All	100.0%	100.0%	100.0%	100.0%
<b>Price of gasoline</b>				
Not a problem	49.3%	25.7%	28.3%	30.9%
A little problem	7.3%	15.9%	15.1%	15.2%
Somewhat of a problem	12.8%	20.3%	18.3%	20.7%
Very much of a problem	13.0%	14.1%	14.2%	10.8%
A severe problem	17.6%	24.1%	24.1%	22.4%
All	100.0%	100.0%	100.0%	100.0%
<b>Aggressive drivers on road</b>				
Not a problem	23.6%	15.2%	25.6%	18.7%
A little problem	7.7%	15.4%	14.6%	17.1%
Somewhat of a problem	12.6%	23.0%	25.3%	20.7%
Very much of a problem	11.7%	16.7%	15.4%	19.1%
A severe problem	44.4%	29.7%	19.0%	24.3%
All	100.0%	100.0%	100.0%	100.0%
<b>Drivers speeding</b>				
Not a problem	35.8%	16.8%	18.8%	23.3%
A little problem	10.2%	16.4%	23.1%	15.0%
Somewhat of a problem	10.9%	28.4%	20.0%	20.8%
Very much of a problem	11.1%	18.8%	17.8%	17.4%
A severe problem	32.0%	19.7%	20.3%	23.6%
All	100.0%	100.0%	100.0%	100.0%
<b>Number of large trucks on road</b>				
Not a problem	35.1%	24.2%	24.4%	22.4%
A little problem	16.0%	15.7%	13.5%	13.8%
Somewhat of a problem	14.2%	18.9%	20.3%	17.0%
Very much of a problem	19.8%	17.1%	16.5%	17.8%
A severe problem	15.0%	24.1%	25.3%	29.0%
All	100.0%	100.0%	100.0%	100.0%

**Characteristics of Elderly Households\* with Zero Vehicles**

	Manhattan	Rest of New York State	Rest of US
<b>Household Income Distribution</b>			
< \$25,000	41.6%	61.3%	72.0%
\$25-50,000	26.0%	14.4%	8.1%
\$50-75,000	6.0%	0.9%	0.7%
> \$75,000	5.0%	0.4%	0.9%
Unreported	21.4%	23.1%	18.4%
All	100.0%	100.0%	100.0%
<b>Number of Drivers</b>			
0	75.5%	67.2%	80.1%
1	22.0%	27.2%	17.3%
2	1.9%	5.5%	2.4%
3	0.2%		0.3%
4+	0.3%		
All	100.0%	100.0%	100.0%
<b>Number of Workers</b>			
0	85.5%	62.2%	86.4%
1	10.1%	29.2%	11.4%
2	2.6%	8.7%	2.0%
3	1.5%		
4			
5+	0.4%		0.2%
All	100.0%	100.0%	100.0%

**Distribution of Elderly Households\* by Household Size**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
ALL HHs	3,075,688	1,403,899	440,567	498,796	898,280	865,978	100,182,138
TOTAL ELDERLY HHs	680,750	367,869	107,856	122,857	245,822	235,009	24,958,638
Percent of All HHs	22.1%	26.2%	24.5%	24.6%	27.4%	27.1%	24.9%
<b>Household Size</b>							
1	46.82%	37.57%	42.02%	44.02%	48.23%	41.72%	40.45%
2	29.19%	40.72%	47.95%	46.07%	40.02%	44.83%	43.84%
3	11.29%	10.16%	6.92%	6.65%	7.87%	8.79%	8.95%
4	6.72%	5.41%	1.59%	1.97%	1.97%	2.45%	3.52%
5+	5.98%	6.14%	1.53%	1.29%	1.91%	2.22%	3.24%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

\* Elderly Households are defined as Households with one or more persons over 65

**Number of Elderly Persons by Age and Gender**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Men</b>							
65-69 yrs.	112,378	62,714	22,573	23,543	37,064	42,204	3,925,619
70-74 yrs.	81,912	55,296	23,409	18,103	40,224	41,311	3,703,685
75-79 yrs.	80,809	56,499	12,356	15,521	17,427	27,748	2,752,514
80-84 yrs.	47,083	30,371	5,730	9,231	20,276	17,724	1,641,946
85+ yrs.	20,821	13,683	3,590	6,554	6,582	8,588	913,881
All	343,004	218,563	67,657	72,952	121,573	137,575	12,937,645
<b>Women</b>							
65-69 yrs.	155,253	74,150	27,811	27,852	45,827	50,365	4,988,499
70-74 yrs.	140,578	88,339	22,452	18,381	44,186	48,952	4,591,045
75-79 yrs.	103,209	79,763	14,102	18,105	33,037	34,424	3,803,152
80-84 yrs.	87,336	27,215	11,888	12,790	28,997	19,566	2,458,870
85+ yrs.	50,012	26,353	6,173	10,702	19,742	16,312	1,799,660
All	536,389	295,819	82,427	87,829	171,790	169,619	17,641,226
<b>ALL</b>							
65-69 yrs.	267,631	136,863	50,383	51,395	82,891	92,569	8,914,118
70-74 yrs.	222,490	143,634	45,861	36,484	84,410	90,263	8,294,730
75-79 yrs.	184,019	136,262	26,458	33,626	50,464	62,172	6,555,667
80-84 yrs.	134,419	57,586	17,618	22,021	49,274	37,290	4,100,816
85+ yrs.	70,834	40,037	9,763	17,256	26,324	24,900	2,713,541
All	879,392	514,382	150,084	160,781	293,364	307,194	30,578,871

**Licensing Rates by Age and Gender**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Men</b>							
16-64 yrs.	73.0%	92.0%	94.5%	95.6%	89.4%	94.5%	93.8%
65-69 yrs.	71.3%	94.1%	100.0%	98.9%	98.9%	99.6%	95.3%
70-74 yrs.	75.7%	94.0%	97.6%	99.5%	91.4%	96.1%	92.7%
75-79 yrs.	44.9%	94.0%	88.0%	91.5%	84.3%	90.8%	88.9%
80-84 yrs.	47.5%	80.3%	92.2%	93.5%	69.8%	82.3%	86.3%
85+ yrs.	34.8%	63.7%	78.5%	62.6%	77.1%	76.8%	68.4%
<b>Women</b>							
16-64 yrs.	53.5%	89.7%	96.0%	94.1%	85.8%	94.1%	90.9%
65-69 yrs.	34.8%	84.2%	95.6%	84.7%	91.3%	94.0%	86.9%
70-74 yrs.	37.4%	89.3%	88.0%	94.4%	69.8%	80.0%	80.0%
75-79 yrs.	27.9%	72.8%	92.5%	81.1%	63.2%	82.1%	72.3%
80-84 yrs.	20.4%	50.6%	65.7%	76.6%	50.4%	57.2%	62.0%
85+ yrs.	15.9%	12.7%	34.6%	51.0%	21.7%	18.6%	32.8%

**Distribution of Elderly Households\* by Income and Housing Arrangements**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>TOTAL ELDERLY HHs</b>	<b>680,750</b>	<b>367,869</b>	<b>107,856</b>	<b>122,857</b>	<b>245,822</b>	<b>235,009</b>	<b>24,958,638</b>
<b>Income</b>							
< \$25,000	40.59%	23.44%	36.99%	34.63%	51.41%	47.29%	40.85%
\$25-50,000	24.87%	26.55%	33.45%	28.99%	24.27%	30.05%	29.83%
\$50-75,000	8.03%	12.99%	9.78%	10.65%	7.37%	6.02%	8.62%
> \$75,000	8.57%	21.81%	7.54%	12.15%	4.16%	3.94%	7.48%
Unreported	17.94%	15.19%	12.23%	13.58%	12.79%	12.71%	13.23%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Housing Arrangements</b>							
Own	38.97%	77.41%	87.59%	78.92%	62.72%	77.91%	78.53%
Rent	58.87%	22.45%	12.19%	20.64%	36.73%	21.31%	21.11%
Provided by Job/Military	1.16%			0.29%	0.26%	0.40%	0.18%
Other	1.01%	0.14%	0.21%	0.15%	0.28%	0.38%	0.17%
Not Reported							0.00%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

\* Elderly Households are defined as Households with one or more persons over 65

**Vehicle Availability and Age of Vehicles in Elderly Households\***

TOTAL ELDERLY HHs	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Elderly Households by Vehicle Availability</b>							
0	57.65%	12.15%	5.15%	7.49%	21.61%	13.83%	12.30%
1	29.02%	41.64%	45.62%	51.32%	53.01%	40.93%	42.79%
2	10.31%	33.66%	35.54%	32.36%	19.38%	31.36%	30.58%
3	2.71%	8.47%	10.25%	7.12%	4.55%	10.22%	9.89%
4	0.28%	3.49%	1.87%	1.07%	1.40%	1.91%	3.11%
5+	0.03%	0.59%	1.57%	0.65%	0.05%	1.75%	1.33%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Percent of Vehicles Owned by Elderly Households by Age of Vehicles</b>							
1	7.95%	9.00%	7.24%	7.34%	6.72%	5.96%	6.25%
2	7.82%	12.80%	9.55%	8.94%	9.39%	8.50%	7.31%
3	8.23%	10.35%	9.05%	11.37%	6.92%	5.71%	7.00%
4	6.00%	5.71%	7.39%	8.19%	8.92%	7.96%	7.22%
5	5.22%	5.84%	6.67%	7.19%	8.14%	7.23%	6.24%
6	3.83%	6.30%	6.17%	5.56%	5.38%	6.31%	5.38%
7	9.04%	6.19%	6.82%	7.66%	6.40%	7.98%	6.27%
8	3.36%	5.93%	5.70%	6.36%	5.04%	7.22%	6.07%
9	2.84%	6.00%	6.89%	6.66%	7.37%	5.72%	4.99%
10	6.12%	3.98%	3.87%	3.65%	5.24%	4.41%	4.75%
11	3.55%	4.84%	4.87%	4.50%	5.68%	4.88%	4.85%
12	5.38%	4.71%	4.25%	6.17%	4.41%	5.07%	4.47%
13	6.14%	3.74%	4.76%	3.85%	3.20%	4.65%	4.00%
14	5.26%	3.19%	3.63%	1.72%	2.52%	3.57%	3.08%
15	5.02%	2.27%	2.76%	2.15%	2.24%	2.91%	2.91%
16	3.69%	2.81%	1.11%	1.34%	2.19%	2.86%	3.00%
17	2.66%	0.60%	1.95%	0.50%	2.17%	1.78%	2.38%
18	0.31%	0.47%	0.97%	0.29%	1.91%	1.41%	1.82%
19	0.37%	1.26%	0.36%	1.21%	0.55%	0.77%	1.06%
20+	1.83%	2.37%	3.93%	3.45%	2.73%	3.40%	7.17%
Unreported	5.37%	1.64%	2.06%	1.89%	2.88%	1.71%	3.76%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Characteristics of Elderly Households\* with Zero Vehicles**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Household Income Distribution</b>							
< \$25,000	52.50%	59.11%	59.54%	65.59%	71.78%	80.79%	72.03%
\$25-50,000	20.57%	8.00%	12.17%	5.60%	6.42%	6.93%	8.06%
\$50-75,000	2.61%	1.14%					0.65%
> \$75,000	1.49%	3.53%		0.50%			0.91%
Unreported	22.83%	28.22%	28.28%	28.31%	21.80%	12.28%	18.35%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Drivers</b>							
0	72.52%	69.00%	82.94%	84.30%	76.42%	84.66%	80.05%
1	24.01%	24.80%	15.64%	15.20%	22.50%	15.34%	17.33%
2	3.30%	2.22%	1.41%	0.50%	1.08%		2.36%
3	0.17%	0.83%					0.26%
4+		3.15%					
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Workers</b>							
0	77.40%	85.56%	98.59%	97.02%	87.42%	89.68%	86.35%
1	15.86%	10.46%	1.41%	2.98%	11.39%	10.32%	11.41%
2	5.19%				1.19%		2.00%
3	1.15%	3.97%					
4							
5+	0.40%						0.24%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%



**Average Miles Driven per DRIVER by Vehicles Available and Gender, All Drivers in Elderly Households**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Male</b>							
1 vehicles available	8,626	8,519	9,067	9,907	9,688	8,837	8,539
2 vehicles available	11,066	10,798	11,869	13,485	9,118	11,350	11,197
3+ vehicles available	14,653	14,147	16,095	12,659	12,389	15,460	14,763
All	9,172	10,980	12,250	12,171	9,678	11,858	11,318
<b>Female</b>							
1 vehicles available	4,580	3,973	5,817	6,299	4,843	4,483	4,866
2 vehicles available	4,812	7,745	7,082	7,987	5,997	7,481	6,796
3+ vehicles available	7,536	13,616	9,241	9,724	7,287	10,606	8,354
All	4,162	7,813	6,891	7,454	5,352	6,977	6,404
<b>ALL</b>							
1 vehicles available	6,871	6,262	6,913	7,875	7,083	6,477	6,436
2 vehicles available	8,195	9,280	9,657	10,892	7,702	9,622	9,134
3+ vehicles available	11,389	13,908	13,071	11,324	10,357	13,610	11,709
All	6,929	9,433	9,432	9,784	7,580	9,613	8,838

**Average Miles Driven per VEHICLE, Elderly Households**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>By Vehicles Available</b>							
1 vehicles available	8,746	7,070	9,225	7,044	7,424	7,971	7,218
2 vehicles available	6,386	8,109	10,139	9,053	7,458	9,428	8,313
3+ vehicles available	10,531	12,996	8,436	8,843	5,792	8,586	8,073
All	8,190	9,091	9,420	8,306	7,181	8,748	7,914
<b>By Driver-to-Vehicle Ratio</b>							
Drivers > Vehicles	10,253	15,092	11,422	9,320	9,444	11,380	9,862
Drivers = Vehicles	7,557	7,939	9,515	8,268	6,954	9,081	8,028
Drivers < Vehicles	7,075	9,025	8,609	7,975	6,003	7,033	7,140
All	8,190	9,091	9,420	8,306	7,181	8,748	7,914

*Person Trips per Person by Mode of Transportation and Age*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>5-64 Year-olds</b>							
<b>TOTAL PT/PERSON</b>	<b>3.57</b>	<b>3.88</b>	<b>3.86</b>	<b>4.31</b>	<b>4.13</b>	<b>4.14</b>	<b>4.22</b>
POV-Driver	22.77%	58.71%	63.05%	63.71%	56.86%	59.82%	61.07%
POV-Passenger	12.70%	22.73%	24.83%	23.86%	23.85%	27.27%	26.40%
Taxi	1.67%	0.35%	0.02%	0.11%	0.88%	0.23%	0.11%
Public	22.57%	2.81%	0.24%	0.39%	2.03%	0.19%	1.11%
Walk	36.82%	10.88%	6.10%	6.58%	11.91%	7.86%	7.81%
Other	3.34%	4.43%	5.71%	5.28%	4.36%	4.62%	3.42%
No Response	0.12%	0.10%	0.05%	0.08%	0.11%	0.02%	0.08%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>65+ Year-olds</b>							
<b>TOTAL PT/PERSON</b>	<b>2.57</b>	<b>3.72</b>	<b>3.52</b>	<b>3.62</b>	<b>3.53</b>	<b>3.32</b>	<b>3.43</b>
POV-Driver	27.33%	66.17%	70.36%	71.23%	67.69%	67.38%	66.74%
POV-Passenger	15.62%	22.36%	22.70%	20.05%	22.81%	25.29%	23.24%
Taxi	1.05%	0.29%		0.06%	0.49%		0.05%
Public	19.28%	0.96%	0.26%	0.30%	1.19%	0.11%	0.78%
Walk	34.84%	7.99%	5.37%	6.83%	6.94%	6.71%	7.99%
Other	1.62%	2.10%	1.23%	1.40%	0.88%	0.47%	1.13%
No Response	0.26%	0.13%	0.07%	0.13%		0.04%	0.06%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Trip Purpose and Age*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>5-64 Year-olds</b>							
<b>TOTAL PT/PERSON</b>	<b>3.57</b>	<b>3.88</b>	<b>3.86</b>	<b>4.31</b>	<b>4.13</b>	<b>4.14</b>	<b>4.22</b>
Earn a Living	21.69%	22.08%	21.84%	20.22%	19.17%	20.28%	20.52%
Family & Personal Business	40.88%	41.11%	40.86%	41.19%	42.75%	42.75%	42.40%
Civic, Educational & Religious	11.58%	8.82%	9.22%	10.26%	9.95%	8.85%	10.21%
Social & Recreational	24.17%	26.21%	26.76%	27.21%	26.67%	26.94%	25.94%
Other	1.41%	1.56%	1.07%	0.76%	1.02%	0.71%	0.79%
Unreported	0.28%	0.22%	0.25%	0.37%	0.44%	0.48%	0.13%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>65+ Year-olds</b>							
<b>TOTAL PT/PERSON</b>	<b>2.57</b>	<b>3.72</b>	<b>3.52</b>	<b>3.62</b>	<b>3.53</b>	<b>3.32</b>	<b>3.43</b>
Earn a Living	4.37%	3.99%	5.19%	5.00%	4.25%	6.47%	4.75%
Family & Personal Business	58.81%	55.74%	59.43%	56.91%	58.86%	55.98%	56.41%
Civic, Educational & Religious	7.67%	6.70%	3.88%	3.91%	6.00%	5.67%	6.19%
Social & Recreational	28.47%	32.31%	30.34%	32.34%	30.36%	31.12%	31.68%
Other	0.40%	0.86%	0.83%	1.63%	0.50%	0.63%	0.89%
Unreported	0.28%	0.42%	0.33%	0.21%	0.04%	0.12%	0.09%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Time of Day and Age*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>5-64 Year-olds</b>							
<b>TOTAL PT/PERSON</b>	<b>3.57</b>	<b>3.88</b>	<b>3.86</b>	<b>4.31</b>	<b>4.13</b>	<b>4.14</b>	<b>4.22</b>
10 pm-1 am	5.11%	3.55%	2.47%	3.82%	3.63%	2.91%	3.09%
1-6 am	1.85%	1.42%	1.73%	1.64%	1.83%	1.86%	2.01%
6-9 am	15.29%	15.29%	15.00%	13.95%	12.69%	14.22%	14.88%
9 am-1 pm	22.00%	23.61%	25.19%	23.71%	23.36%	22.85%	22.98%
1-4 pm	22.24%	22.24%	21.79%	21.37%	22.10%	22.59%	21.68%
4-7 pm	22.03%	21.99%	22.95%	23.39%	23.16%	23.61%	22.97%
7-10 pm	11.26%	11.82%	10.79%	12.05%	13.02%	11.85%	12.29%
Unreported	0.22%	0.07%	0.08%	0.07%	0.21%	0.11%	0.10%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>65+ Year-olds</b>							
<b>TOTAL PT/PERSON</b>	<b>2.57</b>	<b>3.72</b>	<b>3.52</b>	<b>3.62</b>	<b>3.53</b>	<b>3.32</b>	<b>3.43</b>
10 pm-1 am	1.36%	1.84%	0.69%	0.98%	1.50%	0.87%	1.20%
1-6 am	0.23%	0.65%	0.88%	0.44%	1.00%	0.41%	0.59%
6-9 am	9.01%	8.37%	9.74%	8.76%	9.74%	10.69%	10.07%
9 am-1 pm	35.75%	37.95%	38.61%	38.03%	39.39%	38.29%	37.63%
1-4 pm	26.76%	26.28%	25.75%	26.20%	25.32%	24.16%	25.51%
4-7 pm	17.28%	16.07%	16.65%	17.39%	14.68%	17.57%	17.53%
7-10 pm	9.16%	8.34%	7.60%	8.06%	7.42%	7.87%	7.24%
Unreported	0.43%	0.51%	0.07%	0.13%	0.95%	0.14%	0.24%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Vehicle Trips per Driver by Trip Purpose and Age*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>5-64 Year-olds</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.55</b>	<b>3.12</b>	<b>3.27</b>	<b>3.65</b>	<b>3.42</b>	<b>3.33</b>	<b>3.50</b>
Earn a Living	27.61%	28.70%	31.51%	27.99%	27.25%	29.51%	28.84%
Family & Personal Business	48.88%	46.41%	45.02%	46.63%	47.28%	47.33%	46.36%
Civic, Educational & Religious	3.80%	3.93%	3.23%	5.06%	4.29%	3.17%	4.77%
Social & Recreational	18.40%	20.19%	19.60%	19.80%	20.53%	19.37%	19.48%
Other	1.18%	0.66%	0.48%	0.36%	0.56%	0.32%	0.48%
Unreported	0.14%	0.11%	0.15%	0.16%	0.08%	0.30%	0.08%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>65+ Year-olds</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.67</b>	<b>3.06</b>	<b>2.78</b>	<b>2.98</b>	<b>3.19</b>	<b>2.67</b>	<b>2.85</b>
Earn a Living	5.39%	4.96%	6.79%	6.53%	5.11%	8.99%	6.17%
Family & Personal Business	66.59%	59.49%	64.36%	62.03%	63.05%	58.61%	60.52%
Civic, Educational & Religious	4.19%	6.30%	3.83%	4.05%	6.13%	6.06%	6.12%
Social & Recreational	23.83%	28.07%	24.45%	26.51%	25.39%	25.89%	26.57%
Other		0.61%	0.40%	0.75%	0.31%	0.34%	0.54%
Unreported		0.56%	0.16%	0.13%	0.01%	0.11%	0.07%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Vehicle Trips per Driver by Time of Day and Age*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>5-64 Year-olds</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.55</b>	<b>3.12</b>	<b>3.27</b>	<b>3.65</b>	<b>3.42</b>	<b>3.33</b>	<b>3.50</b>
10 pm-1 am	6.25%	3.61%	2.61%	3.68%	3.51%	3.30%	3.11%
1-6 am	2.61%	1.89%	2.19%	2.04%	1.76%	2.65%	2.49%
6-9 am	16.76%	15.72%	15.97%	14.95%	14.07%	15.76%	15.90%
9 am-1 pm	23.85%	24.74%	26.00%	25.15%	24.18%	24.45%	24.31%
1-4 pm	19.70%	20.68%	20.29%	20.54%	21.44%	21.42%	20.58%
4-7 pm	20.76%	21.84%	22.87%	23.23%	22.78%	22.12%	22.78%
7-10 pm	10.06%	11.45%	10.01%	10.39%	12.15%	10.20%	10.79%
Unreported	0.01%	0.07%	0.07%	0.02%	0.11%	0.11%	0.05%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>65+ Year-olds</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.67</b>	<b>3.06</b>	<b>2.78</b>	<b>2.98</b>	<b>3.19</b>	<b>2.67</b>	<b>2.85</b>
10 pm-1 am	1.71%	1.86%	0.60%	0.82%	1.53%	0.95%	1.08%
1-6 am		0.24%	0.48%	0.55%	1.32%	0.53%	0.58%
6-9 am	9.79%	8.91%	10.82%	8.88%	9.81%	11.20%	10.20%
9 am-1 pm	32.31%	40.57%	39.54%	39.86%	40.19%	39.57%	39.63%
1-4 pm	27.11%	25.60%	26.78%	26.93%	26.08%	24.00%	26.37%
4-7 pm	19.33%	16.60%	15.03%	15.89%	13.83%	16.64%	15.96%
7-10 pm	9.74%	5.71%	6.75%	6.96%	6.57%	7.03%	6.09%
Unreported		0.51%		0.11%	0.67%	0.08%	0.09%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Distribution of Person Trips taken in Privately Owned Vehicles by Who Drove**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Male 65-74 years old</b>							
Self	83.74%	92.99%	92.98%	91.98%	95.25%	83.91%	90.72%
Spouse	10.39%	5.16%	1.57%	4.45%	2.38%	9.65%	5.41%
Child			0.07%			0.03%	0.04%
Parent							0.02%
Sibling							0.01%
Other Relative					0.27%		0.20%
Unmarried Partner							0.03%
Non-Relative			1.17%		0.28%		0.04%
Outside of HH	5.87%	1.85%	4.22%	3.58%	1.81%	6.41%	3.53%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Male 75+ years old</b>							
Self	73.55%	82.58%	81.23%	84.75%	85.56%	79.50%	83.57%
Spouse	7.75%	8.65%	13.87%	9.47%	6.05%	13.59%	9.06%
Child							0.15%
Sibling							0.01%
Other Relative		0.70%	0.15%	0.61%	5.01%		0.35%
Unmarried Partner				0.38%			0.03%
Non-Relative		1.68%	0.26%	0.80%			0.35%
Outside of HH	18.71%	6.39%	4.50%	3.99%	3.38%	6.91%	6.47%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Female 65-74 years old</b>							
Self	51.71%	65.76%	62.08%	66.27%	60.97%	65.21%	64.32%
Spouse	26.11%	23.17%	28.54%	21.55%	29.03%	21.23%	24.34%
Child	0.51%	1.33%	0.69%		2.70%	0.17%	0.75%
Sibling		0.03%					0.23%
Other Relative	0.32%	1.38%	0.16%		0.16%	0.32%	0.36%
Unmarried Partner		0.30%	0.34%	0.09%		0.28%	0.00%
Non-Relative					0.04%		0.55%
Outside of HH	21.35%	8.03%	8.20%	12.09%	7.11%	12.79%	9.45%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Female 75+ years old</b>							
Self	38.06%	56.44%	66.18%	68.90%	59.91%	61.13%	60.96%
Spouse	29.20%	20.14%	13.68%	17.80%	14.59%	19.28%	20.35%
Child	3.04%		1.03%	0.72%	2.45%		0.89%
Sibling					0.27%		0.29%
Other Relative	0.40%	3.73%	1.08%	1.63%	2.44%		2.19%
Unmarried Partner							0.14%
Non-Relative		1.35%			1.24%		0.79%
Outside of HH	29.30%	18.35%	18.03%	10.96%	19.09%	19.59%	14.39%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Distribution of PMT taken in Privately Owned Vehicles by Who Drove**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Male 65-74 years old</b>							
Self	83.61%	92.46%	83.73%	88.13%	93.03%	82.17%	89.11%
Spouse	7.55%	5.94%	1.99%	10.03%	2.31%	8.56%	6.01%
Child			0.41%			0.01%	0.03%
Parent							0.01%
Sibling							0.04%
Other Relative					0.19%		0.12%
Unmarried Partner							0.02%
Non-Relative			9.45%		0.18%		0.04%
Outside of HH	8.85%	1.60%	4.41%	1.84%	4.29%	9.26%	4.62%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Male 75+ years old</b>							
Self	75.17%	66.05%	78.99%	73.63%	88.10%	80.92%	80.92%
Spouse	9.31%	12.86%	10.67%	12.44%	4.04%	15.27%	8.30%
Child							0.42%
Sibling							0.03%
Other Relative		0.47%	0.97%	0.09%	1.27%		0.24%
Unmarried Partner				0.49%			0.00%
Non-Relative		0.84%	1.10%	2.30%			0.48%
Outside of HH	15.52%	19.77%	8.27%	11.05%	6.59%	3.81%	9.61%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Female 65-74 years old</b>							
Self	40.11%	59.22%	37.42%	57.28%	40.75%	47.36%	47.34%
Spouse	37.93%	28.89%	35.60%	30.29%	39.37%	28.24%	34.95%
Child	0.07%	0.51%	1.58%		3.08%	0.18%	0.54%
Sibling							0.22%
Other Relative		2.55%	0.09%		0.02%	0.59%	0.48%
Unmarried Partner		0.19%	0.23%	0.04%		0.77%	0.00%
Non-Relative					6.11%		0.91%
Outside of HH	21.89%	8.64%	25.08%	12.39%	10.67%	22.87%	15.56%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Female 75+ years old</b>							
Self	36.42%	48.67%	48.95%	60.03%	34.42%	34.80%	45.36%
Spouse	35.38%	12.39%	17.04%	16.12%	14.51%	35.03%	28.32%
Child			0.50%	0.72%	25.58%		1.60%
Sibling					1.11%		0.39%
Other Relative	0.22%	3.51%	0.52%	2.21%	0.74%		3.30%
Unmarried Partner							0.05%
Non-Relative		0.92%			2.86%		2.19%
Outside of HH	27.98%	34.51%	32.99%	20.92%	20.77%	30.17%	18.78%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Trip Length Statistics*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons 5-64 years old</b>							
<b>Average Person Trip Length</b>	<b>7.11</b>	<b>9.19</b>	<b>11.08</b>	<b>8.52</b>	<b>7.28</b>	<b>11.09</b>	<b>10.36</b>
Males	8.32%	10.31%	12.22%	9.76%	7.87%	12.38%	11.62%
Females	5.90%	8.14%	9.96%	7.44%	6.75%	9.84%	9.15%
<b>Average Person Trip Length</b>	<b>7.11</b>	<b>9.19</b>	<b>11.08</b>	<b>8.52</b>	<b>7.28</b>	<b>11.09</b>	<b>10.36</b>
5 or fewer miles	70.11%	63.32%	48.95%	61.55%	68.54%	55.82%	58.70%
6-10 miles	9.19%	13.54%	21.11%	18.21%	15.73%	15.63%	17.11%
11-15 miles	4.31%	6.17%	10.80%	8.42%	5.91%	9.77%	8.27%
16-20 miles	2.63%	3.92%	6.34%	4.17%	2.52%	5.42%	4.55%
21-30 miles	1.87%	4.61%	6.09%	3.08%	2.30%	5.59%	4.48%
31 or more miles	1.92%	5.82%	5.69%	3.50%	2.90%	6.55%	5.25%
Unreported	9.97%	2.63%	1.02%	1.07%	2.10%	1.23%	1.63%
<b>Average Vehicle Trip Length</b>	<b>8.14</b>	<b>9.37</b>	<b>11.31</b>	<b>8.45</b>	<b>7.86</b>	<b>10.89</b>	<b>10.23</b>
Males	9.28%	11.78%	12.95%	10.01%	9.04%	12.31%	12.03%
Females	6.21%	6.98%	9.54%	6.93%	6.66%	9.27%	8.26%
<b>Average Vehicle Trip Length</b>	<b>8.14</b>	<b>9.37</b>	<b>11.31</b>	<b>8.45</b>	<b>7.86</b>	<b>10.89</b>	<b>10.23</b>
5 or fewer miles	61.71%	59.58%	45.02%	57.97%	63.63%	52.67%	54.91%
6-10 miles	15.46%	15.69%	22.17%	19.93%	18.71%	16.92%	18.72%
11-15 miles	7.41%	7.37%	12.22%	9.67%	7.76%	10.69%	9.46%
16-20 miles	3.94%	4.62%	7.28%	4.64%	3.33%	5.96%	5.18%
21-30 miles	3.83%	4.70%	6.83%	3.57%	2.47%	6.39%	5.20%
31 or more miles	3.19%	5.95%	5.76%	3.49%	3.07%	6.83%	5.57%
Unreported	4.46%	2.09%	0.72%	0.73%	1.04%	0.55%	0.98%
<b>Persons 65+ years old</b>							
<b>Average Person Trip Length</b>	<b>3.77</b>	<b>6.78</b>	<b>10.03</b>	<b>9.73</b>	<b>6.73</b>	<b>9.05</b>	<b>8.46</b>
Males	5.00%	7.80%	10.33%	9.87%	7.67%	9.64%	8.90%
Females	2.83%	5.84%	9.75%	9.58%	5.90%	8.46%	8.06%
<b>Average Person Trip Length</b>	<b>3.77</b>	<b>6.78</b>	<b>10.03</b>	<b>9.73</b>	<b>6.73</b>	<b>9.05</b>	<b>8.46</b>
5 or fewer miles	72.18%	69.40%	54.98%	63.69%	73.50%	61.89%	66.91%
6-10 miles	9.74%	12.51%	19.67%	16.40%	12.26%	15.29%	15.48%
11-15 miles	4.81%	5.53%	9.40%	6.44%	4.63%	7.07%	6.08%
16-20 miles	1.91%	2.19%	6.26%	3.69%	2.42%	4.59%	3.15%
21-30 miles	0.92%	3.38%	3.77%	3.10%	1.64%	5.71%	2.91%
31 or more miles	0.69%	3.25%	4.88%	4.22%	2.94%	4.70%	4.00%
Unreported	9.75%	3.75%	1.04%	2.46%	2.59%	0.74%	1.48%
<b>Average Vehicle Trip Length</b>	<b>5.57</b>	<b>5.98</b>	<b>8.40</b>	<b>8.78</b>	<b>6.14</b>	<b>8.43</b>	<b>7.54</b>
Males	6.62%	7.07%	10.06%	9.80%	7.66%	10.02%	8.92%
Females	3.64%	4.54%	6.15%	7.33%	3.94%	6.22%	5.70%
<b>Average Vehicle Trip Length</b>	<b>5.57</b>	<b>5.98</b>	<b>8.40</b>	<b>8.78</b>	<b>6.14</b>	<b>8.43</b>	<b>7.54</b>
5 or fewer miles	69.81%	70.49%	55.70%	61.61%	75.45%	62.60%	66.98%
6-10 miles	12.75%	12.81%	21.76%	17.59%	12.64%	15.36%	16.57%
11-15 miles	6.11%	6.22%	8.67%	7.48%	4.19%	7.27%	6.09%
16-20 miles	3.76%	2.30%	5.92%	3.83%	2.28%	3.91%	3.16%
21-30 miles	2.52%	2.84%	3.79%	3.38%	1.26%	6.21%	2.85%
31 or more miles	1.40%	2.76%	3.40%	3.42%	2.58%	3.99%	3.44%
Unreported	3.65%	2.57%	0.76%	2.69%	1.60%	0.66%	0.92%

**Effect of Medical Conditions on Persons 65 and Older**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Distribution of Persons by Medical Condition That Makes Travel Difficult</b>							
Medical Condition	35.01%	18.19%	17.44%	16.80%	26.84%	23.75%	23.58%
No Such Medical Condition	64.48%	81.52%	82.56%	83.04%	73.16%	75.01%	76.20%
<b>Person Trips per Person by Medical Condition That Makes Travel Difficult</b>							
Medical Condition	1.86	2.26	2.24	2.12	2.24	2.37	1.97
No Such Medical Condition	2.96	4.06	3.79	3.93	4.00	3.63	3.89

**Effects on Person Trips of Persons With or Without Other Drivers in the Household**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Males, Other Drivers Present in Household</b>							
5-64 yrs.	3.55	3.81	3.67	4.11	4.02	4.06	4.13
65-69 yrs.	3.05	4.77	4.14	4.31	4.85	3.85	4.24
70-74 yrs.	2.88	4.72	3.27	4.10	4.02	4.33	4.29
75-79 yrs.	2.77	3.60	4.90	3.69	4.27	4.27	3.49
80-84 yrs.	0.76	3.37	3.27	2.48	2.97	2.24	3.34
85+ yrs.	2.46	1.56	2.70	2.74	3.35	1.26	2.44
<b>Males, Other Drivers NOT Present in Household</b>							
5-64 yrs.	3.80	4.16	4.39	4.11	4.08	3.92	4.25
65-69 yrs.	2.74	6.06	4.35	4.83	4.35	3.63	4.23
70-74 yrs.	2.66	3.69	4.84	4.68	3.34	2.37	4.07
75-79 yrs.	2.78	3.32	2.56	3.96	3.22	5.05	3.49
80-84 yrs.	2.81	3.66	1.54	4.66	4.32	3.38	3.54
85+ yrs.	2.76	2.67	2.36	3.11	1.21	2.52	2.64
<b>Females, Other Drivers Present in Household</b>							
5-64 yrs.	3.60	3.91	3.97	4.45	4.20	4.20	4.27
65-69 yrs.	2.88	4.36	3.80	4.17	3.82	3.87	3.77
70-74 yrs.	3.25	2.98	3.59	3.40	4.08	2.96	3.50
75-79 yrs.	1.85	3.10	2.72	2.80	2.67	2.99	2.98
80-84 yrs.	2.47	1.39	1.98	1.09	2.32	1.28	2.43
85+ yrs.	0.12	0.96	1.49	1.68	2.13	1.25	1.21
<b>Females, Other Drivers NOT Present in Household</b>							
5-64 yrs.	3.31	3.98	4.38	4.96	4.27	4.40	4.55
65-69 yrs.	2.82	5.12	3.58	4.38	4.08	3.88	3.71
70-74 yrs.	2.39	4.36	3.54	4.54	2.89	3.43	3.31
75-79 yrs.	2.79	4.21	4.34	3.54	3.24	3.11	2.94
80-84 yrs.	2.14	3.23	2.04	2.89	3.16	1.83	2.86
85+ yrs.	1.16	2.66	2.32	1.99	1.13	1.39	1.92



**Effects on PMT of Persons With or Without Other Drivers in the Household**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Males, Other Drivers Present in Household</b>							
5-64 yrs.	35.10	37.43	45.21	39.40	32.43	50.46	47.63
65-69 yrs.	19.36	27.29	43.06	60.97	43.41	48.18	45.11
70-74 yrs.	17.99	37.29	42.41	40.84	25.41	35.19	35.46
75-79 yrs.	10.08	17.81	43.73	18.51	41.97	37.43	32.52
80-84 yrs.	1.68	21.52	25.31	41.10	16.39	22.24	27.34
85+ yrs.	15.51	5.20	17.43	17.67	15.81	20.80	13.61
<b>Males, Other Drivers NOT Present in Household</b>							
5-64 yrs.	15.37	49.93	44.44	43.55	25.56	40.18	46.68
65-69 yrs.	10.51	32.63	34.99	36.60	27.08	31.99	40.22
70-74 yrs.	12.56	38.86	45.94	45.83	13.30	23.32	30.17
75-79 yrs.	8.86	36.97	41.21	29.11	24.11	40.49	24.25
80-84 yrs.	11.52	101.98	7.29	34.96	44.71	24.68	23.85
85+ yrs.	8.98	10.21	9.80	9.45	9.00	6.31	15.63
<b>Females, Other Drivers Present in Household</b>							
5-64 yrs.	18.90	30.82	39.29	32.90	28.76	39.81	38.99
65-69 yrs.	7.44	20.34	36.28	59.66	21.94	36.03	39.45
70-74 yrs.	8.68	13.05	35.53	28.30	24.46	30.49	31.73
75-79 yrs.	6.17	35.60	22.54	15.52	11.95	20.92	26.84
80-84 yrs.	9.61	7.02	15.78	5.07	26.26	8.37	15.24
85+ yrs.	0.18	5.39	11.72	29.05	22.34	36.83	7.10
<b>Females, Other Drivers NOT Present in Household</b>							
5-64 yrs.	17.11	32.00	40.07	34.95	23.29	50.81	35.75
65-69 yrs.	7.00	27.69	53.90	42.97	22.59	27.42	23.24
70-74 yrs.	3.74	19.39	26.93	33.87	9.00	22.91	19.51
75-79 yrs.	6.11	18.28	41.56	18.56	15.01	9.93	18.19
80-84 yrs.	5.12	8.26	11.50	14.50	17.65	15.51	14.54
85+ yrs.	1.65	3.68	18.82	5.91	5.97	16.72	7.94

**Effects on Vehicle Trips of Drivers With or Without Other Drivers in the Household**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Males, Other Drivers Present in Household</b>							
5-64 yrs.	1.90	3.11	3.34	3.65	3.62	3.53	3.62
65-69 yrs.	2.37	4.10	3.55	3.51	4.41	3.35	3.68
70-74 yrs.	1.58	4.32	2.92	3.58	3.64	3.23	3.76
75-79 yrs.	2.27	2.74	4.17	3.05	3.89	3.67	2.94
80-84 yrs.	0.12	3.22	2.81	1.54	2.88	1.86	2.81
85+ yrs.	2.95	1.78	2.95	4.27	3.50	1.23	2.46
<b>Males, Other Drivers NOT Present in Household</b>							
5-64 yrs.	1.44	3.30	4.03	3.84	3.01	3.54	3.86
65-69 yrs.	1.51	5.48	3.52	4.39	4.33	2.60	3.61
70-74 yrs.	1.91	3.01	4.36	4.08	3.74	2.06	3.80
75-79 yrs.	2.48	3.48	2.57	3.33	2.75	5.02	3.15
80-84 yrs.	2.34	1.88	1.73	4.44	4.25	2.61	3.39
85+ yrs.	0.67	2.02	2.06	3.51	1.83	1.96	2.57
<b>Females, Other Drivers Present in Household</b>							
5-64 yrs.	1.40	3.06	3.08	3.52	3.29	2.98	3.25
65-69 yrs.	1.51	2.43	2.26	2.74	2.12	2.59	2.12
70-74 yrs.	1.58	1.93	1.36	1.79	1.91	1.50	2.03
75-79 yrs.	0.83	1.66	1.32	1.48	1.57	1.47	1.60
80-84 yrs.	2.39	0.75	0.70	0.61	1.47	1.33	1.75
85+ yrs.		1.58	1.52		2.87	2.00	1.09
<b>Females, Other Drivers NOT Present in Household</b>							
5-64 yrs.	1.09	3.40	3.82	4.29	3.56	4.02	4.01
65-69 yrs.	1.68	4.49	3.35	4.06	3.99	2.95	3.41
70-74 yrs.	1.19	3.63	3.62	3.32	3.30	3.49	3.13
75-79 yrs.	1.04	4.09	3.97	3.25	3.45	2.39	2.76
80-84 yrs.	1.79	2.55	1.82	3.29	3.69	1.97	2.58
85+ yrs.	0.37	1.18	1.09	1.44	0.57	1.76	2.33

**Effects on VMT of Drivers With or Without Other Drivers in the Household**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Males, Other Drivers Present in Household</b>							
15-64 yrs.	18.81	34.71	43.81	36.12	32.90	43.97	43.99
65-69 yrs.	17.95	24.15	40.75	50.14	41.08	46.14	39.29
70-74 yrs.	11.38	36.56	29.51	38.76	22.07	23.80	30.40
75-79 yrs.	11.37	13.92	37.53	13.21	39.45	34.04	29.22
80-84 yrs.	1.08	13.46	19.94	12.75	13.17	21.32	18.15
85+ yrs.	15.55	5.56	16.04	34.09	11.72	12.86	12.85
<b>Males, Other Drivers NOT Present in Household</b>							
15-64 yrs.	9.09	48.90	43.87	40.02	25.40	37.77	40.15
65-69 yrs.	6.51	32.63	31.84	34.81	26.28	20.37	38.36
70-74 yrs.	14.96	38.49	44.03	43.49	15.85	22.67	29.57
75-79 yrs.	12.32	40.35	44.84	21.84	31.94	40.60	22.11
80-84 yrs.	18.55	5.47	8.55	34.04	40.88	24.79	22.75
85+ yrs.	0.67	11.13	8.69	10.65	14.40	3.30	15.24
<b>Females, Other Drivers Present in Household</b>							
15-64 yrs.	8.02	20.91	29.43	24.37	21.63	25.16	26.43
65-69 yrs.	4.40	11.47	10.02	15.01	6.34	20.83	13.71
70-74 yrs.	2.81	7.28	9.84	16.46	6.44	11.06	12.00
75-79 yrs.	2.81	6.94	6.94	7.18	4.29	8.91	8.13
80-84 yrs.	3.80	4.83	4.09	1.31	3.66	5.09	7.74
85+ yrs.		1.84	14.16		5.36	6.00	3.97
<b>Females, Other Drivers NOT Present in Household</b>							
15-64 yrs.	7.30	21.89	31.98	28.68	23.32	52.14	33.03
65-69 yrs.	7.34	22.76	21.22	45.70	21.20	16.72	20.30
70-74 yrs.	3.21	13.14	25.74	21.39	12.03	17.51	17.37
75-79 yrs.	5.09	20.72	29.54	20.56	16.18	8.32	14.74
80-84 yrs.	10.99	6.40	6.06	16.81	16.33	7.61	11.71
85+ yrs.	2.92	5.10	5.71	2.21	2.64	5.00	9.37

**Person Trips and PMT by Size of Travel Party and Gender, Persons 65+**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Person Trips, Males 65+</b>							
1	54.22%	52.11%	51.78%	56.93%	56.86%	52.49%	53.28%
2	38.46%	42.37%	39.45%	37.08%	38.49%	43.01%	40.25%
3	6.35%	3.61%	5.72%	3.29%	2.77%	2.82%	3.83%
4+	0.97%	1.90%	3.05%	2.70%	1.88%	1.68%	2.64%
<b>Person Trips, Females 65+</b>							
1	62.14%	52.15%	51.18%	52.66%	51.11%	45.70%	50.35%
2	28.42%	38.97%	35.40%	36.60%	41.64%	47.08%	40.32%
3	7.03%	4.21%	7.75%	5.43%	4.04%	4.19%	5.06%
4+	2.42%	4.67%	5.67%	5.32%	3.22%	3.03%	4.26%
<b>PMT, Males 65+</b>							
1	43.99%	47.09%	38.02%	50.68%	49.34%	46.15%	38.14%
2	49.23%	48.53%	53.03%	41.62%	31.43%	47.39%	52.16%
3	5.52%	2.57%	4.53%	2.61%	7.43%	3.46%	5.17%
4+	1.26%	1.81%	4.43%	5.09%	11.80%	3.00%	4.53%
<b>PMT, Females 65+</b>							
1	48.68%	34.49%	35.49%	31.03%	30.35%	20.18%	31.16%
2	33.64%	56.93%	46.49%	52.53%	45.23%	66.42%	53.25%
3	13.44%	4.98%	11.00%	4.38%	3.88%	8.03%	6.88%
4+	4.23%	3.59%	7.02%	12.06%	20.53%	5.37%	8.71%

**Vehicles Trips and VMT by Size of Travel Party and Gender, Persons 65+**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Vehicle Trips, Males 65+</b>							
1	46.12%	55.77%	57.38%	63.90%	59.32%	60.68%	58.57%
2	46.62%	39.36%	37.69%	32.82%	36.63%	36.35%	37.51%
3	6.32%	3.40%	3.49%	2.44%	2.63%	2.75%	2.62%
4+	0.94%	1.48%	1.44%	0.84%	1.43%	0.22%	1.30%
<b>Vehicle Trips, Females 65+</b>							
1	75.37%	79.90%	77.20%	76.20%	79.89%	66.54%	76.41%
2	17.73%	17.33%	17.03%	20.04%	18.15%	30.27%	19.81%
3	2.70%	1.43%	4.45%	2.52%	1.47%	2.80%	2.45%
4+	4.21%	1.34%	1.32%	1.23%	0.50%	0.39%	1.33%
<b>VMT, Males 65+</b>							
1	41.68%	62.19%	45.61%	61.21%	54.35%	55.74%	44.87%
2	50.76%	33.22%	49.28%	36.23%	29.22%	40.76%	49.45%
3	5.56%	2.71%	2.55%	2.48%	5.83%	3.30%	3.63%
4+	2.00%	1.88%	2.57%	0.08%	10.59%	0.20%	2.06%
<b>VMT, Females 65+</b>							
1	73.91%	67.94%	73.48%	64.67%	74.15%	46.17%	65.58%
2	16.47%	29.08%	22.61%	27.50%	21.61%	50.48%	28.56%
3	0.57%	1.77%	2.98%	4.62%	3.74%	2.63%	3.83%
4+	9.05%	1.20%	0.94%	3.22%	0.50%	0.72%	2.03%

**Perceptions And Views of Transportation Services, Persons 65+**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Worrying about a traffic accident</b>							
Not a problem	35.67%	33.39%	42.42%	43.14%	44.84%	46.95%	39.89%
A little problem	12.34%	22.20%	17.36%	25.95%	17.07%	18.87%	20.41%
Somewhat of a problem	20.03%	23.64%	20.83%	11.82%	18.44%	19.07%	17.28%
Very much of a problem	14.43%	3.86%	7.67%	6.88%	4.16%	6.40%	7.79%
A severe problem	17.53%	16.91%	11.72%	12.21%	15.50%	8.70%	14.63%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Highway congestion</b>							
Not a problem	42.56%	25.71%	38.70%	39.58%	36.91%	48.72%	33.87%
A little problem	10.52%	17.91%	21.83%	21.15%	19.94%	19.74%	17.62%
Somewhat of a problem	16.45%	22.54%	17.42%	20.32%	23.99%	17.70%	21.65%
Very much of a problem	8.69%	14.76%	12.17%	8.01%	7.17%	5.16%	10.85%
A severe problem	21.77%	19.09%	9.89%	10.93%	12.00%	8.69%	16.01%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Lack of walkways/sidewalks</b>							
Not a problem	50.90%	58.08%	61.76%	67.61%	61.48%	59.03%	60.60%
A little problem	13.47%	14.04%	10.54%	12.33%	13.39%	14.43%	13.21%
Somewhat of a problem	16.40%	8.04%	10.29%	3.17%	10.29%	10.58%	10.77%
Very much of a problem	10.74%	6.27%	5.38%	6.73%	7.43%	3.48%	5.93%
A severe problem	8.49%	13.57%	12.03%	10.16%	7.41%	12.48%	9.49%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement or potholes</b>							
Not a problem	33.08%	30.45%	23.63%	29.15%	22.83%	29.74%	30.19%
A little problem	12.68%	23.51%	25.55%	17.99%	16.06%	23.14%	21.28%
Somewhat of a problem	15.69%	24.99%	20.51%	21.99%	23.45%	24.20%	22.05%
Very much of a problem	9.53%	9.42%	12.19%	13.64%	14.03%	11.41%	11.88%
A severe problem	29.03%	11.63%	18.12%	17.23%	23.62%	11.51%	14.60%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Traffic or road congestion</b>							
Not a problem	32.31%	16.61%	41.55%	30.94%	35.14%	48.40%	36.78%
A little problem	12.01%	25.16%	13.74%	17.85%	22.37%	22.37%	20.69%
Somewhat of a problem	15.34%	35.63%	26.02%	16.75%	16.42%	13.38%	17.94%
Very much of a problem	17.73%	5.71%	7.95%	3.48%	11.27%	5.92%	11.10%
A severe problem	22.60%	16.89%	10.74%	30.98%	14.80%	9.93%	13.50%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Distracted drivers</b>							
Not a problem	42.96%	16.39%	24.96%	29.69%	21.43%	28.48%	24.21%
A little problem	7.45%	16.36%	26.39%	20.79%	14.83%	20.62%	18.46%
Somewhat of a problem	16.71%	34.04%	22.62%	32.10%	26.92%	24.07%	23.83%
Very much of a problem	13.43%	17.28%	10.90%	10.33%	18.66%	10.32%	14.69%
A severe problem	19.45%	15.93%	15.13%	7.09%	18.16%	16.52%	18.81%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Perceptions And Views of Transportation Services, Persons 65+ (cont'd.)**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Drunk drivers</b>							
Not a problem	47.60%	51.82%	45.66%	46.31%	47.31%	48.47%	48.82%
A little problem	14.82%	17.30%	16.61%	17.10%	18.32%	20.04%	14.80%
Somewhat of a problem	4.34%	7.92%	8.09%	12.82%	11.89%	9.38%	11.13%
Very much of a problem	11.75%	4.99%	2.71%	2.07%	5.03%	0.36%	7.12%
A severe problem	21.49%	17.96%	26.93%	21.70%	17.44%	21.76%	18.13%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Price of gasoline</b>							
Not a problem	49.31%	22.94%	23.31%	27.80%	30.52%	28.29%	30.89%
A little problem	7.35%	14.46%	19.84%	17.20%	15.32%	15.07%	15.21%
Somewhat of a problem	12.76%	24.18%	17.44%	19.14%	15.84%	18.35%	20.71%
Very much of a problem	12.99%	15.53%	13.83%	13.15%	12.19%	14.22%	10.82%
A severe problem	17.59%	22.89%	25.58%	22.71%	26.13%	24.06%	22.37%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Aggressive drivers on road</b>							
Not a problem	23.59%	9.73%	18.75%	26.61%	17.39%	25.59%	18.73%
A little problem	7.70%	12.65%	12.69%	19.03%	19.75%	14.64%	17.13%
Somewhat of a problem	12.57%	19.45%	33.81%	15.38%	25.88%	25.30%	20.71%
Very much of a problem	11.71%	16.55%	13.98%	18.51%	17.82%	15.43%	19.09%
A severe problem	44.43%	41.62%	20.77%	20.47%	19.16%	19.04%	24.33%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Drivers speeding</b>							
Not a problem	35.84%	13.61%	13.49%	24.43%	18.86%	18.85%	23.30%
A little problem	10.22%	12.97%	22.02%	21.81%	15.41%	23.06%	14.95%
Somewhat of a problem	10.85%	35.17%	29.03%	16.80%	24.11%	20.01%	20.80%
Very much of a problem	11.11%	17.07%	13.26%	23.09%	22.03%	17.83%	17.37%
A severe problem	31.98%	21.18%	22.19%	13.87%	19.59%	20.25%	23.57%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of large trucks on road</b>							
Not a problem	35.06%	25.82%	18.66%	23.14%	24.80%	24.40%	22.44%
A little problem	16.04%	13.52%	23.19%	18.50%	14.15%	13.47%	13.75%
Somewhat of a problem	14.19%	16.94%	16.94%	22.16%	21.35%	20.30%	17.00%
Very much of a problem	19.75%	19.93%	13.83%	12.09%	16.76%	16.53%	17.82%
A severe problem	14.96%	23.79%	27.38%	24.11%	22.93%	25.30%	28.99%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Distribution of Elderly Households\* by Household Size**

	New York City	Other Urban	Non-Urban Areas	Rest of US
ALL HHs	2,552,344	2,823,951	755,700	92,858,005
TOTAL ELDERLY HHs	475,778	704,381	186,276	21,543,526
Percent of All HHs	18.6%	24.9%	24.6%	23.2%
<b>Household Size</b>				
1	42.2%	37.7%	43.0%	41.4%
2	34.5%	43.2%	42.6%	43.6%
3	12.4%	10.2%	8.1%	8.5%
4	5.8%	4.4%	3.5%	3.8%
5+	5.2%	4.5%	2.8%	2.7%
All	100.0%	100.0%	100.0%	100.0%

\* Elderly Households are defined as Households with one or more persons over 65

**Number of Elderly Persons by Age and Gender**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Men</b>				
65-69 yrs.	84,676	176,241	52,355	4,457,517
70-74 yrs.	84,854	133,203	40,829	3,707,073
75-79 yrs.	57,801	99,785	21,415	2,244,266
80-84 yrs.	25,160	39,348	5,359	1,067,757
85+ yrs.	4,981	24,615	3,189	671,577
All	257,472	473,192	123,147	12,148,189
<b>Women</b>				
65-69 yrs.	112,228	210,757	47,999	5,285,666
70-74 yrs.	131,652	180,589	46,670	4,783,723
75-79 yrs.	77,982	110,662	29,452	3,356,069
80-84 yrs.	63,460	72,332	20,107	2,034,727
85+ yrs.	46,783	55,064	11,375	1,569,703
All	432,105	629,404	155,603	17,029,888
<b>ALL</b>				
65-69 yrs.	196,905	386,998	100,354	9,743,183
70-74 yrs.	216,505	313,791	87,499	8,490,796
75-79 yrs.	135,784	210,447	50,866	5,600,335
80-84 yrs.	88,620	111,680	25,465	3,102,484
85+ yrs.	51,763	79,679	14,565	2,241,279
All	689,578	1,102,596	278,750	29,178,077

**Licensing Rates by Age and Gender**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Men</b>				
16-64 yrs.	71.4%	92.5%	93.2%	93.6%
65-69 yrs.	68.1%	97.6%	93.8%	93.1%
70-74 yrs.	82.5%	92.8%	92.3%	92.7%
75-79 yrs.	78.0%	86.1%	88.7%	89.4%
80-84 yrs.	47.7%	86.3%	75.9%	82.2%
85+ yrs.	9.2%	66.5%		70.3%
<b>Women</b>				
16-64 yrs.	48.3%	89.0%	91.2%	90.2%
65-69 yrs.	30.1%	80.3%	86.1%	81.8%
70-74 yrs.	25.8%	75.2%	78.9%	76.6%
75-79 yrs.	18.7%	66.3%	77.5%	70.8%
80-84 yrs.	8.1%	61.8%	57.5%	52.9%
85+ yrs.	7.5%	30.9%	25.0%	28.5%

**Distribution of Elderly Households\* by Income and Housing Arrangements**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>TOTAL ELDERLY HHs</b>	<b>475,778</b>	<b>704,381</b>	<b>186,276</b>	<b>21,543,526</b>
<b>Income</b>				
< \$25,000	40.8%	35.4%	51.8%	44.5%
\$25-50,000	20.5%	25.0%	18.9%	22.9%
\$50-75,000	8.4%	8.6%	3.2%	4.8%
> \$75,000	4.4%	6.0%	1.7%	3.9%
Unreported	25.9%	25.0%	24.5%	23.9%
All	100.0%	100.0%	100.0%	100.0%
<b>Housing Arrangements</b>				
Own	44.4%	82.8%	78.7%	83.1%
Rent	53.4%	16.8%	20.1%	16.5%
Provided by Job/Military		0.2%		0.1%
Other	2.2%	0.1%	0.5%	0.2%
Not Reported		0.2%	0.7%	0.2%
All	100.0%	100.0%	100.0%	100.0%

\* Elderly Households are defined as Households with one or more persons over 65



**Vehicle Availability and Age of Vehicles in Elderly Households\***

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>TOTAL ELDERLY HHs</b>	<b>475,778</b>	<b>704,381</b>	<b>186,276</b>	<b>21,543,526</b>
<b>Elderly Households by Vehicle Availability</b>				
0	55.9%	12.1%	12.0%	13.8%
1	35.0%	46.4%	50.4%	44.1%
2	8.0%	30.0%	28.2%	30.6%
3	0.7%	7.9%	7.8%	8.5%
4	0.4%	2.9%	1.5%	2.3%
5+		0.8%	0.2%	0.6%
All	100.0%	100.0%	100.0%	100.0%
<b>Percent of Vehicles Owned by Elderly Households by Age of Vehicles</b>				
1	8.3%	7.1%	5.0%	5.5%
2	6.3%	8.4%	6.2%	6.8%
3	3.4%	6.5%	7.1%	6.2%
4	4.1%	7.0%	8.3%	6.3%
5	5.0%	7.4%	7.0%	6.7%
6	10.8%	7.0%	6.6%	6.0%
7	11.8%	9.6%	8.5%	7.7%
8	8.0%	8.7%	11.3%	7.0%
9	7.1%	7.7%	6.7%	6.2%
10	7.4%	6.8%	6.3%	6.2%
11	5.9%	5.7%	5.3%	5.8%
12	4.3%	4.8%	4.7%	4.5%
13	2.6%	2.3%	1.8%	3.3%
14	1.8%	1.8%	1.8%	1.9%
15	1.4%	0.7%	1.3%	1.6%
16	1.5%	0.7%	1.0%	1.9%
17	1.1%	1.1%	1.6%	2.1%
18	0.9%	0.7%	0.4%	2.0%
19	0.4%	0.5%	1.3%	1.8%
20+	1.8%	1.9%	4.4%	6.4%
Unreported	6.3%	3.7%	3.5%	4.3%
All	100.0%	100.0%	100.0%	100.0%

**Characteristics of Elderly Households\* with Zero Vehicles**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Household Income Distribution</b>				
< \$25,000	49.7%	64.5%	55.5%	66.8%
\$25-50,000	13.9%	10.1%	2.9%	4.4%
\$50-75,000	5.1%	0.7%		0.4%
> \$75,000	1.4%	0.9%		0.3%
Unreported	29.9%	23.9%	41.7%	28.1%
All	100.0%	100.0%	100.0%	100.0%
<b>Number of Drivers</b>				
0	70.1%	77.2%	78.1%	82.0%
1	24.9%	21.3%	21.9%	13.9%
2	4.3%	0.9%		3.7%
3	0.7%	0.6%		0.4%
4+				
All	100.0%	100.0%	100.0%	100.0%
<b>Number of Workers</b>				
0	74.6%	89.4%	94.0%	89.4%
1	19.5%	8.4%	6.0%	7.6%
2	4.6%	1.7%		2.1%
3	1.0%	0.6%		0.9%
4	0.2%			
5+				
All	100.0%	100.0%	100.0%	100.0%

**Average Miles Driven per DRIVER by Vehicles Available and Gender,  
All Drivers in Elderly Households**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Male</b>				
1 vehicles available	6,512	9,285	9,986	8,450
2 vehicles available	9,484	10,686	11,433	11,071
3+ vehicles available	8,551	12,463	14,907	12,867
All	6,295	10,624	11,314	10,657
<b>Female</b>				
1 vehicles available	4,464	4,632	4,131	4,001
2 vehicles available	4,280	5,610	6,900	6,354
3+ vehicles available	5,470	7,317	10,731	6,876
All	3,737	5,443	5,950	5,353
<b>ALL</b>				
1 vehicles available	5,875	6,578	6,500	5,682
2 vehicles available	7,106	8,304	9,599	8,846
3+ vehicles available	7,168	9,945	12,773	10,146
All	5,307	7,939	8,586	7,856

**Average Miles Driven per VEHICLE, Elderly Households**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>By Vehicles Available</b>				
1 vehicles available	9,813	7,955	9,725	8,076
2 vehicles available	9,379	8,982	11,216	9,118
3+ vehicles available	6,892	9,161	10,457	8,854
All	9,477	8,715	10,562	8,747
<b>By Driver-to-Vehicle Ratio</b>				
Drivers > Vehicles	10,162	10,714	14,000	10,739
Drivers = Vehicles	9,607	8,466	9,671	8,967
Drivers < Vehicles	6,204	8,252	11,050	7,506
All	9,477	8,715	10,562	8,747

**Person Trips per Person by Mode of Transportation and Age**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>5-64 Year-olds</b>				
<b>TOTAL PT/PERSON</b>	<b>3.65</b>	<b>4.21</b>	<b>4.10</b>	<b>4.46</b>
POV-Driver	21.7%	59.8%	59.5%	61.0%
POV-Passenger	13.8%	24.8%	27.2%	26.5%
Taxi	2.6%	0.3%	0.1%	0.1%
Public	22.7%	2.1%	0.5%	1.2%
Walk	30.9%	5.0%	3.7%	4.7%
Other	2.5%	4.2%	5.3%	3.3%
No Response	5.8%	3.8%	3.8%	3.3%
All	100.0%	100.0%	100.0%	100.0%
<b>65+ Year-olds</b>				
<b>TOTAL PT/PERSON</b>	<b>2.95</b>	<b>3.49</b>	<b>3.34</b>	<b>3.44</b>
POV-Driver	26.4%	67.0%	71.6%	67.2%
POV-Passenger	14.0%	21.8%	21.6%	22.9%
Taxi	3.0%	0.2%		0.2%
Public	16.4%	1.4%	0.5%	1.5%
Walk	33.3%	6.1%	3.2%	4.8%
Other	0.8%	0.3%	0.3%	0.7%
No Response	6.2%	3.1%	2.8%	2.9%
All	100.0%	100.0%	100.0%	100.0%

*Person Trips per Person by Trip Purpose and Age*

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>5-64 Year-olds</b>				
<b>TOTAL PT/PERSON</b>	<b>3.65</b>	<b>4.21</b>	<b>4.10</b>	<b>4.46</b>
Earn a Living	20.6%	21.8%	21.8%	21.8%
Family & Personal Business	44.4%	44.2%	42.8%	44.2%
Civic, Educational & Religious	10.8%	9.0%	9.6%	9.1%
Social & Recreational	24.1%	24.8%	25.7%	24.7%
Other	0.1%	0.2%	0.1%	0.2%
Unreported	0.0%	0.0%	0.0%	0.0%
All	100.0%	100.0%	100.0%	100.0%
<b>65+ Year-olds</b>				
<b>TOTAL PT/PERSON</b>	<b>2.95</b>	<b>3.49</b>	<b>3.34</b>	<b>3.44</b>
Earn a Living	7.3%	6.5%	6.3%	6.8%
Family & Personal Business	61.3%	60.2%	64.5%	60.4%
Civic, Educational & Religious	7.9%	4.6%	3.5%	5.7%
Social & Recreational	23.4%	28.6%	25.7%	26.9%
Other	0.1%	0.1%		0.1%
Unreported		0.0%		0.0%
All	100.0%	100.0%	100.0%	100.0%

*Person Trips per Person by Time of Day and Age*

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>5-64 Year-olds</b>				
<b>TOTAL PT/PERSON</b>	<b>3.65</b>	<b>4.21</b>	<b>4.10</b>	<b>4.46</b>
10 pm-1 am	5.1%	4.0%	3.3%	3.7%
1-6 am	1.5%	1.7%	1.7%	1.9%
6-9 am	13.7%	13.8%	14.2%	14.3%
9 am-1 pm	22.7%	22.8%	25.4%	22.5%
1-4 pm	22.5%	22.0%	22.5%	21.6%
4-7 pm	22.0%	22.9%	21.0%	23.6%
7-10 pm	12.5%	12.8%	11.8%	12.4%
Unreported	0.1%	0.0%	0.1%	0.0%
All	100.0%	100.0%	100.0%	100.0%
<b>65+ Year-olds</b>				
<b>TOTAL PT/PERSON</b>	<b>2.95</b>	<b>3.49</b>	<b>3.34</b>	<b>3.44</b>
10 pm-1 am	2.78%	1.72%	1.24%	1.24%
1-6 am	0.44%	0.47%	0.38%	0.54%
6-9 am	8.12%	8.00%	10.29%	9.66%
9 am-1 pm	40.82%	37.26%	41.05%	38.29%
1-4 pm	26.63%	27.31%	25.07%	25.71%
4-7 pm	15.64%	16.68%	13.80%	17.92%
7-10 pm	5.57%	8.55%	8.16%	6.61%
Unreported		0.01%		0.03%
All	100.00%	100.00%	100.00%	100.00%

**Vehicle Trips per Driver by Trip Purpose and Age**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>5-64 Year-olds</b>				
<b>TOTAL VT/DRIVER</b>	<b>1.65</b>	<b>3.51</b>	<b>3.45</b>	<b>3.71</b>
Earn a Living	26.8%	29.5%	31.4%	29.7%
Family & Personal Business	51.9%	49.2%	47.3%	48.2%
Civic, Educational & Religious	4.0%	3.5%	3.4%	4.2%
Social & Recreational	17.3%	17.7%	17.8%	17.8%
Other	0.0%	0.1%	0.1%	0.1%
Unreported		0.0%	0.0%	0.0%
All	100.0%	100.0%	100.0%	100.0%
<b>65+ Year-olds</b>				
<b>TOTAL VT/DRIVER</b>	<b>1.94</b>	<b>2.96</b>	<b>2.96</b>	<b>2.95</b>
Earn a Living	14.77%	6.94%	7.46%	8.43%
Family & Personal Business	58.55%	63.34%	67.57%	63.61%
Civic, Educational & Religious	8.24%	4.53%	2.38%	4.99%
Social & Recreational	18.45%	25.17%	22.60%	22.85%
Other		0.03%		0.08%
Unreported				0.03%
All	100.00%	100.00%	100.00%	100.00%

**Vehicle Trips per Driver by Time of Day and Age**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>5-64 Year-olds</b>				
<b>TOTAL VT/DRIVER</b>	<b>1.65</b>	<b>3.51</b>	<b>3.45</b>	<b>3.71</b>
10 pm-1 am	6.63%	4.12%	3.49%	3.70%
1-6 am	2.17%	1.99%	2.33%	2.27%
6-9 am	13.92%	14.71%	14.72%	15.16%
9 am-1 pm	23.03%	24.43%	26.54%	23.64%
1-4 pm	20.19%	20.23%	21.05%	20.47%
4-7 pm	21.63%	22.83%	21.40%	23.52%
7-10 pm	12.43%	11.68%	10.43%	11.23%
Unreported		0.01%	0.04%	0.01%
All	100.00%	100.00%	100.00%	100.00%
<b>65+ Year-olds</b>				
<b>TOTAL VT/DRIVER</b>	<b>1.94</b>	<b>2.96</b>	<b>2.96</b>	<b>2.95</b>
10 pm-1 am	4.44%	1.82%	0.90%	1.12%
1-6 am	0.29%	0.54%	0.33%	0.61%
6-9 am	8.98%	8.38%	11.06%	10.14%
9 am-1 pm	39.93%	38.61%	40.91%	39.12%
1-4 pm	25.86%	26.46%	25.49%	25.61%
4-7 pm	15.95%	16.33%	14.10%	17.31%
7-10 pm	4.56%	7.86%	7.20%	6.06%
Unreported		0.02%		0.02%
All	100.00%	100.00%	100.00%	100.00%

**Distribution of Person Trips taken in Privately Owned Vehicles by Who Drove**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Male 65-74 years old</b>				
Self	93.9%	91.1%	90.0%	89.5%
Spouse	0.9%	4.3%	6.4%	5.7%
Child	0.6%	0.0%		0.1%
Sibling				0.0%
Other Relative	0.1%			0.1%
Unmarried Partner				0.1%
Non-Relative		0.2%	0.4%	0.2%
Outside of HH	4.5%	4.4%	3.2%	4.3%
All	100.0%	100.0%	100.0%	100.0%
<b>Male 75+ years old</b>				
Self	92.8%	82.5%	93.3%	80.3%
Spouse	1.4%	9.7%		10.7%
Child		1.8%		0.1%
Sibling				0.3%
Other Relative		1.4%		0.4%
Unmarried Partner		0.1%		0.0%
Non-Relative		0.3%		0.3%
Outside of HH	5.9%	4.2%	6.7%	7.9%
All	100.0%	100.0%	100.0%	100.0%
<b>Female 65-74 years old</b>				
Self	36.4%	62.5%	63.9%	65.9%
Spouse	39.6%	19.9%	25.5%	20.0%
Child	4.7%	1.6%		0.7%
Sibling	0.6%	0.1%		0.2%
Other Relative	3.0%	0.3%		0.5%
Unmarried Partner				0.0%
Non-Relative		0.7%		0.2%
Outside of HH	15.8%	14.9%	10.7%	12.6%
All	100.0%	100.0%	100.0%	100.0%
<b>Female 75+ years old</b>				
Self	19.2%	64.3%	55.7%	60.3%
Spouse	18.9%	14.9%	12.4%	10.7%
Child	5.2%	1.8%		1.3%
Sibling				0.5%
Other Relative	2.1%	0.9%	3.8%	2.1%
Non-Relative				0.5%
Outside of HH	54.6%	18.1%	28.1%	24.6%
All	100.0%	100.0%	100.0%	100.0%

**Distribution of PMT taken in Privately Owned Vehicles by Who Drove**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Male 65-74 years old</b>				
Self	93.8%	87.5%	84.7%	85.4%
Spouse	0.7%	4.5%	10.6%	6.9%
Child	0.6%	0.0%		0.2%
Sibling				0.0%
Other Relative	0.5%			0.2%
Unmarried Partner				0.1%
Non-Relative		0.5%	2.2%	0.2%
Outside of HH	4.5%	7.4%	2.5%	7.3%
All	100.0%	100.0%	100.0%	100.0%
<b>Male 75+ years old</b>				
Self	73.8%	82.5%	93.5%	73.4%
Spouse	0.1%	5.9%		10.9%
Child		3.0%		0.3%
Sibling				0.2%
Other Relative		0.7%		0.6%
Unmarried Partner		0.1%		0.0%
Non-Relative		0.1%		0.5%
Outside of HH	26.1%	7.8%	6.5%	14.1%
All	100.0%	100.0%	100.0%	100.0%
<b>Female 65-74 years old</b>				
Self	20.9%	41.6%	60.3%	52.5%
Spouse	47.5%	30.0%	27.9%	30.7%
Child	11.6%	1.9%		0.7%
Sibling	0.4%	0.1%		0.4%
Other Relative	5.7%	0.2%		0.7%
Unmarried Partner				0.0%
Non-Relative		0.6%		0.1%
Outside of HH	14.0%	25.6%	11.8%	14.9%
All	100.0%	100.0%	100.0%	100.0%
<b>Female 75+ years old</b>				
Self	6.1%	49.4%	62.3%	47.4%
Spouse	24.7%	15.4%	11.9%	14.4%
Child	0.5%	2.1%		1.5%
Sibling				0.8%
Other Relative		5.6%	1.3%	5.6%
Non-Relative				0.7%
Outside of HH	68.8%	27.5%	24.5%	29.8%
All	100.0%	100.0%	100.0%	100.0%

**Trip Length Statistics**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Persons 5-64 years old</b>				
<b>Average Person Trip Length</b>	<b>5.92</b>	<b>8.65</b>	<b>10.69</b>	<b>9.42</b>
Males	6.42	9.84	11.54	10.59
Females	5.45	7.46	9.86	8.29
<b>Average Person Trip Length</b>	<b>5.92</b>	<b>8.65</b>	<b>10.69</b>	<b>9.42</b>
5 or fewer miles	71.4%	62.2%	57.4%	61.8%
6-10 miles	8.7%	16.3%	16.8%	16.3%
11-15 miles	5.0%	7.4%	7.9%	7.6%
16-20 miles	2.3%	3.8%	5.0%	4.1%
21-30 miles	2.6%	3.8%	5.1%	4.0%
31 or more miles	2.5%	4.3%	6.8%	4.9%
Unreported	7.5%	2.3%	1.0%	1.3%
<b>Average Vehicle Trip Length</b>	<b>8.76</b>	<b>8.71</b>	<b>11.10</b>	<b>9.38</b>
Males	9.81	10.19	13.18	11.08
Females	7.01	7.01	8.67	7.48
<b>Average Vehicle Trip Length</b>	<b>8.76</b>	<b>8.71</b>	<b>11.10</b>	<b>9.38</b>
5 or fewer miles	60.5%	59.3%	55.4%	58.8%
6-10 miles	15.1%	18.3%	17.4%	17.9%
11-15 miles	9.0%	8.4%	8.7%	8.6%
16-20 miles	3.5%	4.4%	5.5%	4.6%
21-30 miles	4.8%	4.2%	5.6%	4.6%
31 or more miles	4.1%	4.2%	6.9%	4.9%
Unreported	3.0%	1.1%	0.4%	0.6%
<b>Persons 65+ years old</b>				
<b>Average Person Trip Length</b>	<b>3.88</b>	<b>7.31</b>	<b>7.12</b>	<b>7.54</b>
Males	5.42	7.04	6.46	8.43
Females	2.65	7.60	7.85	6.72
<b>Average Person Trip Length</b>	<b>3.88</b>	<b>7.31</b>	<b>7.12</b>	<b>7.54</b>
5 or fewer miles	79.5%	70.3%	66.2%	70.2%
6-10 miles	7.3%	14.6%	14.0%	13.7%
11-15 miles	4.2%	5.2%	7.2%	5.4%
16-20 miles	2.0%	3.0%	3.7%	3.0%
21-30 miles	2.1%	2.0%	4.4%	2.8%
31 or more miles	0.8%	3.3%	3.8%	3.7%
Unreported	4.1%	1.6%	0.7%	1.3%
<b>Average Vehicle Trip Length</b>	<b>6.55</b>	<b>6.21</b>	<b>6.89</b>	<b>6.70</b>
Males	7.59	7.18	6.10	7.71
Females	2.38	4.75	8.18	5.42
<b>Average Vehicle Trip Length</b>	<b>6.55</b>	<b>6.21</b>	<b>6.89</b>	<b>6.70</b>
5 or fewer miles	65.2%	71.2%	66.0%	70.9%
6-10 miles	15.8%	14.9%	15.7%	14.5%
11-15 miles	7.8%	5.5%	6.9%	5.4%
16-20 miles	3.3%	3.2%	3.9%	3.0%
21-30 miles	5.5%	1.8%	4.0%	2.6%
31 or more miles	1.4%	2.3%	3.2%	3.1%
Unreported	1.1%	1.2%	0.2%	0.5%

**Effect of Medical Conditions on Persons 65 and Older**  
**DATA NOT AVAILABLE IN 1995 NPTS**

**Effects on Person Trips of Persons With or Without Other Drivers in the Household**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Males, Other Drivers Present in Household</b>				
5-64 yrs.	3.75	4.14	4.06	4.37
65-69 yrs.	3.70	4.16	4.64	4.38
70-74 yrs.	4.61	4.28	3.56	4.09
75-79 yrs.	2.53	3.49	3.22	3.72
80-84 yrs.	1.22	3.43	4.46	3.53
85+ yrs.	3.38	3.09	0.69	1.87
<b>Males, Other Drivers NOT Present in Household</b>				
5-64 yrs.	3.50	4.15	3.97	4.67
65-69 yrs.	3.52	4.95	4.44	4.36
70-74 yrs.	2.76	5.08	4.09	4.35
75-79 yrs.	4.50	3.39	4.28	3.11
80-84 yrs.	3.05	4.29	2.54	3.27
85+ yrs.	1.49	3.58	0.92	2.23
<b>Females, Other Drivers Present in Household</b>				
5-64 yrs.	3.69	4.24	4.10	4.50
65-69 yrs.	3.28	3.54	3.54	3.48
70-74 yrs.	3.25	2.79	3.45	3.34
75-79 yrs.	1.84	2.10	3.06	2.87
80-84 yrs.	1.96	2.49	1.12	2.21
85+ yrs.	0.85	0.76	0.66	0.74
<b>Females, Other Drivers NOT Present in Household</b>				
5-64 yrs.	3.61	4.47	4.55	4.54
65-69 yrs.	3.20	3.92	4.54	4.12
70-74 yrs.	3.29	3.91	2.43	3.42
75-79 yrs.	1.77	2.88	2.94	2.99
80-84 yrs.	2.71	3.03	1.22	2.48
85+ yrs.	1.29	1.93	0.61	1.63



**Effects on PMT of Persons With or Without Other Drivers in the Household**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Males, Other Drivers Present in Household</b>				
5-64 yrs.	23.96	40.05	45.66	46.39
65-69 yrs.	34.40	30.01	29.38	38.47
70-74 yrs.	24.24	27.64	28.05	37.13
75-79 yrs.	7.81	29.40	13.44	30.25
80-84 yrs.	2.03	16.89	9.71	20.71
85+ yrs.	2.73	14.26	4.80	16.38
<b>Males, Other Drivers NOT Present in Household</b>				
5-64 yrs.	18.78	39.15	52.50	44.49
65-69 yrs.	12.51	40.67	26.75	42.30
70-74 yrs.	9.80	31.82	34.54	33.65
75-79 yrs.	26.13	21.72	14.30	19.08
80-84 yrs.	8.85	32.97	23.69	22.42
85+ yrs.	8.89	15.01	0.09	12.00
<b>Females, Other Drivers Present in Household</b>				
5-64 yrs.	19.49	31.72	40.97	37.05
65-69 yrs.	13.25	28.64	33.25	27.61
70-74 yrs.	9.68	31.65	25.62	26.45
75-79 yrs.	4.71	11.09	10.51	22.02
80-84 yrs.	3.71	16.27	3.87	18.95
85+ yrs.	3.01	7.20	4.81	4.66
<b>Females, Other Drivers NOT Present in Household</b>				
5-64 yrs.	16.62	26.59	36.43	35.27
65-69 yrs.	7.80	22.26	42.18	24.40
70-74 yrs.	4.69	29.60	17.16	17.31
75-79 yrs.	2.53	20.12	20.63	15.04
80-84 yrs.	11.07	10.84	5.72	10.27
85+ yrs.	0.27	4.16	8.35	9.72

**Effects on Vehicle Trips of Drivers With or Without Other Drivers in the Household**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Males, Other Drivers Present in Household</b>				
5-64 yrs.	2.03	3.70	3.70	3.84
65-69 yrs.	3.32	3.47	4.18	3.80
70-74 yrs.	3.63	3.45	3.17	3.43
75-79 yrs.	1.28	2.92	3.46	3.08
80-84 yrs.	1.31	3.07	3.59	2.95
85+ yrs.		1.84		1.85
<b>Males, Other Drivers NOT Present in Household</b>				
5-64 yrs.	1.48	3.78	3.73	3.99
65-69 yrs.	1.70	4.46	4.93	4.09
70-74 yrs.	1.62	4.85	3.57	4.04
75-79 yrs.	2.05	3.65	3.01	2.61
80-84 yrs.	3.80	4.21	3.11	3.04
85+ yrs.	3.00	4.92		2.23
<b>Females, Other Drivers Present in Household</b>				
5-64 yrs.	1.51	3.23	3.13	3.47
65-69 yrs.	1.09	1.98	1.75	2.25
70-74 yrs.	0.74	1.60	2.46	1.99
75-79 yrs.		1.66	0.95	1.75
80-84 yrs.	5.29	2.41		1.92
85+ yrs.		1.39		0.85
<b>Females, Other Drivers NOT Present in Household</b>				
5-64 yrs.	1.28	3.78	3.64	3.93
65-69 yrs.	0.82	3.78	4.34	3.79
70-74 yrs.	1.93	3.27	2.44	3.15
75-79 yrs.	0.21	2.64	2.52	2.59
80-84 yrs.	1.35	2.42	1.06	2.20
85+ yrs.	0.22	1.49		1.72

**Effects on VMT of Drivers With or Without Other Drivers in the Household**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Males, Other Drivers Present in Household</b>				
15-64 yrs.	20.65	37.16	49.06	43.27
65-69 yrs.	39.52	25.47	25.67	32.37
70-74 yrs.	25.24	19.23	22.77	25.54
75-79 yrs.	4.97	28.52	14.85	23.33
80-84 yrs.	2.59	16.28	4.35	16.24
85+ yrs.		10.09		10.05
<b>Males, Other Drivers NOT Present in Household</b>				
15-64 yrs.	11.98	39.13	45.10	38.49
65-69 yrs.	11.25	41.64	28.83	33.83
70-74 yrs.	6.10	31.30	22.79	32.41
75-79 yrs.	18.57	24.95	14.70	15.21
80-84 yrs.	15.60	26.48	37.15	18.05
85+ yrs.	63.00	14.78		12.90
<b>Females, Other Drivers Present in Household</b>				
15-64 yrs.	8.43	22.46	26.71	25.26
65-69 yrs.	2.16	9.96	17.75	13.57
70-74 yrs.	1.68	5.62	17.05	9.55
75-79 yrs.		7.28	1.89	11.82
80-84 yrs.	5.47	9.85		9.62
85+ yrs.		9.99		1.98
<b>Females, Other Drivers NOT Present in Household</b>				
15-64 yrs.	11.89	25.30	33.71	31.96
65-69 yrs.	4.75	18.14	38.73	23.38
70-74 yrs.	3.82	16.81	18.16	16.07
75-79 yrs.	1.25	12.48	22.49	10.37
80-84 yrs.	2.18	9.74	3.46	8.48
85+ yrs.	0.09	6.33		11.30

**Person Trips and PMT by Size of Travel Party and Gender, Persons 65+**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Person Trips, Males 65+</b>				
1	64.7%	62.3%	65.2%	62.0%
2	30.2%	30.6%	30.6%	31.6%
3	2.1%	3.7%	3.1%	3.5%
4+	1.8%	3.2%	0.8%	2.4%
Unreported	1.3%	0.2%	0.2%	0.5%
<b>Person Trips, Females 65+</b>				
1	55.1%	51.7%	50.6%	53.7%
2	33.9%	38.4%	41.2%	35.7%
3	4.8%	5.8%	4.2%	6.6%
4+	6.0%	3.7%	3.7%	3.8%
Unreported	0.2%	0.3%	0.3%	0.3%
<b>PMT, Males 65+</b>				
1	58.4%	51.8%	45.3%	46.8%
2	30.1%	33.8%	47.9%	39.1%
3	1.9%	7.5%	5.2%	6.8%
4+	4.8%	6.7%	0.8%	4.7%
Unreported	4.8%	0.1%	0.8%	2.5%
<b>PMT, Females 65+</b>				
1	30.6%	27.8%	39.3%	35.1%
2	35.5%	50.7%	45.9%	46.1%
3	2.8%	7.5%	5.3%	12.0%
4+	15.6%	12.9%	4.7%	6.7%
Unreported	15.6%	1.2%	4.7%	0.1%

**Vehicles Trips and VMT by Size of Travel Party and Gender, Persons 65+**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Vehicle Trips, Males 65+</b>				
1	62.0%	68.6%	70.1%	69.4%
2	33.4%	27.2%	27.5%	26.6%
3	3.0%	2.3%	1.6%	2.3%
4+	1.5%	1.8%	0.8%	1.6%
Unreported		0.0%		0.1%
<b>Vehicle Trips, Females 65+</b>				
1	78.9%	77.6%	76.5%	78.9%
2	20.4%	18.4%	17.7%	16.6%
3	0.7%	2.8%	4.2%	3.2%
4+		1.2%	1.5%	1.4%
Unreported				0.0%
<b>VMT, Males 65+</b>				
1	63.9%	56.9%	50.3%	55.3%
2	31.2%	28.9%	45.7%	36.0%
3	2.2%	5.9%	3.0%	4.5%
4+	2.7%	4.1%	1.0%	3.2%
Unreported		4.1%		0.9%
<b>VMT, Females 65+</b>				
1	84.5%	69.4%	65.1%	66.6%
2	15.1%	24.3%	28.0%	22.7%
3	0.4%	4.3%	6.1%	8.5%
4+		1.9%	0.8%	2.2%
Unreported				0.0%

**Perceptions And Views of Transportation Services, Persons 65+**

	New York City	Other Urban	Non-Urban Areas	Rest of US
<b>Worrying about a traffic accident</b>				
Large problem	26.3%	19.9%	14.7%	21.1%
Small problem	22.0%	32.6%	29.8%	31.5%
No problem	51.7%	47.6%	55.5%	47.5%
All	100.0%	100.0%	100.0%	100.0%
<b>Highway congestion</b>				
Large problem	22.9%	19.9%	8.2%	16.1%
Small problem	17.3%	26.7%	20.0%	24.7%
No problem	59.8%	53.4%	71.8%	59.3%
All	100.0%	100.0%	100.0%	100.0%
<b>Poor walkways/sidewalks</b>				
Large problem	23.4%	19.3%	9.0%	13.5%
Small problem	30.8%	20.7%	17.1%	19.7%
No problem	45.7%	60.0%	73.9%	66.8%
All	100.0%	100.0%	100.0%	100.0%
<b>Rough pavement on highways</b>				
Large problem	30.7%	22.0%	17.3%	18.6%
Small problem	22.3%	33.5%	36.4%	30.7%
No problem	47.0%	44.5%	46.4%	50.8%
All	100.0%	100.0%	100.0%	100.0%
<b>Rough pavement on neighborhood streets</b>				
Large problem	36.3%	21.4%	18.4%	19.9%
Small problem	26.0%	30.0%	27.6%	28.8%
No problem	37.7%	48.6%	54.0%	51.3%
All	100.0%	100.0%	100.0%	100.0%
<b>Traffic tie-ups or road congestion</b>				
Large problem	29.0%	27.1%	10.5%	18.1%
Small problem	21.9%	24.6%	30.4%	27.0%
No problem	49.1%	48.3%	59.2%	54.9%
All	100.0%	100.0%	100.0%	100.0%
<b>Worry about crimes vs. motorists</b>				
Large problem	29.6%	25.7%	23.3%	26.8%
Small problem	29.8%	29.5%	18.0%	26.4%
No problem	40.6%	44.8%	58.7%	46.8%
All	100.0%	100.0%	100.0%	100.0%
<b>Unfamiliar local areas or neighborhoods</b>				
Large problem	13.3%	15.7%	7.6%	14.1%
Small problem	16.8%	22.0%	24.8%	18.5%
No problem	69.9%	62.3%	67.7%	67.4%
All	100.0%	100.0%	100.0%	100.0%
<b>Air pollution by vehicles</b>				
Large problem	32.5%	20.7%	9.9%	16.4%
Small problem	24.6%	26.5%	19.4%	23.0%
No problem	42.9%	52.8%	70.8%	60.6%
All	100.0%	100.0%	100.0%	100.0%

**Characteristics of Elderly Households\* with Zero Vehicles**

	Manhattan	Rest of New York State	Rest of US
<b>Household Income Distribution</b>			
< \$25,000	48.3%	54.6%	66.8%
\$25-50,000	6.0%	14.0%	4.4%
\$50-75,000	12.1%	1.7%	0.4%
> \$75,000	5.1%	0.2%	0.3%
Unreported	28.5%	29.4%	28.1%
All	100.0%	100.0%	100.0%
<b>Number of Drivers</b>			
0	63.4%	74.4%	82.0%
1	35.3%	21.1%	13.9%
2	1.4%	3.8%	3.7%
3		0.7%	0.4%
4+			
All	100.0%	100.0%	100.0%
<b>Number of Workers</b>			
0	75.1%	80.1%	89.4%
1	23.3%	14.4%	7.6%
2	1.6%	4.2%	2.1%
3		1.1%	0.9%
4		0.2%	
5+			
All	100.0%	100.0%	100.0%

**Distribution of Elderly Households\* by Household Size**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
ALL HHs	2,552,344	1,201,907	410,513	444,491	767,040	755,700	92,858,005
TOTAL ELDERLY HHs	475,778	314,577	83,543	107,903	198,358	186,276	21,543,526
Percent of All HHs	18.6%	26.2%	20.4%	24.3%	25.9%	24.6%	23.2%
<b>Household Size</b>							
1	42.18%	33.79%	40.77%	29.90%	46.84%	43.03%	41.41%
2	34.47%	44.28%	39.49%	52.71%	37.92%	42.60%	43.57%
3	12.41%	10.70%	12.06%	9.13%	9.36%	8.12%	8.45%
4	5.75%	4.72%	4.97%	4.81%	3.39%	3.46%	3.84%
5+	5.19%	6.51%	2.71%	3.45%	2.49%	2.80%	2.74%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

\* Elderly Households are defined as Households with one or more persons over 65

**Number of Elderly Persons by Age and Gender**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Men</b>							
65-69 yrs.	84,676	93,252	21,918	26,945	34,126	52,355	4,457,517
70-74 yrs.	84,854	54,025	18,279	25,145	35,754	40,829	3,707,073
75-79 yrs.	57,801	55,370	9,168	9,767	25,479	21,415	2,244,266
80-84 yrs.	25,160	14,586	3,815	11,324	9,623	5,359	1,067,757
85+ yrs.	4,981	11,234	1,441	3,676	8,265	3,189	671,577
All	257,472	228,468	54,620	76,858	113,246	123,147	12,148,189
<b>Women</b>							
65-69 yrs.	112,228	102,034	21,681	32,398	54,644	47,999	5,285,666
70-74 yrs.	131,652	81,872	24,567	22,493	51,658	46,670	4,783,723
75-79 yrs.	77,982	38,949	14,487	19,253	37,974	29,452	3,356,069
80-84 yrs.	63,460	34,893	7,721	11,763	17,954	20,107	2,034,727
85+ yrs.	46,783	24,539	6,218	10,039	14,268	11,375	1,569,703
All	432,105	282,287	74,674	95,945	176,498	155,603	17,029,888
<b>ALL</b>							
65-69 yrs.	196,905	195,286	43,599	59,343	88,770	100,354	9,743,183
70-74 yrs.	216,505	135,897	42,845	47,638	87,411	87,499	8,490,796
75-79 yrs.	135,784	94,320	23,655	29,020	63,453	50,866	5,600,335
80-84 yrs.	88,620	49,479	11,536	23,087	27,577	25,465	3,102,484
85+ yrs.	51,763	35,773	7,659	13,715	22,533	14,565	2,241,279
All	689,578	510,755	129,294	172,803	289,744	278,750	29,178,077

**Licensing Rates by Age and Gender**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Men</b>							
16-64 yrs.	71.4%	92.2%	95.3%	96.0%	89.0%	93.2%	93.6%
65-69 yrs.	68.1%	100.0%	95.5%	97.3%	92.5%	93.8%	93.1%
70-74 yrs.	82.5%	92.4%	95.6%	94.7%	90.5%	92.3%	92.7%
75-79 yrs.	78.0%	85.0%	95.6%	92.9%	82.4%	88.7%	89.4%
80-84 yrs.	47.7%	85.2%	81.3%	88.5%	87.3%	75.9%	82.2%
85+ yrs.	9.2%	84.9%	6.6%	41.2%	63.1%		70.3%
<b>Women</b>							
16-64 yrs.	48.3%	88.1%	93.0%	93.9%	85.0%	91.2%	90.2%
65-69 yrs.	30.1%	82.1%	93.1%	81.9%	70.8%	86.1%	81.8%
70-74 yrs.	25.8%	72.9%	82.4%	79.5%	73.4%	78.9%	76.6%
75-79 yrs.	18.7%	63.8%	73.9%	77.6%	60.4%	77.5%	70.8%
80-84 yrs.	8.1%	62.5%	66.8%	62.8%	57.6%	57.5%	52.9%
85+ yrs.	7.5%	25.7%	27.0%	38.3%	36.4%	25.0%	28.5%

**Distribution of Elderly Households\* by Income and Housing Arrangements**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>TOTAL ELDERLY HHs</b>	475,778	314,577	83,543	107,903	198,358	186,276	21,543,526
<b>Income</b>							
< \$25,000	40.80%	25.88%	43.27%	28.55%	50.84%	51.83%	44.51%
\$25-50,000	20.45%	22.65%	24.72%	35.11%	23.26%	18.89%	22.89%
\$50-75,000	8.44%	13.44%	5.84%	5.65%	3.80%	3.16%	4.81%
> \$75,000	4.37%	8.81%	3.41%	5.17%	3.00%	1.67%	3.90%
Unreported	25.94%	29.22%	22.77%	25.52%	19.10%	24.45%	23.89%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Housing Arrangements</b>							
Own	44.41%	86.84%	91.56%	85.89%	70.95%	78.70%	83.11%
Rent	53.42%	12.61%	8.22%	13.31%	28.76%	20.12%	16.49%
Provided by Job/Military		0.21%		0.06%	0.16%		0.06%
Other	2.17%		0.22%	0.74%		0.49%	0.19%
Not Reported		0.33%			0.14%	0.68%	0.15%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

\* Elderly Households are defined as Households with one or more persons over 65

**Vehicle Availability and Age of Vehicles in Elderly Households\***

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>TOTAL ELDERLY HHs</b>	475,778	314,577	83,543	107,903	198,358	186,276	21,543,526
<b>Elderly Households by Vehicle Availability</b>							
0	55.88%	11.80%	6.76%	4.73%	18.73%	11.96%	13.83%
1	35.00%	40.49%	50.43%	49.37%	52.50%	50.40%	44.12%
2	8.01%	32.21%	29.75%	35.16%	23.80%	28.18%	30.63%
3	0.74%	10.80%	8.81%	7.69%	2.84%	7.77%	8.52%
4	0.37%	3.76%	3.39%	1.93%	1.83%	1.46%	2.27%
5+		0.94%	0.85%	1.12%	0.30%	0.24%	0.63%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Percent of Vehicles Owned by Elderly Households by Age of Vehicles</b>							
1	8.25%	6.03%	6.74%	10.40%	7.33%	5.02%	5.46%
2	6.29%	7.75%	6.32%	10.09%	9.83%	6.15%	6.77%
3	3.35%	5.90%	7.60%	4.47%	8.71%	7.10%	6.20%
4	4.07%	6.89%	7.58%	6.35%	7.53%	8.30%	6.25%
5	5.04%	7.78%	7.63%	7.53%	6.43%	7.01%	6.66%
6	10.84%	7.59%	6.73%	4.75%	7.58%	6.61%	5.95%
7	11.75%	9.30%	10.34%	10.54%	8.93%	8.46%	7.65%
8	7.99%	9.16%	9.07%	5.85%	9.46%	11.33%	7.00%
9	7.08%	8.43%	6.32%	8.24%	6.57%	6.66%	6.18%
10	7.44%	6.26%	8.30%	7.65%	6.37%	6.34%	6.23%
11	5.85%	6.00%	4.58%	5.76%	5.52%	5.33%	5.79%
12	4.34%	5.22%	5.14%	4.23%	4.08%	4.70%	4.49%
13	2.55%	2.46%	2.50%	1.67%	2.37%	1.76%	3.28%
14	1.82%	2.19%	2.37%	1.83%	0.45%	1.75%	1.94%
15	1.40%	0.45%	0.40%	0.87%	1.25%	1.28%	1.64%
16	1.51%	0.49%	1.61%	0.82%	0.53%	1.00%	1.94%
17	1.06%	1.32%	2.41%	0.51%	0.33%	1.60%	2.05%
18	0.87%	0.90%	0.16%	0.98%	0.26%	0.38%	2.03%
19	0.37%	0.46%	0.06%	1.21%	0.41%	1.30%	1.77%
20+	1.83%	1.74%	1.33%	2.89%	1.65%	4.37%	6.38%
Unreported	6.30%	3.69%	2.81%	3.34%	4.42%	3.54%	4.31%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%



**Characteristics of Elderly Households\* with Zero Vehicles**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Household Income Distribution</b>							
< \$25,000	49.65%	55.75%	59.82%	54.50%	75.21%	55.50%	66.75%
\$25-50,000	13.94%	17.66%	5.48%	11.41%	3.00%	2.85%	4.40%
\$50-75,000	5.08%				1.61%		0.41%
> \$75,000	1.40%		8.21%	5.08%			0.33%
Unreported	29.93%	26.59%	26.50%	29.01%	20.17%	41.65%	28.11%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Drivers</b>							
0	70.10%	79.95%	75.58%	94.92%	72.32%	78.12%	82.00%
1	24.92%	18.72%	21.03%		26.86%	21.88%	13.92%
2	4.32%		3.39%	5.08%	0.82%		3.70%
3	0.65%	1.33%					0.38%
4+							
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Workers</b>							
0	74.60%	91.94%	91.38%	88.59%	86.63%	93.99%	89.44%
1	19.51%	6.73%	8.62%	11.41%	9.61%	6.01%	7.56%
2	4.64%				3.77%		2.10%
3	1.04%	1.33%					0.91%
4	0.21%						
5+							
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Average Miles Driven per DRIVER by Vehicles Available and Gender, All Drivers in Elderly Households**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Male</b>							
1 vehicles available	6,512	10,726	8,924	8,328	7,712	9,986	8,450
2 vehicles available	9,484	10,436	13,217	12,184	8,892	11,433	11,071
3+ vehicles available	8,551	11,100	19,548	13,932	9,944	14,907	12,867
All	6,295	10,798	13,520	11,087	8,365	11,314	10,657
<b>Female</b>							
1 vehicles available	4,464	5,142	5,791	4,612	3,475	4,131	4,001
2 vehicles available	4,280	5,409	6,178	6,038	5,420	6,900	6,354
3+ vehicles available	5,470	7,669	5,822	7,332	6,969	10,731	6,876
All	3,737	5,800	5,808	5,595	4,386	5,950	5,353
<b>ALL</b>							
1 vehicles available	5,875	7,652	6,993	6,184	5,115	6,500	5,682
2 vehicles available	7,106	8,045	9,909	9,194	7,364	9,599	8,846
3+ vehicles available	7,168	9,401	13,220	10,662	8,508	12,773	10,146
All	5,307	8,253	9,431	8,208	6,267	8,586	7,856

**Average Miles Driven per VEHICLE, Elderly Households**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>By Vehicles Available</b>							
1 vehicles available	9,813	7,851	9,290	8,559	7,200	9,725	8,076
2 vehicles available	9,379	8,477	10,039	9,845	8,791	11,216	9,118
3+ vehicles available	6,892	9,596	10,330	8,085	7,208	10,457	8,854
All	9,477	8,686	9,880	9,054	7,852	10,562	8,747
<b>By Driver-to-Vehicle Ratio</b>							
Drivers > Vehicles	10,162	11,110	10,206	9,872	10,811	14,000	10,739
Drivers = Vehicles	9,607	8,216	10,321	9,243	7,437	9,671	8,967
Drivers < Vehicles	6,204	8,887	8,193	7,832	6,666	11,050	7,506
All	9,477	8,686	9,880	9,054	7,852	10,562	8,747

*Person Trips per Person by Mode of Transportation and Age*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>5-64 Year-olds</b>							
<b>TOTAL PT/PERSON</b>	<b>3.65</b>	<b>4.11</b>	<b>4.12</b>	<b>4.38</b>	<b>4.33</b>	<b>4.10</b>	<b>4.46</b>
POV-Driver	21.73%	58.43%	63.41%	60.55%	59.48%	59.51%	60.95%
POV-Passenger	13.78%	24.69%	26.32%	25.53%	23.36%	27.19%	26.48%
Taxi	2.64%	0.45%		0.17%	0.40%	0.07%	0.11%
Public	22.71%	2.73%	0.37%	0.72%	2.80%	0.51%	1.22%
Walk	30.91%	5.64%	2.16%	4.25%	6.14%	3.68%	4.74%
Other	2.46%	4.38%	4.89%	5.09%	2.98%	5.27%	3.26%
No Response	5.78%	3.68%	2.85%	3.70%	4.83%	3.77%	3.25%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>65+ Year-olds</b>							
<b>TOTAL PT/PERSON</b>	<b>2.95</b>	<b>3.58</b>	<b>3.47</b>	<b>3.55</b>	<b>3.32</b>	<b>3.34</b>	<b>3.44</b>
POV-Driver	26.38%	65.71%	70.28%	69.68%	66.29%	71.58%	67.18%
POV-Passenger	13.99%	20.62%	22.36%	23.25%	22.96%	21.59%	22.90%
Taxi	2.96%	0.16%	0.20%	0.02%	0.36%		0.15%
Public	16.43%	1.87%	0.25%	0.64%	1.54%	0.53%	1.49%
Walk	33.25%	8.50%	3.34%	3.13%	4.91%	3.19%	4.75%
Other	0.76%	0.18%	0.33%	0.27%	0.62%	0.32%	0.65%
No Response	6.23%	2.96%	3.24%	3.01%	3.33%	2.79%	2.86%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Trip Purpose and Age*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>5-64 Year-olds</b>							
<b>TOTAL PT/PERSON</b>	<b>3.65</b>	<b>4.11</b>	<b>4.12</b>	<b>4.38</b>	<b>4.33</b>	<b>4.10</b>	<b>4.46</b>
Earn a Living	20.64%	21.78%	23.22%	20.64%	21.87%	21.75%	21.83%
Family & Personal Business	44.36%	43.67%	43.67%	43.96%	45.69%	42.80%	44.18%
Civic, Educational & Religious	10.81%	9.66%	8.48%	9.00%	7.89%	9.63%	9.13%
Social & Recreational	24.11%	24.64%	24.49%	26.26%	24.38%	25.66%	24.67%
Other	0.06%	0.20%	0.13%	0.10%	0.13%	0.14%	0.17%
Unreported	0.02%	0.05%		0.03%	0.04%	0.02%	0.02%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>65+ Year-olds</b>							
<b>TOTAL PT/PERSON</b>	<b>2.95</b>	<b>3.58</b>	<b>3.47</b>	<b>3.55</b>	<b>3.32</b>	<b>3.34</b>	<b>3.44</b>
Earn a Living	7.33%	8.45%	5.36%	4.97%	4.17%	6.30%	6.84%
Family & Personal Business	61.30%	59.65%	62.39%	63.76%	58.07%	64.46%	60.41%
Civic, Educational & Religious	7.88%	4.67%	3.11%	3.38%	6.02%	3.54%	5.67%
Social & Recreational	23.42%	27.23%	28.88%	27.70%	31.70%	25.69%	26.94%
Other	0.07%		0.25%	0.11%	0.04%		0.12%
Unreported				0.09%			0.02%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Time of Day and Age*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>5-64 Year-olds</b>							
<b>TOTAL PT/PERSON</b>	<b>3.65</b>	<b>4.11</b>	<b>4.12</b>	<b>4.38</b>	<b>4.33</b>	<b>4.10</b>	<b>4.46</b>
10 pm-1 am	5.06%	4.17%	3.65%	3.58%	4.27%	3.32%	3.72%
1-6 am	1.46%	1.82%	1.61%	1.29%	1.80%	1.71%	1.86%
6-9 am	13.73%	13.87%	14.44%	13.77%	13.17%	14.21%	14.31%
9 am-1 pm	22.68%	22.41%	23.08%	23.65%	22.95%	25.39%	22.49%
1-4 pm	22.51%	23.09%	21.03%	20.34%	21.53%	22.51%	21.60%
4-7 pm	21.97%	22.23%	24.40%	23.79%	22.75%	21.03%	23.63%
7-10 pm	12.54%	12.40%	11.76%	13.50%	13.51%	11.77%	12.36%
Unreported	0.05%	0.01%	0.04%	0.08%	0.02%	0.06%	0.02%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>65+ Year-olds</b>							
<b>TOTAL PT/PERSON</b>	<b>2.95</b>	<b>3.58</b>	<b>3.47</b>	<b>3.55</b>	<b>3.32</b>	<b>3.34</b>	<b>3.44</b>
10 pm-1 am	2.78%	1.85%	1.25%	1.46%	1.87%	1.24%	1.24%
1-6 am	0.44%	0.66%	0.19%	0.14%	0.43%	0.38%	0.54%
6-9 am	8.12%	8.42%	7.26%	7.75%	7.72%	10.29%	9.66%
9 am-1 pm	40.82%	34.59%	42.35%	40.44%	37.94%	41.05%	38.29%
1-4 pm	26.63%	28.07%	25.45%	29.03%	25.63%	25.07%	25.71%
4-7 pm	15.64%	17.01%	15.87%	14.64%	17.72%	13.80%	17.92%
7-10 pm	5.57%	9.40%	7.62%	6.55%	8.65%	8.16%	6.61%
Unreported			0.01%		0.04%		0.03%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Vehicle Trips per Driver by Trip Purpose and Age*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>5-64 Year-olds</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.65</b>	<b>3.39</b>	<b>3.53</b>	<b>3.61</b>	<b>3.68</b>	<b>3.45</b>	<b>3.71</b>
Earn a Living	26.77%	28.90%	31.52%	29.32%	29.50%	31.41%	29.72%
Family & Personal Business	51.92%	49.45%	47.54%	49.33%	49.59%	47.26%	48.19%
Civic, Educational & Religious	3.97%	3.74%	3.33%	3.88%	2.94%	3.38%	4.17%
Social & Recreational	17.30%	17.79%	17.56%	17.35%	17.85%	17.83%	17.82%
Other	0.03%	0.08%	0.06%	0.09%	0.08%	0.10%	0.09%
Unreported		0.04%		0.03%	0.04%	0.03%	0.01%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>65+ Year-olds</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.94</b>	<b>2.94</b>	<b>2.91</b>	<b>3.03</b>	<b>2.98</b>	<b>2.96</b>	<b>2.95</b>
Earn a Living	14.77%	8.66%	6.47%	5.25%	5.05%	7.46%	8.43%
Family & Personal Business	58.55%	64.13%	64.09%	65.61%	59.94%	67.57%	63.61%
Civic, Educational & Religious	8.24%	4.87%	2.73%	3.46%	5.48%	2.38%	4.99%
Social & Recreational	18.45%	22.33%	26.71%	25.60%	29.46%	22.60%	22.85%
Other				0.08%	0.07%		0.08%
Unreported							0.03%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Vehicle Trips per Driver by Time of Day and Age*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>5-64 Year-olds</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.65</b>	<b>3.39</b>	<b>3.53</b>	<b>3.61</b>	<b>3.68</b>	<b>3.45</b>	<b>3.71</b>
10 pm-1 am	6.63%	4.37%	3.56%	3.41%	4.52%	3.49%	3.70%
1-6 am	2.17%	2.05%	2.16%	1.53%	2.10%	2.33%	2.27%
6-9 am	13.92%	14.75%	15.03%	14.78%	14.39%	14.72%	15.16%
9 am-1 pm	23.03%	24.57%	24.68%	25.25%	23.42%	26.54%	23.64%
1-4 pm	20.19%	20.91%	19.95%	19.09%	19.98%	21.05%	20.47%
4-7 pm	21.63%	21.84%	23.86%	23.81%	23.27%	21.40%	23.52%
7-10 pm	12.43%	11.48%	10.77%	12.12%	12.32%	10.43%	11.23%
Unreported		0.02%	0.00%		0.01%	0.04%	0.01%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>65+ Year-olds</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.94</b>	<b>2.94</b>	<b>2.91</b>	<b>3.03</b>	<b>2.98</b>	<b>2.96</b>	<b>2.95</b>
10 pm-1 am	4.44%	1.89%	1.34%	1.44%	2.16%	0.90%	1.12%
1-6 am	0.29%	0.81%	0.21%	0.20%	0.41%	0.33%	0.61%
6-9 am	8.98%	9.29%	7.31%	7.73%	7.61%	11.06%	10.14%
9 am-1 pm	39.93%	36.23%	45.14%	43.27%	36.75%	40.91%	39.12%
1-4 pm	25.86%	27.04%	24.32%	26.20%	26.60%	25.49%	25.61%
4-7 pm	15.95%	16.01%	15.43%	15.51%	17.93%	14.10%	17.31%
7-10 pm	4.56%	8.73%	6.25%	5.65%	8.48%	7.20%	6.06%
Unreported					0.07%		0.02%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Distribution of Person Trips taken in Privately Owned Vehicles by Who Drove**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Male 65-74 years old</b>							
Self	93.91%	90.72%	89.33%	94.33%	90.37%	90.00%	89.45%
Spouse	0.88%	3.63%	5.19%	3.71%	5.57%	6.39%	5.67%
Child	0.62%				0.04%		0.12%
Sibling							0.00%
Other Relative	0.06%						0.11%
Unmarried Partner							0.12%
Non-Relative			1.24%	0.29%		0.44%	0.19%
Outside of HH	4.53%	5.65%	4.24%	1.66%	4.02%	3.16%	4.34%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Male 75+ years old</b>							
Self	92.78%	79.95%	84.66%	88.86%	83.61%	93.33%	80.26%
Spouse	1.37%	12.64%	6.45%	2.37%	8.77%		10.71%
Child		2.40%		2.98%	0.37%		0.11%
Sibling							0.31%
Other Relative		1.03%	1.87%	1.60%	1.78%		0.43%
Unmarried Partner			1.16%				0.00%
Non-Relative		0.62%					0.31%
Outside of HH	5.85%	3.36%	5.87%	4.18%	5.46%	6.67%	7.88%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Female 65-74 years old</b>							
Self	36.38%	64.75%	66.04%	55.59%	60.15%	63.85%	65.87%
Spouse	39.56%	19.19%	16.01%	32.68%	15.72%	25.48%	20.02%
Child	4.70%	1.06%	4.38%	1.20%	1.23%		0.74%
Sibling	0.59%		0.05%	0.94%			0.16%
Other Relative	3.03%	0.33%	0.33%		0.57%		0.46%
Unmarried Partner							0.00%
Non-Relative		0.84%		0.56%	0.89%		0.18%
Outside of HH	15.75%	13.84%	13.18%	9.02%	21.44%	10.66%	12.57%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Female 75+ years old</b>							
Self	19.20%	63.27%	68.63%	65.09%	62.95%	55.73%	60.25%
Spouse	18.91%	16.33%	16.84%	10.36%	15.75%	12.38%	10.74%
Child	5.22%	2.27%	0.35%	0.46%	2.89%		1.34%
Sibling							0.51%
Other Relative	2.05%		2.82%	0.21%	1.79%	3.76%	2.06%
Non-Relative							0.46%
Outside of HH	54.62%	18.13%	11.36%	23.89%	16.63%	28.13%	24.64%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Distribution of PMT taken in Privately Owned Vehicles by Who Drove**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Male 65-74 years old</b>							
Self	93.77%	89.02%	84.50%	82.72%	92.59%	84.74%	85.36%
Spouse	0.69%	2.18%	7.81%	7.72%	3.95%	10.57%	6.86%
Child	0.56%				0.01%		0.15%
Sibling							0.00%
Other Relative	0.52%						0.16%
Unmarried Partner							0.06%
Non-Relative			1.09%	1.71%		2.20%	0.16%
Outside of HH	4.46%	8.80%	6.60%	7.85%	3.44%	2.48%	7.25%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Male 75+ years old</b>							
Self	73.79%	82.17%	81.09%	76.46%	86.91%	93.52%	73.41%
Spouse	0.08%	5.95%	8.08%	6.80%	4.86%		10.92%
Child		4.28%		3.03%	0.12%		0.33%
Sibling							0.16%
Other Relative		0.64%	0.45%	1.67%	0.25%		0.57%
Unmarried Partner			0.77%				0.00%
Non-Relative		0.18%					0.52%
Outside of HH	26.13%	6.79%	9.61%	12.04%	7.87%	6.48%	14.08%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Female 65-74 years old</b>							
Self	20.88%	40.07%	44.23%	44.15%	40.81%	60.34%	52.52%
Spouse	47.48%	27.25%	20.35%	41.07%	34.03%	27.89%	30.65%
Child	11.59%	2.18%	4.04%	0.24%	1.15%		0.72%
Sibling	0.35%		0.07%	0.35%			0.39%
Other Relative	5.73%	0.17%	0.61%		0.19%		0.70%
Unmarried Partner							0.02%
Non-Relative		0.22%		0.22%	2.96%		0.11%
Outside of HH	13.97%	30.12%	30.70%	13.97%	20.86%	11.77%	14.88%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Female 75+ years old</b>							
Self	6.06%	49.82%	26.17%	71.07%	53.63%	62.32%	47.37%
Spouse	24.67%	24.13%	12.63%	7.85%	12.51%	11.88%	14.36%
Child	0.46%	5.63%	0.02%	0.70%	0.80%		1.49%
Sibling							0.76%
Other Relative			5.38%	0.17%	16.30%	1.31%	5.56%
Non-Relative							0.67%
Outside of HH	68.80%	20.42%	55.80%	20.21%	16.76%	24.50%	29.79%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Trip Length Statistics*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons 5-64 years old</b>							
<b>Average Person Trip Length</b>	<b>5.92</b>	<b>8.84</b>	<b>10.41</b>	<b>9.04</b>	<b>6.92</b>	<b>10.69</b>	<b>9.42</b>
Males	6.42	10.49	11.36	9.80	7.67	11.54	10.59
Females	5.45	7.22	9.40	8.26	6.19	9.86	8.29
<b>Average Person Trip Length</b>	<b>5.92</b>	<b>8.84</b>	<b>10.41</b>	<b>9.04</b>	<b>6.92</b>	<b>10.69</b>	<b>9.42</b>
5 or fewer miles	71.42%	62.25%	51.43%	60.68%	69.65%	57.43%	61.84%
6-10 miles	8.70%	14.24%	21.42%	18.89%	15.29%	16.79%	16.28%
11-15 miles	4.97%	7.00%	10.57%	8.45%	5.47%	7.92%	7.59%
16-20 miles	2.32%	3.82%	6.22%	3.74%	2.43%	4.99%	4.11%
21-30 miles	2.55%	4.33%	4.81%	2.90%	2.66%	5.10%	3.97%
31 or more miles	2.51%	5.17%	4.52%	4.06%	2.55%	6.77%	4.93%
Unreported	7.53%	3.18%	1.04%	1.28%	1.94%	1.00%	1.29%
<b>Average Vehicle Trip Length</b>	<b>8.76</b>	<b>8.73</b>	<b>10.46</b>	<b>9.10</b>	<b>7.28</b>	<b>11.10</b>	<b>9.38</b>
Males	9.81	10.34	11.85	10.53	8.50	13.18	11.08
Females	7.01	6.86	8.80	7.33	5.92	8.67	7.48
<b>Average Vehicle Trip Length</b>	<b>8.76</b>	<b>8.73</b>	<b>10.46</b>	<b>9.10</b>	<b>7.28</b>	<b>11.10</b>	<b>9.38</b>
5 or fewer miles	60.46%	60.37%	49.09%	56.46%	66.22%	55.40%	58.79%
6-10 miles	15.10%	16.38%	22.09%	21.44%	17.31%	17.41%	17.86%
11-15 miles	9.01%	7.67%	11.43%	9.94%	6.82%	8.71%	8.60%
16-20 miles	3.47%	4.34%	6.72%	4.48%	3.05%	5.53%	4.64%
21-30 miles	4.84%	4.68%	5.35%	3.14%	3.25%	5.62%	4.58%
31 or more miles	4.07%	4.95%	4.82%	3.94%	2.55%	6.92%	4.90%
Unreported	3.04%	1.60%	0.49%	0.61%	0.81%	0.41%	0.62%
<b>Persons 65+ years old</b>							
<b>Average Person Trip Length</b>	<b>3.88</b>	<b>8.02</b>	<b>8.23</b>	<b>7.85</b>	<b>5.21</b>	<b>7.12</b>	<b>7.54</b>
Males	5.42	7.56	8.03	8.00	4.92	6.46	8.43
Females	2.65	8.55	8.39	7.71	5.48	7.85	6.72
<b>Average Person Trip Length</b>	<b>3.88</b>	<b>8.02</b>	<b>8.23</b>	<b>7.85</b>	<b>5.21</b>	<b>7.12</b>	<b>7.54</b>
5 or fewer miles	79.51%	69.72%	62.05%	65.73%	78.33%	66.18%	70.15%
6-10 miles	7.34%	14.92%	17.33%	16.13%	11.72%	14.04%	13.69%
11-15 miles	4.16%	4.45%	9.03%	6.47%	4.19%	7.24%	5.42%
16-20 miles	2.03%	3.10%	4.24%	4.46%	1.43%	3.66%	2.99%
21-30 miles	2.05%	2.33%	3.11%	1.95%	0.72%	4.41%	2.77%
31 or more miles	0.79%	3.62%	3.39%	3.88%	2.07%	3.78%	3.73%
Unreported	4.11%	1.87%	0.86%	1.38%	1.53%	0.69%	1.25%
<b>Average Vehicle Trip Length</b>	<b>6.55</b>	<b>6.70</b>	<b>6.57</b>	<b>6.85</b>	<b>4.70</b>	<b>6.89</b>	<b>6.70</b>
Males	7.59	7.89	8.07	7.11	5.42	6.10	7.71
Females	2.38	4.73	4.90	6.42	3.68	8.18	5.42
<b>Average Vehicle Trip Length</b>	<b>6.55</b>	<b>6.70</b>	<b>6.57</b>	<b>6.85</b>	<b>4.70</b>	<b>6.89</b>	<b>6.70</b>
5 or fewer miles	65.15%	69.63%	64.20%	66.81%	80.63%	66.01%	70.90%
6-10 miles	15.76%	15.85%	16.84%	16.35%	11.31%	15.74%	14.53%
11-15 miles	7.80%	4.72%	9.24%	6.88%	4.15%	6.93%	5.44%
16-20 miles	3.25%	3.07%	4.34%	5.18%	1.34%	3.90%	2.95%
21-30 miles	5.54%	2.19%	2.83%	1.65%	0.46%	4.00%	2.60%
31 or more miles	1.37%	2.73%	1.92%	2.46%	1.58%	3.20%	3.09%
Unreported	1.13%	1.81%	0.62%	0.67%	0.53%	0.22%	0.49%



**Effect of Medical Conditions on Persons 65 and Older**  
**DATA NOT AVAILABLE IN 1995 NPTS**

**Effects on Person Trips of Persons With or Without Other Drivers in the Household**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Males, Other Drivers Present in Household</b>							
5-64 yrs.	3.75	4.06	4.01	4.33	4.29	4.06	4.37
65-69 yrs.	3.70	4.41	3.43	3.61	4.41	4.64	4.38
70-74 yrs.	4.61	4.51	3.64	4.30	4.24	3.56	4.09
75-79 yrs.	2.53	3.56	3.25	3.43	3.49	3.22	3.72
80-84 yrs.	1.22	3.70	3.08	2.80	4.06	4.46	3.53
85+ yrs.	3.38	4.35	1.54	1.39	2.43	0.69	1.87
<b>Males, Other Drivers NOT Present in Household</b>							
5-64 yrs.	3.50	3.67	4.97	4.79	4.32	3.97	4.67
65-69 yrs.	3.52	4.89	5.64	4.53	4.89	4.44	4.36
70-74 yrs.	2.76	4.29	5.86	6.25	4.82	4.09	4.35
75-79 yrs.	4.50	3.22	2.80	3.95	3.57	4.28	3.11
80-84 yrs.	3.05	5.49	1.83	3.71	3.88	2.54	3.27
85+ yrs.	1.49	4.07		2.86	3.32	0.92	2.23
<b>Females, Other Drivers Present in Household</b>							
5-64 yrs.	3.69	4.16	4.15	4.40	4.35	4.10	4.50
65-69 yrs.	3.28	3.67	3.86	3.43	3.16	3.54	3.48
70-74 yrs.	3.25	2.69	2.74	3.63	2.46	3.45	3.34
75-79 yrs.	1.84	1.78	1.67	2.65	2.37	3.06	2.87
80-84 yrs.	1.96	3.01	2.65	1.36	2.63	1.12	2.21
85+ yrs.	0.85	0.31	0.71	1.39	1.10	0.66	0.74
<b>Females, Other Drivers NOT Present in Household</b>							
5-64 yrs.	3.61	4.65	4.16	4.42	4.40	4.55	4.54
65-69 yrs.	3.20	4.26	4.10	3.95	3.46	4.54	4.12
70-74 yrs.	3.29	3.68	5.21	4.19	3.53	2.43	3.42
75-79 yrs.	1.77	3.28	2.89	3.39	2.38	2.94	2.99
80-84 yrs.	2.71	2.62	3.04	5.73	2.65	1.22	2.48
85+ yrs.	1.29	1.90	1.81	2.48	1.73	0.61	1.63

**Effects on PMT of Persons With or Without Other Drivers in the Household**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Males, Other Drivers Present in Household</b>							
5-64 yrs.	23.96	40.12	46.31	42.72	32.90	45.66	46.39
65-69 yrs.	34.40	29.69	32.97	38.73	20.62	29.38	38.47
70-74 yrs.	24.24	29.45	26.00	34.31	20.15	28.05	37.13
75-79 yrs.	7.81	35.89	18.34	21.70	22.47	13.44	30.25
80-84 yrs.	2.03	14.63	22.88	14.28	21.35	9.71	20.71
85+ yrs.	2.73	21.91	7.23	9.22	6.79	4.80	16.38
<b>Males, Other Drivers NOT Present in Household</b>							
5-64 yrs.	18.78	47.82	40.39	36.57	29.32	52.50	44.49
65-69 yrs.	12.51	50.04	47.73	32.23	20.75	26.75	42.30
70-74 yrs.	9.80	33.28	48.93	42.57	18.43	34.54	33.65
75-79 yrs.	26.13	23.00	14.16	12.22	22.52	14.30	19.08
80-84 yrs.	8.85	49.65	16.03	17.85	26.93	23.69	22.42
85+ yrs.	8.89	11.51		38.21	10.28	0.09	12.00
<b>Females, Other Drivers Present in Household</b>							
5-64 yrs.	19.49	29.44	39.18	37.12	27.20	40.97	37.05
65-69 yrs.	13.25	27.97	31.30	41.93	17.62	33.25	27.61
70-74 yrs.	9.68	42.02	24.82	22.34	18.22	25.62	26.45
75-79 yrs.	4.71	13.57	10.80	10.43	7.93	10.51	22.02
80-84 yrs.	3.71	12.97	18.43	7.61	29.55	3.87	18.95
85+ yrs.	3.01	0.42	9.67	24.21	3.20	4.81	4.66
<b>Females, Other Drivers NOT Present in Household</b>							
5-64 yrs.	16.62	27.97	33.72	23.21	24.32	36.43	35.27
65-69 yrs.	7.80	19.70	38.20	32.03	17.59	42.18	24.40
70-74 yrs.	4.69	43.58	28.83	25.60	16.82	17.16	17.31
75-79 yrs.	2.53	14.70	51.40	17.79	13.72	20.63	15.04
80-84 yrs.	11.07	9.77	12.77	20.95	7.69	5.72	10.27
85+ yrs.	0.27	2.84	5.74	4.61	5.49	8.35	9.72

**Effects on Vehicle Trips of Drivers With or Without Other Drivers in the Household**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Males, Other Drivers Present in Household</b>							
5-64 yrs.	2.03	3.58	3.63	3.91	3.85	3.70	3.84
65-69 yrs.	3.32	3.49	2.81	3.36	3.95	4.18	3.80
70-74 yrs.	3.63	3.32	2.94	3.94	3.60	3.17	3.43
75-79 yrs.	1.28	2.84	2.89	2.98	3.15	3.46	3.08
80-84 yrs.	1.31	3.95	2.00	2.61	3.17	3.59	2.95
85+ yrs.		1.24		1.56	3.85		1.85
<b>Males, Other Drivers NOT Present in Household</b>							
5-64 yrs.	1.48	3.29	4.47	4.35	3.99	3.73	3.99
65-69 yrs.	1.70	4.38	5.12	4.34	4.32	4.93	4.09
70-74 yrs.	1.62	3.89	5.72	6.25	4.34	3.57	4.04
75-79 yrs.	2.05	3.56	2.33	5.16	3.58	3.01	2.61
80-84 yrs.	3.80	4.91	2.46	4.07	3.51	3.11	3.04
85+ yrs.	3.00	7.00		3.19	4.05		2.23
<b>Females, Other Drivers Present in Household</b>							
5-64 yrs.	1.51	3.12	3.28	3.18	3.47	3.13	3.47
65-69 yrs.	1.09	2.06	1.89	1.69	2.10	1.75	2.25
70-74 yrs.	0.74	1.58	1.65	1.89	1.39	2.46	1.99
75-79 yrs.		1.12	0.75	2.39	2.69	0.95	1.75
80-84 yrs.	5.29	3.93	2.88	1.36	1.05		1.92
85+ yrs.		2.00	0.18	2.44			0.85
<b>Females, Other Drivers NOT Present in Household</b>							
5-64 yrs.	1.28	4.02	3.70	3.94	3.50	3.64	3.93
65-69 yrs.	0.82	4.31	3.19	3.14	3.49	4.34	3.79
70-74 yrs.	1.93	3.37	4.40	3.90	2.40	2.44	3.15
75-79 yrs.	0.21	2.78	3.02	2.71	2.37	2.52	2.59
80-84 yrs.	1.35	1.89	3.17	3.80	2.37	1.06	2.20
85+ yrs.	0.22	1.13	1.98	0.81	2.24		1.72

**Effects on VMT of Drivers With or Without Other Drivers in the Household**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Males, Other Drivers Present in Household</b>							
15-64 yrs.	20.65	34.84	44.83	41.86	32.38	49.06	43.27
65-69 yrs.	39.52	25.02	26.29	32.45	19.66	25.67	32.37
70-74 yrs.	25.24	16.03	20.04	26.22	19.29	22.77	25.54
75-79 yrs.	4.97	34.48	15.44	18.47	26.01	14.85	23.33
80-84 yrs.	2.59	16.76	16.91	12.94	19.91	4.35	16.24
85+ yrs.		10.18		2.59	12.12		10.05
<b>Males, Other Drivers NOT Present in Household</b>							
15-64 yrs.	11.98	44.88	34.91	38.12	33.49	45.10	38.49
65-69 yrs.	11.25	49.87	47.42	28.53	23.96	28.83	33.83
70-74 yrs.	6.10	30.92	48.93	42.57	17.34	22.79	32.41
75-79 yrs.	18.57	29.87	13.89	11.58	22.16	14.70	15.21
80-84 yrs.	15.60	32.29	24.57	19.81	22.16	37.15	18.05
85+ yrs.	63.00	14.49		21.93	12.68		12.90
<b>Females, Other Drivers Present in Household</b>							
15-64 yrs.	8.43	20.65	28.62	23.59	20.86	26.71	25.26
65-69 yrs.	2.16	8.40	12.39	16.58	6.40	17.75	13.57
70-74 yrs.	1.68	4.36	10.04	8.53	3.86	17.05	9.55
75-79 yrs.		7.23	3.73	10.76	6.59	1.89	11.82
80-84 yrs.	5.47	13.19	15.39	12.01	2.08		9.62
85+ yrs.		2.00	1.42	39.20			1.98
<b>Females, Other Drivers NOT Present in Household</b>							
15-64 yrs.	11.89	29.09	33.15	24.54	18.75	33.71	31.96
65-69 yrs.	4.75	20.80	18.31	25.46	11.96	38.73	23.38
70-74 yrs.	3.82	23.31	16.58	27.64	7.37	18.16	16.07
75-79 yrs.	1.25	8.98	13.26	9.01	16.16	22.49	10.37
80-84 yrs.	2.18	8.91	9.78	14.64	8.52	3.46	8.48
85+ yrs.	0.09	4.29	11.03	2.82	9.81		11.30

**Person Trips and PMT by Size of Travel Party and Gender, Persons 65+**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Person Trips, Males 65+</b>							
1	64.74%	62.38%	60.05%	56.86%	66.74%	65.22%	62.01%
2	30.15%	30.11%	32.55%	34.61%	28.04%	30.64%	31.63%
3	2.10%	3.84%	4.06%	4.19%	2.93%	3.07%	3.47%
4+	1.76%	3.62%	2.65%	3.81%	2.28%	0.84%	2.36%
Unreported	1.25%	0.05%	0.68%	0.53%		0.22%	0.53%
<b>Person Trips, Females 65+</b>							
1	55.07%	51.98%	56.15%	48.95%	50.89%	50.59%	53.66%
2	33.90%	38.45%	34.77%	40.65%	38.81%	41.16%	35.66%
3	4.83%	5.76%	5.66%	5.61%	6.07%	4.24%	6.60%
4+	6.04%	3.81%	3.07%	4.42%	3.38%	3.74%	3.79%
Unreported	0.16%		0.36%	0.37%	0.85%	0.27%	0.30%
<b>PMT, Males 65+</b>							
1	58.42%	54.98%	50.93%	35.02%	56.44%	45.33%	46.78%
2	30.07%	30.06%	39.78%	41.16%	30.27%	47.88%	39.14%
3	1.89%	9.68%	4.75%	7.10%	2.15%	5.22%	6.83%
4+	4.81%	5.04%	4.44%	8.36%	11.14%	0.79%	4.72%
Unreported	4.81%	0.24%	0.10%	8.36%		0.79%	2.54%
<b>PMT, Females 65+</b>							
1	30.57%	23.42%	31.33%	33.17%	29.20%	39.32%	35.12%
2	35.49%	52.91%	54.58%	43.50%	44.95%	45.92%	46.09%
3	2.83%	5.79%	9.50%	7.83%	9.57%	5.27%	11.99%
4+	15.56%	17.87%	4.51%	7.75%	10.12%	4.74%	6.72%
Unreported	15.56%		0.08%	7.75%	6.16%	4.74%	0.08%

**Vehicles Trips and VMT by Size of Travel Party and Gender, Persons 65+**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Vehicle Trips, Males 65+</b>							
1	62.04%	69.47%	66.93%	60.85%	73.22%	70.08%	69.38%
2	33.45%	25.96%	30.63%	33.11%	23.99%	27.48%	26.61%
3	2.97%	2.70%	0.98%	3.17%	1.43%	1.62%	2.30%
4+	1.55%	1.87%	1.17%	2.87%	1.36%	0.82%	1.60%
Unreported			0.28%				0.12%
<b>Vehicle Trips, Females 65+</b>							
1	78.86%	74.38%	84.44%	80.89%	77.28%	76.55%	78.89%
2	20.41%	21.63%	11.91%	13.87%	19.22%	17.75%	16.56%
3	0.73%	2.74%	3.54%	3.69%	1.87%	4.23%	3.16%
4+		1.26%	0.11%	1.54%	1.63%	1.47%	1.38%
Unreported							0.00%
<b>VMT, Males 65+</b>							
1	63.95%	61.90%	60.86%	47.40%	61.71%	50.29%	55.27%
2	31.20%	24.96%	36.36%	44.75%	27.01%	45.72%	36.05%
3	2.19%	9.81%	0.49%	4.25%	1.38%	3.00%	4.51%
4+	2.67%	3.34%	1.15%	3.59%	9.90%	0.99%	3.24%
Unreported			1.15%				0.94%
<b>VMT, Females 65+</b>							
1	84.47%	72.06%	74.71%	64.86%	64.59%	65.07%	66.59%
2	15.15%	23.92%	15.23%	24.27%	32.23%	28.00%	22.67%
3	0.39%	1.39%	9.70%	8.89%	1.84%	6.11%	8.49%
4+		2.63%	0.36%	1.98%	1.34%	0.81%	2.24%
Unreported							0.01%

**Perceptions And Views of Transportation Services, Persons 65+**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Worrying about a traffic accident</b>							
Large problem	26.31%	23.38%	14.52%	12.62%	21.05%	14.67%	21.08%
Small problem	21.95%	35.67%	28.18%	38.11%	25.72%	29.82%	31.46%
No problem	51.74%	40.94%	57.30%	49.27%	53.23%	55.51%	47.46%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Highway congestion</b>							
Large problem	22.88%	26.61%	14.05%	13.25%	14.55%	8.24%	16.07%
Small problem	17.35%	27.42%	21.34%	29.91%	25.91%	19.96%	24.65%
No problem	59.77%	45.97%	64.62%	56.84%	59.53%	71.80%	59.28%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Poor walkways/sidewalks</b>							
Large problem	23.45%	23.19%	11.60%	10.50%	21.91%	8.96%	13.45%
Small problem	30.85%	25.30%	17.88%	16.19%	17.08%	17.12%	19.71%
No problem	45.71%	51.51%	70.52%	73.30%	61.01%	73.92%	66.84%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement on highways</b>							
Large problem	30.71%	22.73%	22.87%	19.09%	22.21%	17.25%	18.58%
Small problem	22.32%	33.31%	28.91%	39.00%	32.39%	36.36%	30.66%
No problem	46.97%	43.96%	48.22%	41.91%	45.41%	46.39%	50.76%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement on neighborhood streets</b>							
Large problem	36.31%	17.11%	20.25%	21.95%	29.19%	18.36%	19.91%
Small problem	25.96%	30.17%	27.02%	38.29%	26.42%	27.62%	28.78%
No problem	37.73%	52.72%	52.73%	39.76%	44.39%	54.02%	51.32%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Traffic tie-ups or road congestion</b>							
Large problem	29.00%	35.43%	19.08%	16.22%	21.49%	10.46%	18.10%
Small problem	21.91%	20.63%	26.30%	39.46%	22.81%	30.36%	26.98%
No problem	49.09%	43.94%	54.62%	44.32%	55.70%	59.18%	54.92%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Worry about crimes vs. motorists</b>							
Large problem	29.57%	24.38%	27.89%	14.91%	32.68%	23.29%	26.83%
Small problem	29.85%	31.98%	21.11%	33.25%	26.78%	18.02%	26.36%
No problem	40.58%	43.64%	51.00%	51.84%	40.54%	58.69%	46.81%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Unfamiliar local areas or neighborhoods</b>							
Large problem	13.32%	16.13%	17.89%	13.66%	15.48%	7.55%	14.07%
Small problem	16.83%	23.14%	18.66%	20.58%	22.50%	24.79%	18.48%
No problem	69.86%	60.73%	63.46%	65.75%	62.02%	67.66%	67.45%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Air pollution by vehicles</b>							
Large problem	32.46%	24.24%	11.46%	15.99%	20.88%	9.86%	16.44%
Small problem	24.64%	24.30%	26.27%	28.92%	29.03%	19.38%	23.00%
No problem	42.90%	51.47%	62.27%	55.09%	50.09%	70.76%	60.56%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

No. of Households and Household Distribution by Size

Household Size	1995				2001			
	NY		Rest of US		NY		Rest of US	
	Elderly HH	Non-Elderly HH	Elderly HH	Non-Elderly HH	Elderly HH	Non-Elderly HH	Elderly HH	Non-Elderly HH
1	546,402	1,017,394	8,920,937	14,247,267	772,952	1,300,692	10,095,211	15,548,756
2	547,727	1,331,000	9,385,920	20,569,353	660,521	1,429,003	10,942,770	22,000,138
3	146,298	875,471	1,819,418	13,985,813	169,898	1,049,435	2,234,000	14,295,426
4	64,694	996,714	826,852	13,859,438	80,371	989,118	878,259	14,255,327
5+	61,314	544,981	590,398	8,652,609	76,422	654,796	808,398	9,123,853
All	1,366,435	4,765,559	21,543,526	71,314,480	1,760,164	5,423,045	24,958,638	75,223,500

No. of Persons 5+ and Percentages by Age, Gender and Licensing Status

	1995				2001			
	NY		Rest of US		NY		Rest of US	
	Persons	% Licensed Driver	Persons	% Licensed Driver	Persons	% Licensed Driver	Persons	% Licensed Driver
<b>Men</b>								
5-15 yrs	1,578,167	0.00%	20,431,018	0.00%	1,380,105	0.00%	21,732,944	0.00%
16-64 yrs.	5,703,165	83.90%	76,921,650	93.60%	5,791,748	84.00%	80,617,541	93.80%
65-69 yrs.	313,273	89.00%	4,457,517	93.10%	300,476	87.70%	3,925,619	95.30%
70-74 yrs.	258,885	89.30%	3,707,073	92.70%	260,255	88.90%	3,703,685	92.70%
75-79 yrs.	179,001	83.80%	2,244,266	89.40%	210,360	73.40%	2,752,514	88.90%
80-84 yrs.	69,867	71.60%	1,067,757	82.20%	130,416	68.50%	1,641,946	86.30%
85+ yrs.	32,785	51.30%	671,577	70.30%	59,818	57.80%	913,881	68.40%
All	8,135,143	84.10%	109,500,857	93.10%	8,133,178	83.50%	115,288,131	93.30%
<b>Women</b>								
5-15 yrs	1,423,373	0.00%	19,659,409	0.00%	1,425,525	0.00%	20,446,114	0.00%
16-64 yrs.	6,031,360	71.50%	78,677,858	90.20%	6,088,659	74.30%	82,773,396	90.90%
65-69 yrs.	370,985	65.80%	5,285,666	81.80%	381,257	67.10%	4,988,499	86.90%
70-74 yrs.	358,911	57.50%	4,783,723	76.60%	362,889	65.70%	4,591,045	80.00%
75-79 yrs.	218,096	50.80%	3,356,069	70.80%	282,641	57.90%	3,803,152	72.30%
80-84 yrs.	155,899	39.40%	2,034,727	52.90%	187,792	39.90%	2,458,870	62.00%
85+ yrs.	113,222	20.70%	1,569,703	28.50%	129,295	20.30%	1,799,660	32.80%
All	8,671,845	68.40%	115,367,155	86.60%	8,858,057	71.10%	120,860,737	87.70%
<b>ALL</b>								
5-15 yrs	3,001,540	0.00%	40,090,427	0.00%	2,805,630	0.00%	42,179,264	0.00%
16-64 yrs.	11,734,525	77.50%	155,599,508	91.90%	11,880,408	79.00%	163,390,938	92.30%
65-69 yrs.	684,257	76.40%	9,743,183	87.00%	681,733	76.20%	8,914,118	90.60%
70-74 yrs.	617,796	70.90%	8,490,796	83.60%	623,144	75.40%	8,294,730	85.70%
75-79 yrs.	397,097	65.70%	5,600,335	78.30%	493,001	64.50%	6,555,667	79.30%
80-84 yrs.	225,766	49.40%	3,102,484	63.00%	318,207	51.70%	4,100,816	71.70%
85+ yrs.	146,007	27.60%	2,241,279	41.00%	189,113	32.10%	2,713,541	44.80%
All	16,806,988	75.80%	224,868,012	89.80%	16,991,235	77.00%	236,149,073	90.40%



**No. of Households by Vehicle Availability**

No. of HH Vehicles	1995				2001			
	NY		Rest of US		NY		Rest of US	
	Elderly HH	Non-Elderly HH	Elderly HH	Non-Elderly HH	Elderly HH	Non-Elderly HH	Elderly HH	Non-Elderly HH
0	373,186	1,247,080	2,978,683	3,389,746	537,561	1,363,072	3,070,628	3,744,320
1	587,294	1,423,986	9,506,015	20,546,812	689,496	1,694,552	10,680,302	20,692,741
2	301,932	1,532,886	6,599,348	31,589,409	393,430	1,557,217	7,631,705	30,355,568
3	73,235	413,024	1,834,841	11,541,382	104,567	563,375	2,469,262	12,921,399
4	24,879	107,568	489,923	2,954,915	26,013	177,407	775,702	4,771,180
5+	5,908	41,016	134,715	1,292,215	9,096	67,421	331,040	2,738,292
All	1,366,435	4,765,559	21,543,526	71,314,480	1,760,164	5,423,045	24,958,638	75,223,500

**Household Distribution by Income**

Household Income	2001			
	NY		Rest of US	
	Elderly HH	Non-Elderly HH	Elderly HH	Non-Elderly HH
<b>Total</b>				
<b>Households</b>	<b>1,760,164</b>	<b>5,423,045</b>	<b>24,958,638</b>	<b>75,223,500</b>
< \$25,000	38.77%	22.86%	40.85%	21.64%
\$25-50,000	26.64%	27.71%	29.83%	31.04%
\$50-75,000	9.00%	16.53%	8.62%	18.61%
> \$75,000	10.29%	24.25%	7.48%	22.33%
Unreported	15.30%	8.65%	13.23%	6.38%

Housing Arrangements	1995				2001			
	NY		Rest of US		NY		Rest of US	
	Elderly HH	Non-Elderly HH	Elderly HH	Non-Elderly HH	Elderly HH	Non-Elderly HH	Elderly HH	Non-Elderly HH
Own	68.86%	52.59%	83.11%	68.80%	61.29%	47.06%	78.53%	63.59%
Rent	29.98%	46.86%	16.49%	30.46%	37.62%	52.37%	21.11%	35.74%
Provided by Job/M	0.08%	0.19%	0.06%	0.48%	0.56%	0.46%	0.18%	0.63%
Other	0.89%	0.12%	0.19%	0.07%	0.53%	0.11%	0.17%	0.04%
Not Reported	0.19%	0.24%	0.15%	0.20%	.	.	0.00%	0.01%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

## Vehicle Distribution by Vehicle Age

Vehicle age	1995				2001			
	NY		Rest of US		NY		Rest of US	
	Elderly HH	Non-Elderly HH	Elderly HH	Non-Elderly HH	Elderly HH	Non-Elderly HH	Elderly HH	Non-Elderly HH
1	6.97%	8.72%	5.46%	8.20%	7.60%	8.07%	6.25%	7.80%
2	7.69%	7.71%	6.77%	8.22%	9.86%	10.29%	7.31%	8.40%
3	6.08%	7.00%	6.20%	7.50%	8.55%	7.75%	7.00%	7.69%
4	6.74%	6.57%	6.25%	6.87%	7.01%	7.39%	7.22%	6.93%
5	6.95%	6.54%	6.66%	6.77%	6.49%	7.04%	6.24%	6.86%
6	7.59%	6.91%	5.95%	6.42%	5.58%	6.31%	5.38%	6.22%
7	9.74%	8.76%	7.65%	7.70%	7.33%	6.58%	6.27%	6.52%
8	9.00%	8.19%	7.00%	6.89%	5.53%	6.00%	6.07%	5.69%
9	7.43%	8.33%	6.18%	6.40%	5.63%	4.98%	4.99%	5.17%
10	6.81%	7.43%	6.23%	5.93%	4.64%	5.19%	4.75%	4.64%
11+	20.89%	19.65%	31.32%	25.85%	29.12%	26.77%	34.74%	30.65%
Unreported	4.10%	4.18%	4.31%	3.25%	2.66%	3.64%	3.76%	3.44%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

Characteristics of Zero-vehicle Households												
Household Income Distribution	1995						2001					
	Elderly HH			Non-Elderly HH			Elderly HH			Non-Elderly HH		
	New York City	Rest of NY state	Rest of US	New York City	Rest of NY State	Rest of US	New York City	Rest of NY State	Rest of US	New York City	Rest of NY State	Rest of US
<b>Total Households</b>	<b>265,881</b>	<b>107,306</b>	<b>2,978,683</b>	<b>1,089,186</b>	<b>157,893</b>	<b>3,389,746</b>	<b>392,483</b>	<b>145,077</b>	<b>3,070,628</b>	<b>1,194,138</b>	<b>168,934</b>	<b>3,744,320</b>
< \$25,000	49.65%	62.59%	66.75%	43.13%	61.25%	72.17%	52.50%	69.03%	72.03%	41.15%	73.54%	69.73%
\$25-50,000	13.94%	8.57%	4.40%	26.91%	13.82%	11.69%	20.57%	7.19%	8.06%	24.49%	13.66%	14.72%
\$50-75,000	5.08%	0.56%	0.41%	5.07%	1.03%	1.07%	2.61%	0.35%	0.65%	8.53%	2.34%	1.99%
> \$75,000	1.40%	0.67%	0.33%	5.69%	0.40%	0.67%	1.49%	1.12%	0.91%	14.05%	1.36%	2.43%
Unreported	29.93%	27.60%	28.11%	19.20%	23.49%	14.40%	22.83%	22.31%	18.35%	11.79%	9.11%	11.12%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%



## **APPENDIX 3B**

### **STANDARD ERROR TABLES FOR CHAPTER 3**



**Table A3.1 STANDARD ERRORS for New York Residents by Age Category, 1995 and 2001 NHTS**

<b>Age Category</b>	<b>1995</b>	<b>2001</b>
5-15 yrs	92,061	70,313
16-64 yrs.	211,103	91,460
<b>Elderly (&gt;=65 yrs)</b>	<b>63,794</b>	<b>64,452</b>
65-69 yrs.	32,452	33,386
70-74 yrs.	34,730	30,275
75-79 yrs.	25,750	27,496
80-84 yrs.	19,024	24,301
85+ yrs.	15,680	14,087
<b>TOTAL</b>	<b>191,928</b>	<b>56,063</b>

**Table A3.2 STANDARD ERRORS for New York Elderly by Age and Gender, 1995 and 2001**

	<b>1995</b>	<b>2001</b>
<b>Men</b>		
5-15 yrs	59,345	50,914
16-64 yrs.	124,576	63,111
<b>Elderly Men</b>	<b>34,077</b>	<b>37,425</b>
65-69 yrs.	19,764	24,220
70-74 yrs.	19,606	18,017
75-79 yrs.	16,067	17,548
80-84 yrs.	9,781	13,608
85+ yrs.	5,243	8,702
<b>Women</b>		
5-15 yrs	56,404	43,885
16-64 yrs.	115,449	58,349
<b>Elderly Women</b>	<b>44,531</b>	<b>45,043</b>
65-69 yrs.	22,904	21,861
70-74 yrs.	24,532	20,136
75-79 yrs.	18,036	19,768
80-84 yrs.	16,003	17,743
85+ yrs.	14,407	10,866

**Table A3.3 STANDARD ERRORS for Distribution of 2001 Elderly Households by Income and Location, New York State vs. Rest of the United States**

	<b>New York City</b>	<b>Other Urban Areas</b>	<b>Non-Urban Areas</b>	<b>Rest of US</b>
Total Number of Elderly Households	32,637	22,226	11,286	276,633
<b>Income</b>				
< \$25,000	2.84%	1.59%	2.96%	0.76%
\$25-50,000	2.34%	1.49%	2.77%	0.77%
\$50-75,000	1.37%	1.07%	1.25%	0.39%
> \$75,000	1.67%	1.20%	0.99%	0.39%

**Table A3.4 STANDARD ERRORS for Percentage of Age Cohorts Labeling Themselves as Driver, 1995 and 2001 NHTS**

	<b>1995</b>				<b>2001</b>			
	New York City	NYS Other Urban	NYS Non-Urban	Rest of US	New York City	NYS Other Urban	NYS Non-Urban	Rest of US
<b>Men</b>								
16-64 yrs.	2.27%	0.77%	1.15%	0.36%	2.03%	0.59%	0.85%	0.23%
65-69 yrs.	5.43%	2.11%	2.34%	0.78%	7.19%	2.38%	0.36%	0.69%
70-74 yrs.	5.08%	1.61%	2.96%	0.84%	6.77%	1.55%	2.06%	0.97%
75-79 yrs.	7.81%	2.71%	4.01%	1.07%	9.98%	2.44%	3.87%	1.28%
80-84 yrs.	10.86%	2.93%	10.21%	1.89%	11.78%	5.71%	7.96%	1.78%
85+ yrs.	6.39%	6.02%		2.95%	13.01%	8.88%	11.18%	3.36%
<b>Women</b>								
16-64 yrs.	1.38%	0.67%	1.06%	0.32%	1.79%	0.78%	1.01%	0.28%
65-69 yrs.	4.13%	1.96%	2.94%	0.99%	6.57%	2.51%	2.84%	1.16%
70-74 yrs.	4.36%	2.21%	3.73%	1.20%	5.25%	2.42%	5.01%	1.45%
75-79 yrs.	4.34%	2.92%	4.55%	1.38%	7.79%	4.15%	5.21%	1.57%
80-84 yrs.	3.36%	3.93%	7.16%	1.97%	5.79%	4.93%	8.36%	2.14%
85+ yrs.	3.27%	4.52%	9.03%	2.20%	9.45%	3.84%	6.79%	2.33%



**Table A3.5 STANDARD ERRORS for Daily Travel by Elderly Who Lived by Themselves, 2001 NHTS**

	Are you a driver?		
	"No"	"Yes"	
	<i>Person Miles Traveled per Person</i>	<i>Person Miles Traveled per Person</i>	<i>Vehicle Miles Traveled per Person</i>
New York City	1.4	2.6	2.5
Rest of New York State	1.9	1.9	1.3
Rest of United States	1.1	1.1	1.0

**Table A3.6 STANDARD ERRORS for Percent Elderly Who Lived Alone and Their Medical Conditions and Driver Status**

	"Are you a driver?"	
Location of the Household	No	Yes
<b>New York City</b>		
Medical Condition Present	6.45%	6.67%
No Medical Condition	5.98%	6.91%
Unreported	1.87%	0.93%
<b>Rest of NY State</b>		
Medical Condition Present	4.74%	2.28%
No Medical Condition	4.73%	2.28%
Unreported	0.65%	.
<b>Rest of US</b>		
Medical Condition Present	2.80%	1.03%
No Medical Condition	2.81%	1.04%
Unreported	0.16%	0.06%

**Table A3.7 STANDARD ERRORS for Elderly\* Household Distribution by Vehicle Availability and Population Density,  
New York State versus Rest of the United States  
1995 and 2001 NHTS**

Number of Household Vehicles	New York City	Rest of NY Metro	Other Urban, Dens** < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>2001</b>							
0	2.72%	1.98%	1.16%	1.40%	2.59%	1.90%	0.47%
1	2.42%	2.83%	2.82%	2.96%	2.68%	2.24%	0.66%
2	1.55%	2.41%	2.37%	2.56%	1.90%	2.55%	0.59%
3	0.73%	1.71%	1.34%	1.38%	1.14%	1.42%	0.35%
4	0.13%	0.88%	0.49%	0.50%	0.49%	0.64%	0.21%
5+	0.03%	0.31%	0.56%	0.33%	0.05%	0.77%	0.14%
All	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>1995</b>							
0	0.00%	2.00%	1.68%	1.33%	1.90%	1.90%	0.58%
1	2.24%	2.05%	0.50%	0.94%	0.50%	1.29%	0.50%
2	1.52%	2.16%	2.23%	2.19%	1.79%	2.21%	0.58%
3	0.35%	1.76%	1.70%	1.52%	0.71%	1.41%	0.41%
4	0.23%	1.03%	1.31%	0.83%	0.88%	0.73%	0.26%
5+		0.73%	0.44%	0.57%	0.19%	0.24%	0.13%
All	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

**Table A3.8 STANDARD ERRORS for Number of Daily Personal Travel and  
Average Trip Length by Population Density, Age and Gender  
1995 and 2001 NHTS**

	New York City		Other Urban Areas in New York State		Non-Urban Areas in New York State		Rest of US	
	1995	2001	1995	2001	1995	2001	1995	2001
<b>Person Trips per Person</b>								
<b>5-64 years old</b>	<b>0.0634</b>	<b>0.0643</b>	<b>0.0375</b>	<b>0.0395</b>	<b>0.0657</b>	<b>0.0749</b>	<b>0.0295</b>	<b>0.0183</b>
Males	0.0786	0.0965	0.0471	0.0504	0.0778	0.0892	0.0338	0.0226
Females	0.0708	0.0722	0.0423	0.0519	0.0763	0.1005	0.0305	0.0227
<b>65 years or older</b>	<b>0.1242</b>	<b>0.1588</b>	<b>0.0655</b>	<b>0.0827</b>	<b>0.1307</b>	<b>0.1592</b>	<b>0.0349</b>	<b>0.0443</b>
Males	0.1877	0.1924	0.0955	0.1254	0.1981	0.2426	0.0527	0.0538
Females	0.1445	0.1911	0.0748	0.095	0.1452	0.1657	0.0399	0.0504
<b>Average Person Trip Length</b>								
<b>5-64 years old</b>	<b>0.2697</b>	<b>0.8599</b>	<b>0.1769</b>	<b>0.2148</b>	<b>0.3521</b>	<b>0.6543</b>	<b>0.0983</b>	<b>0.1839</b>
Male	0.3216	1.5626	0.2162	0.2681	0.4642	1.1182	0.1252	0.2337
Female	0.335	0.6851	0.1792	0.2415	0.3583	0.5127	0.1048	0.2071
<b>65 years or older</b>	<b>0.3103</b>	<b>0.3087</b>	<b>0.3727</b>	<b>0.5925</b>	<b>0.4009</b>	<b>0.7223</b>	<b>0.1766</b>	<b>0.2754</b>
Male	0.5411	0.5564	0.3377	0.6416	0.4811	0.8872	0.2585	0.2728
Female	0.2314	0.2534	0.5951	0.6767	0.5132	0.8312	0.1775	0.399

**Table A3.9 STANDARD ERRORS for Person Travel Rates by Mode of Transportation, Population Density, and Age  
2001 NHTS**

	New York City		Other New York Urban Areas		New York Non-Urban Areas		Rest of US	
	5-64 Year-olds	65+ Year-olds	5-64 Year-olds	65+ Year-olds	5-64 Year-olds	65+ Year-olds	5-64 Year-olds	65+ Year-olds
<b>Person Trips/Person</b>	<b>0.0643</b>	<b>0.1588</b>	<b>0.0395</b>	<b>0.0827</b>	<b>0.0749</b>	<b>0.1592</b>	<b>0.0183</b>	<b>0.0443</b>
POV-Driver	1.06%	2.71%	0.60%	1.44%	1.11%	2.10%	0.21%	0.54%
POV-Passenger	0.77%	2.45%	0.46%	1.14%	1.05%	1.89%	0.19%	0.47%
Taxi	0.25%	0.31%	0.11%	0.11%	0.12%	.	0.02%	0.02%
Public	0.89%	2.06%	0.17%	0.18%	0.07%	0.12%	0.05%	0.09%
Walk	1.11%	2.91%	0.35%	0.52%	0.55%	1.02%	0.13%	0.27%
Other	0.35%	0.61%	0.24%	0.49%	0.39%	0.23%	0.09%	0.14%
No Response	0.07%	0.26%	0.02%	0.05%	0.01%	0.05%	0.01%	0.02%

**Table A3.10 STANDARD ERRORS for Personal Travel Statistics by Traveler's Age, Trip Purpose, and Population Density  
1995 and 2001 NHTS**

	2001				1995			
	New York State			Rest of U.S.	New York State			Rest of U.S.
	New York City	Other Urban	Non-Urban Areas		New York City	Other Urban	Non-Urban Areas	
5-64 Years old								
Daily Trips/Person	0.0643	0.0395	0.0749	0.0183	0.0634	0.0375	0.0657	0.0295
Earn a Living	0.72%	0.42%	0.71%	0.17%	1.79%	1.14%	3.38%	0.67%
Family & Personal Business	0.96%	0.43%	0.99%	0.21%	3.66%	2.37%	6.58%	1.42%
Civic, Educational & Religious	0.54%	0.32%	0.55%	0.14%	1.31%	0.78%	2.22%	0.41%
Social & Recreational	0.76%	0.49%	1.01%	0.21%	2.19%	1.48%	4.44%	0.88%
Other	0.19%	0.12%	0.12%	0.04%	0.02%	0.04%	0.06%	0.02%
Unreported	0.07%	0.04%	0.13%	0.01%	0.02%	0.02%	0.02%	0.01%
All	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
65+ Years old								
Daily Trips/Person	0.1588	0.0827	0.1592	0.0443	0.1242	0.0655	0.1307	0.0349
Earn a Living	0.90%	0.42%	1.10%	0.26%	2.02%	1.03%	2.01%	0.53%
Family & Personal Business	2.42%	1.11%	1.96%	0.51%	10.48%	5.71%	17.11%	3.31%
Civic, Educational & Religious	1.70%	0.55%	0.82%	0.27%	2.14%	0.68%	1.05%	0.44%
Social & Recreational	2.15%	1.01%	1.65%	0.47%	4.74%	2.80%	7.63%	1.59%
Other	0.19%	0.20%	0.37%	0.09%	0.07%	0.03%		0.03%
Unreported	0.26%	0.14%	0.09%	0.02%		0.01%		0.02%
All	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

**Table A3.11 STANDARD ERRORS for Number of Daily Vehicle Trips and  
Average Trip Length by Region and Age,  
1995 and 2001 NHTS**

	<b>New York City</b>		<b>Other Urban Areas in New York State</b>		<b>Non-Urban Areas in New York State</b>		<b>Rest of US</b>	
	1995	2001	1995	2001	1995	2001	1995	2001
<b>Vehicle Trips per Driver</b>								
5-64 years old	0.8013	0.0684	1.0092	0.0424	0.0678	0.0749	0.5567	0.0171
65 years or older	0.1599	0.1902	0.076	0.0848	0.1471	0.1447	0.0371	0.0357
<b>Average Vehicle Trip Length</b>								
5-64 years old	0.5598	0.6694	0.1374	0.3241	0.3502	0.7425	0.0729	0.1737
65 years or older	0.6617	4.651	0.2528	1.3508	0.3915	2.5189	0.1368	0.7452

**Table A3.12 STANDARD ERRORS for Vehicle Travel Statistics by Driver's Age, Trip Purpose, and Resident Location  
1995 and 2001 NHTS**

	2001				1995			
	New York City	Other NY Urban	NY Non- Urban Areas	Rest of US	New York City	Other NY Urban	NY Non- Urban Areas	Rest of US
<b>5-64 Year-olds</b>								
<b>Daily VT/Driver</b>	<b>0.0684</b>	<b>0.0424</b>	<b>0.0749</b>	<b>0.0171</b>	<b>0.8013</b>	<b>1.0092</b>	<b>0.0678</b>	<b>0.5567</b>
Earn a Living	1.39%	0.50%	1.00%	0.24%	2.94%	1.65%	5.12%	1.02%
Family & Personal Business	1.48%	0.51%	1.09%	0.24%	5.58%	2.73%	7.21%	1.59%
Civic, Educational & Religious	0.66%	0.24%	0.35%	0.11%	0.78%	0.29%	0.66%	0.20%
Social & Recreational	1.14%	0.40%	0.92%	0.19%	2.31%	1.07%	2.74%	0.62%
Other	0.23%	0.07%	0.08%	0.03%	0.02%	0.03%	0.05%	0.01%
Unreported	0.06%	0.02%	0.12%	0.01%		0.02%	0.03%	0.01%
All	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>65+ Year-olds</b>								
<b>Daily VT/Driver</b>	<b>0.1902</b>	<b>0.0848</b>	<b>0.1447</b>	<b>0.0357</b>	<b>0.1599</b>	<b>0.076</b>	<b>0.1471</b>	<b>0.0371</b>
Earn a Living	1.75%	0.59%	1.56%	0.35%	5.54%	1.11%	2.58%	0.66%
Family & Personal Business	3.65%	1.11%	2.26%	0.59%	15.35%	6.21%	18.15%	3.61%
Civic, Educational & Religious	1.51%	0.53%	0.99%	0.28%	3.87%	0.71%	0.96%	0.40%
Social & Recreational	3.25%	1.03%	1.68%	0.49%	5.98%	2.56%	6.46%	1.41%
Other		0.15%	0.25%	0.07%		0.02%		0.03%
Unreported		0.16%	0.11%	0.02%				0.03%
All	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%





## **APPENDIX 4A**

### **LOW-INCOME HOUSEHOLDS TABLES**



**Characteristics of Very Low Income Households\* with Zero Vehicles  
1995 NPTS**

	Manhattan	Rest of NY State
<b>Household Income Distribution</b>		
Very Low Income	24.96%	44.84%
Not Very Low Income	53.77%	32.94%
Unreported	21.27%	22.22%
All	100.00%	100.00%
<b>Number of Drivers</b>		
0	65.33%	63.08%
1	28.30%	32.26%
2	6.37%	4.09%
3		0.56%
4		
5+		
All	100.00%	100.00%
<b>Number of Workers</b>		
0	57.52%	52.71%
1	30.17%	33.76%
2	8.58%	11.95%
3	3.74%	1.34%
4		0.25%
5+		
All	100.00%	100.00%

**Characteristics of Very Low Income Households\* with Zero Vehicles  
2001 NHTS**

	Manhattan	Rest of NY State
<b>Household Income Distribution</b>		
Very Low Income	27.47%	53.99%
Not Very Low Income	59.13%	30.91%
Unreported	13.40%	15.10%
All	100.00%	100.00%
<b>Number of Drivers</b>		
0	56.96%	62.78%
1	35.17%	32.12%
2	7.88%	5.01%
3		0.09%
4		
5+		
All	100.00%	100.00%
<b>Number of Workers</b>		
0	42.03%	45.44%
1	42.16%	36.71%
2	14.10%	12.61%
3	1.71%	3.22%
4		1.28%
5+		0.75%
All	100.00%	100.00%

## Distribution of Very Low Income Households\* by Household Size

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in Very Low Income Households</b>												
<b>TOTAL Persons 5+ in Very Low Income HHs</b>	<b>335,804</b>	<b>2,190,996</b>	<b>2,526,800</b>	<b>1,340,959</b>	<b>346,927</b>	<b>240,798</b>	<b>3,114,525</b>	<b>753,235</b>	<b>3,867,759</b>	<b>375,350</b>	<b>4,243,110</b>	<b>48,410,575</b>
Percent of All Persons 5+	23.51%	36.45%	33.97%	16.95%	13.78%	20.37%	27.96%	17.89%	25.20%	18.35%	24.39%	20.16%
<b>Very Low Income Households</b>												
<b>TOTAL Very Low Income Households</b>	<b>163,749</b>	<b>824,876</b>	<b>988,626</b>	<b>676,180</b>	<b>164,417</b>	<b>109,146</b>	<b>1,262,189</b>	<b>402,617</b>	<b>1,664,806</b>	<b>190,328</b>	<b>1,855,134</b>	<b>23,136,196</b>
Percent of All Households	21.78%	35.50%	32.14%	20.86%	17.62%	23.18%	28.18%	21.91%	26.35%	21.98%	25.83%	23.09%
<b>TOTAL Very Low Income Households</b>	<b>163,749</b>	<b>824,876</b>	<b>988,626</b>	<b>676,180</b>	<b>164,417</b>	<b>109,146</b>	<b>1,262,189</b>	<b>402,617</b>	<b>1,664,806</b>	<b>190,328</b>	<b>1,855,134</b>	<b>23,136,196</b>
1 person	34.93%	29.29%	30.23%	41.48%	43.15%	29.56%	31.85%	44.03%	34.80%	38.60%	35.19%	37.79%
2 persons	29.79%	20.76%	22.26%	22.42%	18.55%	24.27%	21.95%	23.49%	22.32%	26.68%	22.77%	23.92%
3 persons	10.42%	16.59%	15.57%	13.64%	12.11%	21.43%	15.63%	12.16%	14.79%	10.70%	14.37%	14.35%
4 persons	10.51%	18.52%	17.19%	10.35%	15.14%	8.89%	16.21%	8.79%	14.41%	13.41%	14.31%	11.67%
5+ persons	14.35%	14.83%	14.75%	12.11%	11.05%	15.85%	14.37%	11.53%	13.68%	10.61%	13.37%	12.27%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>TOTAL Very Low Income Households</b>	<b>163,749</b>	<b>824,876</b>	<b>988,626</b>	<b>676,180</b>	<b>164,417</b>	<b>109,146</b>	<b>1,262,189</b>	<b>402,617</b>	<b>1,664,806</b>	<b>190,328</b>	<b>1,855,134</b>	<b>23,136,196</b>
Less than \$15,000	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	99.46%
\$15,000 - \$19,999	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	74.67%	91.70%	54.32%	84.60%	76.40%
\$20,000 - \$24,999	78.69%	70.14%	71.31%	43.12%	100.00%	98.02%	76.51%	20.62%	58.82%	19.83%	53.63%	40.12%
\$25,000 - \$29,999	14.14%	33.79%	31.28%	31.88%	100.00%	94.40%	46.55%	6.42%	31.59%	2.08%	26.30%	15.47%
\$30,000 - \$34,999	0.00%	11.43%	9.39%	12.03%	13.43%	63.01%	15.62%	1.01%	10.75%	0.00%	9.15%	4.55%
\$35,000 - \$39,999	0.00%	0.00%	0.00%	7.47%	9.50%	37.19%	5.36%	0.00%	3.73%	0.00%	3.13%	2.65%
\$40,000 - \$44,999	0.00%	0.00%	0.00%	5.72%	19.00%	19.21%	4.84%	0.00%	3.04%	0.00%	2.43%	0.80%
\$45,000 - \$49,999	0.00%	0.00%	0.00%	0.16%	0.00%	1.05%	0.12%	0.00%	0.09%	0.00%	0.08%	0.22%
\$50,000+	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

\* Very Low Income is defined by HUD as roughly 50% of median income for a household of 4 in a given MSA or county (and adjusted accordingly for other household sizes)

## Vehicle Availability and Very Low Income Status of Vehicles in Very Low Income Household:

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>TOTAL Very Low Income Households</b>	<b>163,749</b>	<b>824,876</b>	<b>988,626</b>	<b>676,180</b>	<b>164,417</b>	<b>109,146</b>	<b>1,262,189</b>	<b>402,617</b>	<b>1,664,806</b>	<b>190,328</b>	<b>1,855,134</b>	<b>23,136,196</b>
<b>Very Low Income Households by Vehicle Availability:</b>												
0	87.24%	65.12%	68.79%	25.47%	15.61%	31.02%	58.59%	28.00%	51.19%	18.92%	47.88%	20.25%
1	12.13%	26.58%	24.18%	48.35%	50.88%	41.67%	29.17%	49.12%	34.00%	49.47%	35.59%	46.32%
2	0.63%	7.43%	6.31%	17.77%	23.91%	15.41%	9.39%	15.90%	10.96%	21.40%	12.03%	22.92%
3		0.80%	0.67%	6.17%	8.66%	8.45%	2.38%	4.54%	2.90%	7.75%	3.40%	7.09%
4		0.07%	0.06%	1.86%	0.94%	3.31%	0.45%	1.84%	0.79%	0.93%	0.80%	2.27%
5+				0.38%		0.14%	0.01%	0.60%	0.15%	1.54%	0.30%	1.14%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Percent of Vehicles Owned by Very Low Income Households by Age of Vehicle</b>												
1 year old		4.54%	4.28%	3.84%	5.17%	6.15%	4.86%	2.52%	3.99%	1.89%	3.62%	3.22%
2 years old	1.50%	4.06%	3.91%	5.76%	5.25%	12.17%	5.71%	4.17%	5.13%	3.19%	4.79%	3.59%
3 years old	18.97%	1.81%	2.78%	4.30%	5.57%	6.22%	4.19%	3.12%	3.79%	3.37%	3.72%	4.20%
4 years old	4.86%	4.56%	4.58%	5.50%	1.35%	12.68%	5.01%	5.49%	5.19%	5.30%	5.21%	4.61%
5 years old	2.61%	5.83%	5.65%	4.79%	3.34%	2.95%	4.51%	6.04%	5.08%	5.44%	5.14%	4.23%
6 years old	2.25%	4.76%	4.62%	5.76%	4.94%	8.43%	5.36%	5.40%	5.38%	3.96%	5.13%	4.85%
7 years old	11.62%	6.69%	6.97%	6.35%	8.37%	2.73%	6.66%	6.38%	6.55%	8.32%	6.87%	5.49%
8 years old	4.96%	2.89%	3.01%	7.18%	8.33%	9.16%	5.61%	6.05%	5.78%	6.85%	5.97%	5.83%
9 years old		7.80%	7.35%	5.30%	2.66%	4.53%	5.49%	6.83%	5.99%	4.91%	5.80%	5.24%
10 years old	9.19%	6.48%	6.63%	5.51%	3.91%	4.69%	5.50%	6.54%	5.89%	4.94%	5.72%	5.93%
11 years old	5.40%	3.16%	3.29%	6.80%	5.17%	4.30%	4.01%	8.32%	5.62%	7.62%	5.97%	6.31%
12 years old	2.25%	8.33%	7.98%	6.00%	6.91%	2.38%	6.72%	6.59%	6.67%	4.78%	6.34%	5.44%
13 years old	2.47%	9.41%	9.01%	6.48%	4.40%	5.80%	7.11%	7.70%	7.33%	7.66%	7.39%	6.45%
14 years old	6.14%	6.48%	6.46%	5.32%	8.02%	2.66%	6.27%	4.75%	5.71%	5.96%	5.75%	5.05%
15 years old	2.73%	4.90%	4.78%	5.78%	7.93%	4.36%	5.63%	5.12%	5.44%	6.69%	5.66%	4.20%
16 years old	2.47%	1.84%	1.88%	3.47%	7.10%	1.15%	3.29%	2.34%	2.94%	2.86%	2.92%	3.77%
17 years old		2.14%	2.02%	2.07%	1.19%	1.38%	1.67%	2.70%	2.05%	3.33%	2.28%	3.39%
18 years old	3.51%	0.47%	0.65%	1.15%	1.07%	0.99%	0.83%	1.24%	0.98%	1.71%	1.11%	2.30%
19 years old		0.03%	0.03%	1.10%	1.18%	2.31%	0.76%	0.72%	0.74%	1.03%	0.79%	1.68%
20+ years old	4.01%	1.67%	1.80%	3.34%	3.46%	1.18%	2.19%	3.90%	2.82%	3.59%	2.96%	8.69%
Unreported	15.06%	12.15%	12.32%	4.19%	4.66%	3.79%	8.62%	4.06%	6.93%	6.61%	6.87%	5.55%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

## Characteristics of Very Low Income Households\* with Zero Vehicle.

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Household Income Distributor</b>												
Very Low Income	27.47%	50.36%	42.86%	66.74%	57.67%	70.58%	44.04%	68.06%	46.20%	64.40%	46.74%	68.76%
Not Very Low Income	59.13%	34.57%	42.62%	17.01%	18.05%	9.90%	41.03%	18.80%	39.04%	25.21%	38.63%	16.86%
Unreported	13.40%	15.07%	14.52%	16.25%	24.29%	19.52%	14.92%	13.14%	14.76%	10.39%	14.63%	14.38%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Drivers</b>												
0	56.96%	61.64%	60.65%	62.57%	69.19%	53.86%	60.64%	63.69%	61.04%	80.82%	61.84%	67.84%
1	35.17%	33.16%	33.59%	32.51%	26.94%	37.05%	33.51%	32.42%	33.37%	14.69%	32.61%	27.15%
2	7.88%	5.08%	5.66%	4.91%	3.87%	9.09%	5.76%	3.90%	5.51%	4.49%	5.47%	4.33%
3		0.12%	0.10%				0.09%		0.08%		0.07%	0.61%
4												0.00%
5+												0.05%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Workers</b>												
0	42.03%	40.69%	40.98%	55.76%	61.89%	41.53%	41.73%	58.64%	31.69%	66.78%	44.89%	61.87%
1	42.16%	39.78%	40.28%	28.41%	25.99%	24.61%	39.07%	30.10%	44.41%	30.59%	37.59%	30.53%
2	14.10%	13.51%	13.63%	11.88%	4.52%	32.73%	14.19%	7.29%	22.42%	2.63%	12.85%	5.75%
3	1.71%	3.67%	3.26%	2.49%		0.67%	3.03%	3.61%	1.47%		2.98%	0.85%
4		1.31%	1.04%	1.45%	7.61%	0.46%	1.24%	0.35%	0.00%		1.07%	0.61%
5+		1.04%	0.82%				0.75%				0.63%	0.39%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

## Person Trips per Person (5+) by Mode of Transportation and Very Low Income Statu:

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in Very Low Income Households:</b>												
<b>TOTAL PT/PERSON</b>	<b>3.25</b>	<b>2.99</b>	<b>3.03</b>	<b>3.51</b>	<b>3.24</b>	<b>3.82</b>	<b>3.11</b>	<b>3.54</b>	<b>3.20</b>	<b>3.61</b>	<b>3.23</b>	<b>3.49</b>
POV-Driver	9.24%	12.45%	11.99%	48.50%	51.09%	50.11%	20.14%	46.86%	25.90%	50.11%	28.29%	50.45%
POV-Passenger	10.51%	10.69%	10.67%	26.16%	29.62%	24.00%	14.13%	25.44%	16.57%	30.80%	17.97%	30.32%
Taxi	1.15%	1.80%	1.71%	1.23%	0.21%	0.68%	1.44%	1.85%	1.53%	0.75%	1.45%	0.13%
Public	31.78%	28.30%	28.80%	3.63%	2.09%	5.51%	23.49%	3.63%	19.21%	0.25%	17.34%	3.14%
Walk	45.43%	42.77%	43.15%	15.55%	10.41%	15.75%	36.75%	17.64%	32.63%	12.38%	30.63%	11.94%
Other	1.90%	3.75%	3.48%	4.88%	6.57%	3.78%	3.87%	4.55%	4.02%	5.72%	4.19%	3.93%
No Response		0.24%	0.20%	0.05%		0.17%	0.18%	0.02%	0.14%		0.13%	0.09%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Household:</b>												
<b>TOTAL PT/PERSON</b>	<b>4.24</b>	<b>3.67</b>	<b>3.79</b>	<b>4.07</b>	<b>3.88</b>	<b>4.10</b>	<b>3.85</b>	<b>4.18</b>	<b>3.95</b>	<b>4.14</b>	<b>3.98</b>	<b>4.35</b>
POV-Driver	11.14%	34.77%	29.07%	63.13%	61.44%	62.38%	42.24%	64.29%	49.45%	62.86%	51.30%	63.97%
POV-Passenger	7.58%	16.32%	14.21%	23.04%	22.34%	21.86%	17.43%	23.75%	19.50%	26.38%	20.45%	25.31%
Taxi	4.84%	0.64%	1.65%	0.19%	0.22%	0.40%	1.10%	0.11%	0.78%	0.05%	0.68%	0.10%
Public	22.21%	17.56%	18.69%	1.35%	2.21%	2.81%	12.12%	0.48%	8.31%	0.11%	7.18%	0.60%
Walk	51.48%	27.77%	33.49%	7.99%	9.69%	8.91%	23.80%	6.79%	18.24%	6.70%	16.64%	6.89%
Other	2.74%	2.87%	2.84%	4.19%	4.03%	3.41%	3.24%	4.48%	3.65%	3.87%	3.68%	3.06%
No Response	0.01%	0.06%	0.05%	0.10%	0.06%	0.23%	0.08%	0.09%	0.08%	0.02%	0.07%	0.06%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Trip Purpose and Very Low Income Status:*

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in Very Low Income Households:</b>												
<b>TOTAL PT/PERSON</b>	<b>3.25</b>	<b>2.99</b>	<b>3.03</b>	<b>3.51</b>	<b>3.24</b>	<b>3.82</b>	<b>3.11</b>	<b>3.54</b>	<b>3.20</b>	<b>3.61</b>	<b>3.23</b>	<b>3.49</b>
Earn a Living	15.45%	15.87%	15.81%	14.01%	15.55%	19.45%	16.13%	11.48%	15.12%	15.39%	15.15%	14.77%
Family & Personal Business	30.79%	45.90%	43.75%	45.03%	39.04%	48.14%	43.62%	46.48%	44.24%	49.60%	44.77%	46.60%
Civic, Educational & Religious	24.57%	13.32%	14.92%	11.81%	15.08%	7.82%	14.26%	11.82%	13.74%	10.68%	13.43%	12.61%
Social & Recreational	27.80%	24.12%	24.64%	27.58%	27.97%	24.38%	25.00%	28.53%	25.76%	23.24%	25.51%	25.24%
Other	1.39%	0.57%	0.69%	1.38%	2.36%	0.15%	0.83%	1.38%	0.95%	0.92%	0.95%	0.65%
Unreported		0.22%	0.19%	0.19%		0.06%	0.16%	0.31%	0.19%	0.17%	0.19%	0.12%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households:</b>												
<b>TOTAL PT/PERSON</b>	<b>4.24</b>	<b>3.67</b>	<b>3.79</b>	<b>4.07</b>	<b>3.88</b>	<b>4.10</b>	<b>3.85</b>	<b>4.18</b>	<b>3.95</b>	<b>4.14</b>	<b>3.98</b>	<b>4.35</b>
Earn a Living	22.36%	22.79%	22.68%	19.99%	20.89%	19.54%	21.79%	19.60%	21.07%	19.33%	20.83%	19.87%
Family & Personal Business	41.21%	42.14%	41.91%	43.02%	41.78%	45.40%	42.32%	43.11%	42.57%	43.40%	42.69%	43.17%
Civic, Educational & Religious	4.44%	10.54%	9.07%	8.35%	7.92%	7.66%	8.58%	8.78%	8.64%	7.85%	8.53%	9.22%
Social & Recreational	29.79%	22.67%	24.39%	27.27%	28.17%	25.14%	25.53%	27.32%	26.11%	28.34%	26.42%	26.80%
Other	2.01%	1.57%	1.67%	1.06%	1.03%	1.89%	1.52%	0.86%	1.31%	0.61%	1.21%	0.84%
Unreported	0.19%	0.30%	0.27%	0.30%	0.21%	0.37%	0.27%	0.34%	0.29%	0.47%	0.31%	0.11%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Time of Day and Very Low Income Status:*

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in Very Low Income Households:</b>												
<b>TOTAL PT/PERSON</b>	<b>3.25</b>	<b>2.99</b>	<b>3.03</b>	<b>3.51</b>	<b>3.24</b>	<b>3.82</b>	<b>3.11</b>	<b>3.54</b>	<b>3.20</b>	<b>3.61</b>	<b>3.23</b>	<b>3.49</b>
10 pm-1 am	3.59%	4.38%	4.27%	3.73%	1.28%	2.76%	3.78%	5.09%	4.06%	2.67%	3.92%	3.22%
1-6 am	0.28%	1.74%	1.53%	1.74%	1.57%	1.18%	1.51%	2.00%	1.61%	1.46%	1.60%	1.98%
6-9 am	15.53%	14.46%	14.61%	11.54%	12.27%	13.44%	14.23%	10.57%	13.44%	14.78%	13.57%	14.19%
9 am-1 pm	23.22%	23.55%	23.50%	27.61%	28.41%	26.90%	24.39%	27.52%	25.07%	24.44%	25.01%	24.58%
1-4 pm	25.22%	22.17%	22.61%	22.11%	20.75%	21.45%	22.28%	22.90%	22.42%	24.74%	22.65%	23.63%
4-7 pm	19.49%	23.07%	22.56%	21.00%	20.33%	21.94%	22.24%	20.96%	21.96%	22.29%	21.99%	20.91%
7-10 pm	12.67%	10.42%	10.74%	12.08%	15.39%	12.21%	11.42%	10.64%	11.25%	9.54%	11.08%	11.27%
Unreported		0.22%	0.19%	0.20%		0.11%	0.16%	0.32%	0.19%	0.08%	0.18%	0.23%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households:</b>												
<b>TOTAL PT/PERSON</b>	<b>4.24</b>	<b>3.67</b>	<b>3.79</b>	<b>4.07</b>	<b>3.88</b>	<b>4.10</b>	<b>3.85</b>	<b>4.18</b>	<b>3.95</b>	<b>4.14</b>	<b>3.98</b>	<b>4.35</b>
10 pm-1 am	5.68%	5.03%	5.18%	3.15%	3.99%	2.92%	4.57%	2.73%	3.97%	2.70%	3.79%	2.84%
1-6 am	0.93%	2.16%	1.86%	1.50%	1.61%	0.92%	1.68%	1.58%	1.64%	1.70%	1.65%	1.86%
6-9 am	11.63%	15.77%	14.77%	14.15%	14.57%	15.29%	14.78%	13.62%	14.40%	13.42%	14.26%	14.42%
9 am-1 pm	21.46%	23.40%	22.93%	25.19%	24.82%	25.30%	23.75%	25.38%	24.29%	24.73%	24.35%	24.35%
1-4 pm	23.82%	22.19%	22.58%	22.41%	22.60%	22.94%	22.63%	22.16%	22.48%	22.44%	22.47%	21.69%
4-7 pm	24.89%	20.10%	21.26%	21.91%	20.76%	22.00%	21.21%	22.54%	21.65%	23.08%	21.85%	22.83%
7-10 pm	11.21%	11.19%	11.20%	11.56%	11.51%	10.52%	11.20%	11.87%	11.42%	11.88%	11.48%	11.94%
Unreported	0.37%	0.16%	0.21%	0.13%	0.14%	0.11%	0.18%	0.12%	0.16%	0.05%	0.15%	0.07%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Day of Week and Very Low Income Status:*

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in Very Low Income Households:</b>												
<b>TOTAL PT/PERSON</b>	<b>3.25</b>	<b>2.99</b>	<b>3.03</b>	<b>3.51</b>	<b>3.24</b>	<b>3.82</b>	<b>3.11</b>	<b>3.54</b>	<b>3.20</b>	<b>3.61</b>	<b>3.23</b>	<b>3.49</b>
Sunday	3.21	1.96	2.13	2.84	2.97	2.22	2.23	2.98	2.37	1.30	2.28	3.46
Monday	1.60	3.63	3.36	2.92	2.05	3.64	3.23	3.10	3.21	3.73	3.25	3.51
Tuesday	1.65	3.02	2.84	3.94	5.33	3.56	3.17	3.42	3.22	4.07	3.29	3.42
Wednesday	6.70	2.30	2.88	2.65	2.88	3.52	2.93	2.27	2.80	4.84	2.98	3.74
Thursday	4.67	3.32	3.50	3.76	2.43	2.93	3.34	4.64	3.59	2.12	3.46	3.23
Friday	2.93	3.89	3.76	3.84	3.66	2.69	3.67	4.29	3.79	5.69	3.96	3.58
Saturday	1.97	2.84	2.72	4.63	3.34	8.22	3.22	4.08	3.38	3.48	3.39	3.49
<b>Persons NOT in Very Low Income Households:</b>												
<b>TOTAL PT/PERSON</b>	<b>4.24</b>	<b>3.67</b>	<b>3.79</b>	<b>4.07</b>	<b>3.88</b>	<b>4.10</b>	<b>3.85</b>	<b>4.18</b>	<b>3.95</b>	<b>4.14</b>	<b>3.98</b>	<b>4.35</b>
Sunday	3.60	3.42	3.46	3.65	4.25	3.34	3.66	3.37	3.57	3.77	3.60	3.79
Monday	2.87	3.82	3.62	3.92	3.51	4.68	3.71	3.97	3.79	3.36	3.74	4.23
Tuesday	4.48	3.38	3.61	3.90	3.76	3.39	3.63	4.12	3.78	4.65	3.89	4.25
Wednesday	4.20	4.36	4.33	4.05	3.73	4.56	4.19	4.10	4.16	4.42	4.20	4.42
Thursday	4.44	3.73	3.89	4.24	3.77	4.41	3.92	4.49	4.10	4.46	4.14	4.43
Friday	4.60	3.66	3.86	4.45	4.24	3.85	3.97	4.73	4.20	4.85	4.29	4.83
Saturday	5.46	3.32	3.79	4.29	3.86	4.48	3.89	4.49	4.08	3.51	4.00	4.47

**Vehicle Trips per Driver by Trip Purpose and Very Low Income Status:**

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in Very Low Income Households:</b>												
<b>TOTAL VT/DRIVER</b>	<b>1.08</b>	<b>1.17</b>	<b>1.16</b>	<b>2.87</b>	<b>2.72</b>	<b>3.08</b>	<b>1.70</b>	<b>2.87</b>	<b>2.02</b>	<b>2.73</b>	<b>2.12</b>	<b>2.88</b>
Earn a Living	52.67%	22.24%	25.58%	18.05%	16.52%	27.16%	23.29%	15.40%	20.21%	23.11%	20.72%	20.95%
Family & Personal Business	29.62%	59.39%	56.12%	50.93%	49.67%	46.59%	51.97%	53.11%	52.42%	55.36%	52.93%	52.43%
Civic, Educational & Religious		4.27%	3.80%	6.51%	7.83%	5.36%	5.35%	6.34%	5.74%	4.01%	5.43%	6.30%
Social & Recreational	17.71%	13.97%	14.38%	23.60%	24.53%	20.61%	18.84%	24.27%	20.96%	17.10%	20.28%	19.98%
Other		0.05%	0.04%	0.80%	1.46%	0.28%	0.51%	0.70%	0.59%	0.31%	0.54%	0.27%
Unreported		0.08%	0.07%	0.10%			0.03%	0.19%	0.09%	0.11%	0.10%	0.06%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households:</b>												
<b>TOTAL VT/DRIVER</b>	<b>0.71</b>	<b>2.01</b>	<b>1.72</b>	<b>3.35</b>	<b>3.14</b>	<b>3.27</b>	<b>2.36</b>	<b>3.50</b>	<b>2.74</b>	<b>3.34</b>	<b>2.82</b>	<b>3.55</b>
Earn a Living	25.74%	25.81%	25.80%	26.64%	27.22%	23.92%	26.02%	27.02%	26.45%	27.57%	26.64%	27.43%
Family & Personal Business	44.30%	50.20%	49.65%	47.95%	46.31%	51.39%	48.63%	47.97%	48.35%	47.79%	48.26%	47.11%
Civic, Educational & Religious	0.10%	4.11%	3.74%	4.02%	4.15%	3.48%	3.86%	4.09%	3.95%	3.34%	3.85%	4.65%
Social & Recreational	28.66%	18.45%	19.39%	20.74%	21.60%	20.37%	20.47%	20.36%	20.42%	20.76%	20.48%	20.21%
Other	1.20%	1.29%	0.51%	0.51%	0.59%	0.53%	0.86%	0.46%	0.69%	0.26%	0.62%	0.52%
Unreported		0.15%	0.13%	0.13%	0.12%	0.31%	0.16%	0.10%	0.13%	0.28%	0.16%	0.07%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Vehicle Trips per Driver by Time of Day and Very Low Income Status:**

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in Very Low Income Households:</b>												
<b>TOTAL VT/DRIVER</b>	<b>1.08</b>	<b>1.17</b>	<b>1.16</b>	<b>2.87</b>	<b>2.72</b>	<b>3.08</b>	<b>1.70</b>	<b>2.87</b>	<b>2.02</b>	<b>2.73</b>	<b>2.12</b>	<b>2.88</b>
10 pm-1 am		4.80%	4.28%	3.35%	1.37%	2.79%	3.07%	4.46%	3.61%	3.02%	3.51%	3.47%
1-6 am		1.94%	1.73%	1.67%	2.58%	0.44%	1.68%	1.70%	1.68%	2.39%	1.81%	2.52%
6-9 am	24.82%	15.69%	16.69%	12.31%	11.81%	15.08%	14.88%	11.53%	13.57%	16.47%	14.08%	14.49%
9 am-1 pm	41.62%	26.07%	27.77%	28.31%	29.06%	29.24%	28.50%	27.63%	28.16%	25.90%	27.77%	26.98%
1-4 pm	10.05%	21.63%	20.36%	21.20%	18.84%	17.37%	19.21%	23.70%	20.96%	22.09%	21.16%	22.11%
4-7 pm	19.60%	21.86%	21.61%	20.76%	21.26%	22.27%	21.66%	19.98%	21.01%	20.99%	21.00%	20.38%
7-10 pm	3.91%	8.01%	7.56%	12.30%	15.08%	12.82%	11.01%	10.83%	10.94%	9.13%	10.62%	9.96%
Unreported				0.10%				0.18%	0.07%		0.06%	0.10%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households:</b>												
<b>TOTAL VT/DRIVER</b>	<b>0.71</b>	<b>2.01</b>	<b>1.72</b>	<b>3.35</b>	<b>3.14</b>	<b>3.27</b>	<b>2.36</b>	<b>3.50</b>	<b>2.74</b>	<b>3.34</b>	<b>2.82</b>	<b>3.55</b>
10 pm-1 am	6.50%	6.07%	6.11%	3.19%	3.95%	2.98%	4.65%	2.84%	3.88%	3.02%	3.74%	2.80%
1-6 am	2.23%	2.56%	2.53%	1.81%	1.98%	1.24%	2.07%	1.87%	1.98%	2.35%	2.05%	2.28%
6-9 am	13.33%	16.27%	16.00%	14.81%	15.20%	15.16%	15.52%	14.52%	15.09%	14.83%	15.05%	15.43%
9 am-1 pm	21.33%	24.40%	24.12%	26.73%	25.91%	27.82%	25.53%	26.91%	26.12%	26.58%	26.20%	25.70%
1-4 pm	20.74%	20.29%	20.33%	21.39%	21.64%	21.06%	21.00%	21.33%	21.14%	21.65%	21.22%	21.02%
4-7 pm	30.78%	19.48%	20.53%	21.47%	20.42%	21.82%	20.73%	21.96%	21.25%	21.49%	21.29%	22.38%
7-10 pm	5.09%	10.91%	10.37%	10.45%	10.71%	9.80%	10.40%	10.48%	10.43%	10.02%	10.36%	10.35%
Unreported		0.01%	0.01%	0.13%	0.18%	0.13%	0.10%	0.10%	0.10%	0.05%	0.09%	0.04%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Vehicle Trips per Person by Day of Week and Very Low Income Status:**

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in Very Low Income Households:</b>												
<b>TOTAL VT/DRIVER</b>	<b>1.08</b>	<b>1.17</b>	<b>1.16</b>	<b>2.87</b>	<b>2.72</b>	<b>3.08</b>	<b>1.70</b>	<b>2.87</b>	<b>2.02</b>	<b>2.73</b>	<b>2.12</b>	<b>2.88</b>
Sunday	0.69	0.61	0.62	1.98	2.32	1.35	1.03	2.02	1.30	1.02	1.26	2.46
Monday	0.54	2.20	2.01	2.46	2.34	2.40	2.12	2.54	2.23	2.70	2.30	2.88
Tuesday	1.65	0.74	0.85	3.65	4.67	1.95	1.69	3.75	2.26	3.12	2.37	2.88
Wednesday	3.97	0.82	1.19	2.44	1.79	3.82	1.64	2.28	1.82	3.82	2.09	3.36
Thursday		1.23	1.09	2.96	2.14	2.77	1.50	3.43	2.03	1.84	2.00	2.69
Friday	0.54	1.61	1.49	2.97	3.25	2.27	1.91	3.06	2.23	3.79	2.44	3.11
Saturday	0.16	1.01	0.91	3.62	2.51	7.01	2.00	3.00	2.27	2.83	2.35	2.80
<b>Persons NOT in Very Low Income Households:</b>												
<b>TOTAL VT/DRIVER</b>	<b>0.71</b>	<b>2.01</b>	<b>1.72</b>	<b>3.35</b>	<b>3.14</b>	<b>3.27</b>	<b>2.36</b>	<b>3.50</b>	<b>2.74</b>	<b>3.34</b>	<b>2.82</b>	<b>3.55</b>
Sunday	0.62	1.75	1.50	2.68	3.10	2.38	2.10	2.50	2.23	2.68	2.30	2.67
Monday	0.24	1.91	1.54	3.40	3.11	3.51	2.28	3.54	2.70	3.05	2.75	3.66
Tuesday	0.88	1.84	1.63	3.41	3.24	2.92	2.29	3.65	2.74	3.81	2.89	3.63
Wednesday	0.50	1.99	1.66	3.34	2.82	3.72	2.29	3.55	2.71	3.46	2.81	3.81
Thursday	0.48	2.05	1.70	3.65	3.21	3.65	2.42	3.91	2.91	3.86	3.05	3.81
Friday	0.90	2.29	1.98	3.71	3.45	3.32	2.61	3.97	3.06	3.97	3.19	3.96
Saturday	1.38	2.22	2.03	3.27	3.07	3.40	2.53	3.36	2.81	2.58	2.78	3.31

## Trip Length Statistics

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in Very Low Income Households:</b>												
<b>Average Person Trip Length:</b>	<b>4.15</b>	<b>4.14</b>	<b>4.14</b>	<b>6.27</b>	<b>9.14</b>	<b>6.17</b>	<b>4.99</b>	<b>5.11</b>	<b>5.01</b>	<b>9.44</b>	<b>5.49</b>	<b>8.13</b>
Males	5.99	5.10	5.21	6.61	9.95	6.51	5.92	5.33	5.79	10.90	6.30	9.08
Females	3.03	3.28	3.24	5.98	8.53	5.79	4.18	4.92	4.36	8.35	4.81	7.40
<b>Average Person Trip Length:</b>	<b>4.15</b>	<b>4.14</b>	<b>4.14</b>	<b>6.27</b>	<b>9.14</b>	<b>6.17</b>	<b>4.99</b>	<b>5.11</b>	<b>5.01</b>	<b>9.44</b>	<b>5.49</b>	<b>8.13</b>
5 or fewer miles	71.55%	68.74%	69.14%	69.97%	67.01%	65.61%	68.56%	72.71%	69.46%	58.71%	68.40%	62.17%
6-10 miles	8.57%	6.99%	7.22%	13.00%	13.91%	12.75%	8.52%	12.71%	9.42%	12.97%	9.77%	15.33%
11-15 miles	1.56%	3.66%	3.36%	5.05%	4.27%	4.76%	3.60%	5.47%	4.00%	9.29%	4.52%	6.89%
16-20 miles	1.19%	2.10%	1.97%	2.21%	2.97%	2.63%	2.15%	1.74%	2.06%	5.85%	2.43%	3.62%
21-30 miles	1.68%	0.92%	1.03%	2.07%	2.07%	2.99%	1.34%	1.75%	1.43%	4.95%	1.78%	3.51%
31 or more miles	2.56%	1.53%	1.68%	3.06%	5.39%	3.94%	2.32%	1.79%	2.20%	5.68%	2.55%	3.64%
Unreported	12.89%	16.05%	15.60%	4.64%	4.37%	7.31%	13.51%	3.83%	11.42%	2.55%	10.55%	4.85%
<b>Average Vehicle Trip Length:</b>	<b>3.63</b>	<b>7.06</b>	<b>6.74</b>	<b>7.26</b>	<b>9.29</b>	<b>6.62</b>	<b>7.46</b>	<b>6.58</b>	<b>7.11</b>	<b>9.98</b>	<b>7.63</b>	<b>9.06</b>
Males	4.04	8.95	8.51	9.07	14.31	7.13	9.54	7.57	8.87	11.28	9.27	11.12
Females	2.91	3.38	3.33	5.70	5.27	6.04	4.75	5.78	5.22	8.84	5.93	7.35
<b>Average Vehicle Trip Length:</b>	<b>3.63</b>	<b>7.06</b>	<b>6.74</b>	<b>7.26</b>	<b>9.29</b>	<b>6.62</b>	<b>7.46</b>	<b>6.58</b>	<b>7.11</b>	<b>9.98</b>	<b>7.63</b>	<b>9.06</b>
5 or fewer miles	66.29%	62.04%	62.51%	65.62%	65.93%	62.34%	63.47%	66.70%	64.73%	55.75%	63.16%	58.15%
6-10 miles	2.87%	18.58%	16.85%	14.94%	12.51%	16.59%	15.52%	15.45%	15.49%	14.37%	15.29%	17.55%
11-15 miles	3.52%	6.57%	6.23%	6.22%	5.32%	5.30%	5.74%	6.98%	6.23%	11.41%	7.13%	8.54%
16-20 miles	6.86%	5.00%	5.21%	2.83%	3.17%	3.26%	4.15%	2.51%	3.51%	4.52%	3.69%	4.37%
21-30 miles		1.16%	1.04%	2.38%	1.83%	3.33%	1.81%	2.28%	1.99%	7.22%	2.91%	3.92%
31 or more miles	0.61%	2.90%	2.65%	3.86%	5.83%	4.05%	3.91%	2.89%	3.51%	5.73%	3.90%	4.38%
Unreported	19.84%	3.74%	5.51%	4.15%	5.42%	5.13%	5.40%	3.20%	4.54%	1.00%	3.92%	3.09%
<b>Persons NOT in Very Low Income Households:</b>												
<b>Average Person Trip Length:</b>	<b>8.83</b>	<b>7.56</b>	<b>7.87</b>	<b>9.28</b>	<b>8.71</b>	<b>10.42</b>	<b>8.45</b>	<b>9.30</b>	<b>8.73</b>	<b>11.17</b>	<b>9.08</b>	<b>10.58</b>
Males	9.81	8.56	8.85	10.35	9.69	12.09	9.49	10.27	9.75	12.25	10.11	11.77
Females	7.88	6.47	6.83	8.25	7.77	8.80	7.37	8.38	7.72	10.05	8.04	9.38
<b>Average Person Trip Length:</b>	<b>8.83</b>	<b>7.56</b>	<b>7.87</b>	<b>9.28</b>	<b>8.71</b>	<b>10.42</b>	<b>8.45</b>	<b>9.30</b>	<b>8.73</b>	<b>11.17</b>	<b>9.08</b>	<b>10.58</b>
5 or fewer miles	78.97%	68.29%	70.87%	61.59%	64.99%	60.50%	67.93%	59.94%	65.32%	56.12%	64.05%	58.91%
6-10 miles	7.68%	11.00%	10.20%	16.08%	12.76%	14.58%	11.46%	18.36%	13.72%	16.07%	14.04%	17.38%
11-15 miles	2.42%	5.83%	5.01%	7.52%	6.66%	6.46%	5.65%	8.29%	6.51%	9.47%	6.92%	8.36%
16-20 miles	2.12%	3.07%	2.84%	4.20%	3.83%	4.20%	3.29%	4.41%	3.65%	5.27%	3.88%	4.58%
21-30 miles	1.47%	2.48%	2.24%	4.33%	4.68%	5.70%	3.35%	3.78%	3.49%	5.79%	3.81%	4.52%
31 or more miles	2.17%	2.07%	2.09%	4.89%	5.30%	6.59%	3.55%	4.21%	3.77%	6.58%	4.15%	5.48%
Unreported	5.17%	7.26%	6.76%	1.39%	1.78%	1.97%	4.77%	1.02%	3.55%	0.69%	3.15%	0.77%
<b>Average Vehicle Trip Length:</b>	<b>17.74</b>	<b>7.18</b>	<b>8.17</b>	<b>9.14</b>	<b>8.80</b>	<b>10.02</b>	<b>8.78</b>	<b>9.11</b>	<b>8.92</b>	<b>10.68</b>	<b>9.22</b>	<b>10.12</b>
Males	17.41	7.99	9.00	10.85	10.74	12.32	10.23	10.53	10.36	12.05	10.65	11.74
Females	18.57	5.85	6.78	7.27	6.76	7.50	6.92	7.50	7.18	8.98	7.49	8.18
<b>Average Vehicle Trip Length:</b>	<b>17.74</b>	<b>7.18</b>	<b>8.17</b>	<b>9.14</b>	<b>8.80</b>	<b>10.02</b>	<b>8.78</b>	<b>9.11</b>	<b>8.92</b>	<b>10.68</b>	<b>9.22</b>	<b>10.12</b>
5 or fewer miles	47.00%	64.26%	62.67%	58.50%	62.03%	57.03%	61.36%	56.95%	59.48%	53.58%	58.49%	55.75%
6-10 miles	18.95%	14.63%	15.03%	17.89%	14.76%	16.35%	15.17%	19.98%	17.21%	17.14%	17.20%	18.71%
11-15 miles	9.40%	7.50%	7.68%	8.70%	7.43%	8.08%	7.65%	9.54%	8.46%	9.98%	8.71%	9.24%
16-20 miles	3.67%	3.54%	3.55%	4.77%	4.43%	4.80%	4.14%	4.95%	4.48%	6.03%	4.75%	5.06%
21-30 miles	9.58%	3.09%	3.69%	4.42%	4.48%	5.81%	4.40%	4.04%	4.25%	6.27%	4.59%	5.15%
31 or more miles	9.14%	2.69%	3.28%	4.75%	5.45%	6.51%	4.76%	3.92%	4.40%	6.62%	4.78%	5.54%
Unreported	2.25%	4.29%	4.10%	0.97%	1.41%	1.43%	2.52%	0.62%	1.71%	0.37%	1.48%	0.54%



## Person Trips and Vehicle Trips by Size of Travel Party

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Person Trips, Persons in Very Low Income HHs</b>												
1	55.40%	51.16%	51.77%	46.62%	44.86%	50.60%	50.86%	45.98%	49.80%	38.84%	48.72%	42.74%
2	24.01%	24.68%	24.59%	28.34%	30.63%	30.08%	25.81%	26.77%	26.02%	38.67%	27.26%	27.34%
3	10.44%	15.22%	14.54%	12.91%	13.41%	10.85%	14.06%	13.40%	13.92%	10.13%	13.54%	12.88%
4+	10.16%	8.93%	9.11%	12.14%	11.10%	8.46%	9.28%	13.86%	10.26%	12.35%	10.47%	17.04%
<b>Person Trips, Persons NOT in Very Low Income HHs</b>												
1	58.00%	56.14%	56.59%	50.59%	50.92%	50.97%	54.31%	50.30%	53.00%	47.65%	52.26%	48.27%
2	26.37%	24.05%	24.61%	28.70%	28.47%	27.61%	26.06%	29.11%	27.06%	29.81%	27.43%	29.07%
3	10.62%	10.68%	10.66%	10.17%	9.23%	11.33%	10.35%	10.40%	10.37%	11.51%	10.52%	11.45%
4+	5.01%	9.13%	8.14%	10.55%	11.38%	10.09%	9.28%	10.20%	9.58%	11.03%	9.78%	11.21%
<b>Vehicle Trips, Persons in Very Low Income HHs</b>												
1	56.37%	60.32%	59.89%	66.28%	62.04%	72.16%	63.42%	66.06%	64.45%	59.19%	63.53%	61.17%
2	21.63%	26.69%	26.14%	22.15%	23.44%	19.02%	23.66%	22.70%	23.29%	29.14%	24.31%	23.18%
3	20.70%	7.94%	9.34%	7.57%	9.08%	6.65%	8.63%	7.22%	8.08%	6.00%	7.71%	8.34%
4+	1.30%	5.05%	4.64%	4.00%	5.44%	2.17%	4.29%	4.01%	4.18%	5.67%	4.44%	7.30%
<b>Vehicle Trips, Persons NOT in Very Low Income HHs</b>												
1	46.13%	60.91%	59.55%	67.43%	67.60%	65.90%	63.98%	67.71%	65.57%	65.52%	65.56%	65.30%
2	39.43%	22.81%	24.34%	22.23%	21.78%	22.56%	22.98%	22.40%	22.73%	23.24%	22.82%	22.90%
3	8.79%	9.03%	9.01%	6.06%	5.60%	6.67%	7.20%	6.15%	6.75%	6.84%	6.77%	6.94%
4+	5.65%	7.25%	7.10%	4.29%	5.02%	4.87%	5.85%	3.74%	4.95%	4.39%	4.86%	4.86%

## Perceptions And Views of Transportation Services, Persons in Very Low Income HH.

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Worrying about a traffic accident</b>												
Not a problem	18.42%	30.85%	28.94%	33.37%	43.07%	18.41%	29.53%	34.62%	30.75%	39.48%	31.61%	33.03%
A little problem	9.53%	11.93%	11.56%	13.70%	13.42%	6.20%	11.22%	16.29%	12.43%	18.57%	13.04%	17.12%
Somewhat of a problem	19.60%	20.81%	20.63%	22.01%	17.67%	20.18%	20.23%	24.27%	21.19%	12.75%	20.36%	18.42%
Very much of a problem	25.37%	14.43%	16.12%	8.12%	5.23%	17.10%	14.92%	6.26%	12.85%	11.88%	12.76%	9.17%
A severe problem	27.09%	21.98%	22.77%	22.79%	20.62%	38.11%	24.10%	18.57%	22.78%	17.31%	22.24%	22.27%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Highway congestion</b>												
Not a problem	29.48%	37.07%	35.97%	31.96%	26.65%	26.52%	34.13%	36.20%	34.54%	52.25%	36.16%	34.52%
A little problem	17.44%	12.68%	13.37%	18.56%	17.43%	16.98%	14.13%	19.59%	15.21%	15.39%	15.23%	16.65%
Somewhat of a problem	22.67%	18.96%	19.50%	21.41%	20.45%	24.85%	20.02%	20.79%	20.17%	18.13%	19.99%	22.01%
Very much of a problem	16.71%	8.26%	9.49%	10.99%	13.69%	12.05%	10.18%	9.37%	10.02%	6.15%	9.67%	10.54%
A severe problem	13.70%	23.03%	21.68%	17.08%	21.79%	19.60%	21.53%	14.05%	20.05%	8.08%	18.96%	16.27%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Lack of walkways/sidewalks</b>												
Not a problem	43.75%	50.45%	49.23%	50.64%	46.15%	53.85%	49.18%	52.13%	49.78%	54.79%	50.31%	52.75%
A little problem	22.70%	17.99%	18.85%	18.81%	22.43%	21.43%	19.61%	15.77%	18.84%	15.65%	18.49%	14.73%
Somewhat of a problem	19.52%	14.25%	15.21%	9.95%	8.83%	10.05%	13.82%	10.56%	13.17%	12.44%	13.09%	12.91%
Very much of a problem	8.09%	11.42%	10.81%	7.72%	5.94%	3.98%	9.49%	10.08%	9.61%	5.11%	9.13%	7.97%
A severe problem	5.93%	5.89%	5.90%	12.88%	16.65%	10.70%	7.90%	11.45%	8.61%	12.01%	8.98%	11.65%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement or potholes</b>												
Not a problem	29.86%	27.89%	28.17%	23.14%	29.26%	25.40%	28.09%	19.56%	26.39%	20.39%	25.84%	24.95%
A little problem	14.05%	11.61%	11.96%	16.81%	21.89%	15.58%	13.40%	14.80%	13.68%	17.83%	14.06%	18.96%
Somewhat of a problem	11.88%	18.65%	17.67%	20.34%	18.00%	22.83%	18.11%	20.65%	18.62%	24.15%	19.12%	21.31%
Very much of a problem	13.18%	13.69%	13.62%	15.90%	12.90%	14.67%	13.62%	17.68%	14.43%	17.61%	14.72%	14.20%
A severe problem	31.04%	28.16%	28.58%	23.82%	17.95%	21.52%	26.79%	27.30%	26.89%	20.02%	26.26%	20.58%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Traffic or road congestion</b>												
Not a problem	40.79%	31.51%	32.95%	27.92%	29.18%	19.62%	31.66%	29.37%	31.16%	29.25%	31.01%	32.72%
A little problem	10.94%	13.07%	12.74%	20.97%	22.46%	28.21%	14.84%	18.65%	15.66%	14.19%	15.54%	17.88%
Somewhat of a problem	17.74%	13.07%	13.79%	20.34%	23.96%	14.93%	15.00%	20.15%	16.11%	26.77%	16.95%	18.55%
Very much of a problem	2.90%	19.18%	16.66%	7.92%	3.42%	12.62%	14.92%	8.64%	13.57%	13.43%	13.56%	12.93%
A severe problem	27.63%	23.17%	23.86%	22.85%	20.98%	24.62%	23.59%	23.19%	23.50%	16.36%	22.94%	17.92%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

## Perceptions And Views of Transportation Services, Persons in Very Low Income HH

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Distracted drivers</b>												
Not a problem	36.39%	34.96%	35.14%	18.63%	12.40%	14.82%	31.32%	22.99%	29.86%	30.89%	29.95%	19.86%
A little problem	10.43%	5.86%	6.42%	19.32%	15.17%	25.37%	8.61%	19.63%	10.55%	14.65%	10.91%	17.77%
Somewhat of a problem	7.57%	23.28%	21.35%	19.13%	14.84%	15.14%	20.23%	22.54%	20.64%	15.20%	20.15%	24.78%
Very much of a problem	16.20%	12.65%	13.09%	16.57%	22.66%	12.87%	14.13%	14.55%	14.20%	11.96%	14.00%	15.99%
A severe problem	29.41%	23.25%	24.01%	26.35%	34.93%	31.80%	25.71%	20.30%	24.76%	27.30%	24.99%	21.61%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Drunk drivers</b>												
Not a problem	31.95%	45.06%	43.02%	40.34%	44.18%	43.82%	43.20%	38.03%	42.08%	39.16%	41.85%	40.21%
A little problem	26.34%	6.84%	9.70%	10.19%	7.70%	8.27%	9.39%	11.62%	9.88%	11.00%	9.96%	13.25%
Somewhat of a problem	6.91%	8.74%	8.45%	9.51%	8.50%	5.60%	8.28%	10.78%	8.83%	4.37%	8.48%	11.52%
Very much of a problem	8.80%	4.58%	5.24%	7.38%	8.91%	11.56%	6.03%	5.84%	5.99%	10.01%	6.30%	7.64%
A severe problem	26.01%	34.98%	33.59%	32.57%	30.71%	30.76%	33.09%	33.72%	33.23%	35.47%	33.40%	27.39%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Price of gasoline</b>												
Not a problem	47.67%	41.98%	42.79%	25.12%	25.14%	25.14%	39.46%	25.11%	36.76%	23.77%	35.61%	26.50%
A little problem	9.60%	9.62%	9.62%	13.44%	15.86%	13.02%	10.59%	12.35%	10.92%	13.49%	11.15%	13.56%
Somewhat of a problem	11.19%	13.56%	13.22%	19.68%	18.26%	18.03%	14.15%	20.90%	15.43%	19.26%	15.76%	19.67%
Very much of a problem	11.26%	8.29%	8.72%	13.11%	17.71%	10.55%	9.90%	11.60%	10.22%	15.53%	10.69%	13.74%
A severe problem	20.27%	26.55%	25.66%	28.65%	23.02%	33.26%	25.90%	30.04%	26.68%	27.95%	26.79%	26.54%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Aggressive drivers on road</b>												
Not a problem	28.68%	23.29%	24.29%	18.04%	15.55%	10.55%	21.77%	22.12%	21.84%	29.24%	22.64%	22.73%
A little problem	7.62%	5.26%	5.70%	13.07%	17.80%	6.39%	7.56%	12.65%	8.59%	17.79%	9.58%	16.92%
Somewhat of a problem	19.27%	9.48%	11.30%	15.20%	9.09%	10.10%	10.86%	20.56%	12.83%	27.02%	14.36%	19.29%
Very much of a problem	17.27%	19.95%	19.45%	22.01%	30.81%	26.67%	21.78%	15.25%	20.46%	10.95%	19.43%	14.69%
A severe problem	27.16%	42.01%	39.26%	31.67%	26.74%	46.28%	38.03%	29.42%	36.29%	15.01%	33.98%	26.36%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Drivers speeding</b>												
Not a problem	31.28%	14.90%	17.15%	24.11%	27.19%	29.88%	19.31%	20.82%	19.62%	26.07%	20.17%	23.02%
A little problem	4.72%	16.06%	14.51%	16.90%	13.93%	23.80%	15.29%	15.60%	15.36%	15.48%	15.37%	14.66%
Somewhat of a problem	22.02%	13.96%	15.07%	20.38%	25.77%	13.33%	15.99%	20.78%	16.95%	20.54%	17.26%	20.21%
Very much of a problem	9.80%	19.06%	17.79%	14.37%	8.82%	3.55%	15.60%	20.45%	16.58%	9.48%	15.97%	15.80%
A severe problem	32.18%	36.01%	35.49%	24.24%	24.30%	29.44%	33.81%	22.35%	31.49%	28.42%	31.23%	26.32%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of large trucks on road</b>												
Not a problem	34.59%	39.48%	38.87%	27.35%	21.03%	15.80%	35.33%	34.12%	35.12%	31.46%	34.78%	22.99%
A little problem	8.32%	14.17%	13.45%	18.90%	16.67%	20.38%	14.27%	19.63%	15.22%	23.01%	15.94%	17.96%
Somewhat of a problem	5.79%	24.22%	21.93%	18.09%	9.08%	17.17%	20.16%	23.07%	20.68%	22.76%	20.87%	23.73%
Very much of a problem	38.53%	9.10%	12.76%	15.29%	22.91%	20.55%	14.42%	9.73%	13.58%	3.76%	12.68%	14.30%
A severe problem	12.77%	13.03%	12.99%	20.37%	30.31%	26.11%	15.82%	13.45%	15.40%	19.02%	15.73%	21.02%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Distribution of Very Low Income Households\* by Household Size*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in Very Low Income Households</b>							
<b>TOTAL Persons 5+ in Very Low Income HHs</b>	<b>2,526,800</b>	<b>587,724</b>	<b>123,764</b>	<b>133,812</b>	<b>495,659</b>	<b>375,350</b>	<b>48,410,575</b>
Percent of All Persons 5+	33.97%	15.89%	11.05%	11.16%	26.19%	18.35%	20.16%
<b>Very Low Income Households</b>							
<b>TOTAL Very Low Income Households</b>	<b>988,626</b>	<b>273,564</b>	<b>63,561</b>	<b>67,081</b>	<b>271,975</b>	<b>190,328</b>	<b>23,136,196</b>
Percent of All Households	32.14%	19.49%	14.43%	13.45%	30.28%	21.98%	23.09%
<b>TOTAL Very Low Income Households</b>	<b>988,626</b>	<b>273,564</b>	<b>63,561</b>	<b>67,081</b>	<b>271,975</b>	<b>190,328</b>	<b>23,136,196</b>
1 person	30.23%	37.73%	42.33%	48.36%	43.36%	38.60%	37.79%
2 persons	22.26%	20.83%	27.82%	25.21%	22.06%	26.68%	23.92%
3 persons	15.57%	15.83%	10.66%	8.41%	13.43%	10.70%	14.35%
4 persons	17.19%	12.65%	9.34%	5.32%	9.51%	13.41%	11.67%
5+ persons	14.75%	12.96%	9.85%	12.70%	11.63%	10.61%	12.27%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>TOTAL Very Low Income Households</b>	<b>988,626</b>	<b>273,564</b>	<b>63,561</b>	<b>67,081</b>	<b>271,975</b>	<b>190,328</b>	<b>23,136,196</b>
Less than \$15,000	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	99.46%
\$15,000 - \$19,999	100.00%	100.00%	74.72%	75.18%	74.50%	54.32%	76.40%
\$20,000 - \$24,999	71.31%	99.40%	20.70%	20.15%	20.79%	19.83%	40.12%
\$25,000 - \$29,999	31.28%	98.23%	8.73%	4.41%	6.12%	2.08%	15.47%
\$30,000 - \$34,999	9.39%	32.42%	0.00%	2.67%	0.86%	0.00%	4.55%
\$35,000 - \$39,999	0.00%	19.16%	0.00%	0.00%	0.00%	0.00%	2.65%
\$40,000 - \$44,999	0.00%	19.10%	0.00%	0.00%	0.00%	0.00%	0.80%
\$45,000 - \$49,999	0.00%	0.37%	0.00%	0.00%	0.00%	0.00%	0.22%
\$50,000+	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

\* Very Low Income is defined by HUD as roughly 50% of median income for a household of 4 in a given MSA or county (and adjusted accordingly for other household sizes)

**Vehicle Availability and Very Low Income Status of Vehicles in Very Low Income Households\***

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>TOTAL Very Low Income Households</b>	<b>988,626</b>	<b>273,564</b>	<b>63,561</b>	<b>67,081</b>	<b>271,975</b>	<b>190,328</b>	<b>23,136,196</b>
<b>Very Low Income Households by Vehicle Availability</b>							
0	68.79%	21.76%	11.60%	12.05%	35.76%	18.92%	20.25%
1	24.18%	47.21%	52.88%	60.76%	45.38%	49.47%	46.32%
2	6.31%	20.52%	24.97%	19.69%	12.84%	21.40%	22.92%
3	0.67%	8.57%	8.31%	5.35%	3.46%	7.75%	7.09%
4	0.06%	1.89%	1.43%	2.16%	1.86%	0.93%	2.27%
5+		0.06%	0.81%		0.70%	1.54%	1.14%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Percent of Vehicles Owned by Very Low Income Households by Age of Vehicles</b>							
1 year old	4.28%	5.53%	4.57%	2.43%	1.85%	1.89%	3.22%
2 years old	3.91%	7.78%	3.82%	5.43%	3.87%	3.19%	3.59%
3 years old	2.78%	5.81%	3.98%	4.29%	2.45%	3.37%	4.20%
4 years old	4.58%	5.50%	5.49%	4.41%	5.85%	5.30%	4.61%
5 years old	5.65%	3.20%	4.47%	5.01%	6.92%	5.44%	4.23%
6 years old	4.62%	6.22%	3.99%	4.95%	6.03%	3.96%	4.85%
7 years old	6.97%	6.30%	4.31%	5.13%	7.50%	8.32%	5.49%
8 years old	3.01%	8.63%	5.98%	12.89%	3.83%	6.85%	5.83%
9 years old	7.35%	3.34%	7.79%	5.02%	7.09%	4.91%	5.24%
10 years old	6.63%	4.20%	4.86%	7.37%	6.85%	4.94%	5.93%
11 years old	3.29%	4.85%	6.40%	7.09%	9.39%	7.62%	6.31%
12 years old	7.98%	5.25%	6.44%	10.49%	5.36%	4.78%	5.44%
13 years old	9.01%	4.92%	7.85%	6.83%	7.93%	7.66%	6.45%
14 years old	6.46%	6.06%	6.34%	5.80%	3.86%	5.96%	5.05%
15 years old	4.78%	6.62%	5.47%	4.58%	5.17%	6.69%	4.20%
16 years old	1.88%	4.92%	4.07%	1.27%	2.11%	2.86%	3.77%
17 years old	2.02%	1.26%	3.28%	1.41%	2.92%	3.33%	3.39%
18 years old	0.65%	1.04%	0.36%	0.82%	1.68%	1.71%	2.30%
19 years old	0.03%	1.60%	0.18%	0.36%	1.02%	1.03%	1.68%
20+ years old	1.80%	2.63%	5.48%	2.79%	3.72%	3.59%	8.69%
Unreported	12.32%	4.34%	4.88%	1.64%	4.58%	6.61%	5.55%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Characteristics of Very Low Income Households\* with Zero Vehicles**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Household Income Distribution</b>							
Very Low Income	42.86%	64.37%	68.20%	53.17%	69.67%	64.40%	68.76%
Not Very Low Income	42.62%	13.82%	17.29%	25.79%	18.15%	25.21%	16.86%
Unreported	14.52%	21.81%	14.52%	21.04%	12.18%	10.39%	14.38%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Drivers</b>							
0	60.65%	60.47%	61.20%	78.19%	62.67%	80.82%	67.84%
1	33.59%	32.69%	37.30%	21.81%	32.93%	14.69%	27.15%
2	5.66%	6.84%	1.49%		4.41%	4.49%	4.33%
3	0.10%						0.61%
4							0.00%
5+							0.05%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Workers</b>							
0	40.98%	50.31%	70.49%	82.28%	55.78%	66.78%	61.87%
1	40.28%	25.21%	27.71%	12.87%	31.72%	30.59%	30.53%
2	13.63%	20.56%	1.37%	4.84%	7.95%	2.63%	5.75%
3	3.26%	0.38%	0.43%		4.15%		0.85%
4	1.04%	3.54%			0.40%		0.61%
5+	0.82%						0.39%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Mode of Transportation and Very Low Income Status*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in Very Low Income Households</b>							
<b>TOTAL PT/PERSON</b>	<b>3.03</b>	<b>3.48</b>	<b>3.29</b>	<b>3.78</b>	<b>3.54</b>	<b>3.61</b>	<b>3.49</b>
POV-Driver	11.99%	50.65%	56.03%	55.07%	42.36%	50.11%	50.45%
POV-Passenger	10.67%	27.09%	28.00%	29.92%	23.56%	30.80%	30.32%
Taxi	1.71%	0.42%		0.14%	2.78%	0.75%	0.13%
Public	28.80%	3.63%	0.42%	0.37%	5.32%	0.25%	3.14%
Walk	43.15%	12.81%	8.63%	9.93%	21.96%	12.38%	11.94%
Other	3.48%	5.31%	6.86%	4.49%	4.03%	5.72%	3.93%
No Response	0.20%	0.08%	0.06%	0.07%			0.09%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>							
<b>TOTAL PT/PERSON</b>	<b>3.79</b>	<b>3.94</b>	<b>3.92</b>	<b>4.30</b>	<b>4.28</b>	<b>4.14</b>	<b>4.35</b>
POV-Driver	29.07%	61.74%	64.40%	65.29%	63.43%	62.86%	63.97%
POV-Passenger	14.21%	22.19%	24.56%	23.11%	23.71%	26.38%	25.31%
Taxi	1.65%	0.28%	0.01%	0.10%	0.20%	0.05%	0.10%
Public	18.69%	2.40%	0.22%	0.38%	0.74%	0.11%	0.60%
Walk	33.49%	9.44%	5.75%	6.25%	7.93%	6.70%	6.89%
Other	2.84%	3.84%	5.03%	4.78%	3.88%	3.87%	3.06%
No Response	0.05%	0.12%	0.04%	0.08%	0.12%	0.02%	0.06%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Trip Purpose and Very Low Income Status*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in Very Low Income Households</b>							
<b>TOTAL PT/PERSON</b>	<b>3.03</b>	<b>3.48</b>	<b>3.29</b>	<b>3.78</b>	<b>3.54</b>	<b>3.61</b>	<b>3.49</b>
Earn a Living	15.81%	17.31%	10.87%	8.53%	12.47%	15.39%	14.77%
Family & Personal Business	43.75%	43.14%	47.17%	42.07%	47.59%	49.60%	46.60%
Civic, Educational & Religious	14.92%	11.80%	9.36%	13.21%	11.99%	10.68%	12.61%
Social & Recreational	24.64%	26.35%	30.14%	35.45%	26.16%	23.24%	25.24%
Other	0.69%	1.37%	2.01%	0.29%	1.55%	0.92%	0.65%
Unreported	0.19%	0.03%	0.46%	0.45%	0.23%	0.17%	0.12%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>							
<b>TOTAL PT/PERSON</b>	<b>3.79</b>	<b>3.94</b>	<b>3.92</b>	<b>4.30</b>	<b>4.28</b>	<b>4.14</b>	<b>4.35</b>
Earn a Living	22.68%	20.47%	20.61%	19.52%	18.97%	19.33%	19.87%
Family & Personal Business	41.91%	42.91%	42.74%	42.87%	43.54%	43.40%	43.17%
Civic, Educational & Religious	9.07%	7.84%	8.53%	9.13%	8.66%	7.85%	9.22%
Social & Recreational	24.39%	27.22%	27.01%	27.23%	27.61%	28.34%	26.80%
Other	1.67%	1.30%	0.89%	0.93%	0.78%	0.61%	0.84%
Unreported	0.27%	0.26%	0.22%	0.30%	0.44%	0.47%	0.11%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Time of Day and Very Low Income Status*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in Very Low Income Households</b>							
<b>TOTAL PT/PERSON</b>	<b>3.03</b>	<b>3.48</b>	<b>3.29</b>	<b>3.78</b>	<b>3.54</b>	<b>3.61</b>	<b>3.49</b>
10 pm-1 am	4.27%	1.95%	3.00%	7.61%	4.85%	2.67%	3.22%
1-6 am	1.53%	1.40%	1.36%	0.88%	2.47%	1.46%	1.98%
6-9 am	14.61%	12.80%	12.50%	9.38%	10.46%	14.78%	14.19%
9 am-1 pm	23.50%	27.73%	34.16%	28.48%	25.70%	24.44%	24.58%
1-4 pm	22.61%	21.07%	24.15%	20.92%	23.19%	24.74%	23.63%
4-7 pm	22.56%	21.05%	18.22%	22.51%	21.15%	22.29%	20.91%
7-10 pm	10.74%	13.96%	6.55%	10.18%	11.73%	9.54%	11.27%
Unreported	0.19%	0.05%	0.06%	0.04%	0.46%	0.08%	0.23%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>							
<b>TOTAL PT/PERSON</b>	<b>3.79</b>	<b>3.94</b>	<b>3.92</b>	<b>4.30</b>	<b>4.28</b>	<b>4.14</b>	<b>4.35</b>
10 pm-1 am	5.18%	3.66%	2.17%	3.05%	2.87%	2.70%	2.84%
1-6 am	1.86%	1.40%	1.66%	1.58%	1.52%	1.70%	1.86%
6-9 am	14.77%	14.79%	14.52%	13.83%	12.84%	13.42%	14.42%
9 am-1 pm	22.93%	24.97%	25.98%	24.89%	25.36%	24.73%	24.35%
1-4 pm	22.58%	22.71%	22.08%	22.06%	22.29%	22.44%	21.69%
4-7 pm	21.26%	21.15%	22.66%	22.76%	22.29%	23.08%	22.83%
7-10 pm	11.20%	11.20%	10.86%	11.74%	12.64%	11.88%	11.94%
Unreported	0.21%	0.13%	0.07%	0.09%	0.19%	0.05%	0.07%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Day of Week and Very Low Income Status*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in Very Low Income Households</b>							
<b>TOTAL PT/PERSON</b>	<b>3.03</b>	<b>3.48</b>	<b>3.29</b>	<b>3.78</b>	<b>3.54</b>	<b>3.61</b>	<b>3.49</b>
Sunday	2.13	2.66	3.85	2.84	2.80	1.30	3.46
Monday	3.36	2.70	1.95	3.41	3.30	3.73	3.51
Tuesday	2.84	4.60	3.02	3.51	3.49	4.07	3.42
Wednesday	2.88	3.14	3.57	2.55	1.87	4.84	3.74
Thursday	3.50	2.64	3.23	8.13	4.05	2.12	3.23
Friday	3.76	3.26	4.10	3.19	4.64	5.69	3.58
Saturday	2.72	5.34	3.30	2.81	4.61	3.48	3.49
<b>Persons NOT in Very Low Income Households</b>							
<b>TOTAL PT/PERSON</b>	<b>3.79</b>	<b>3.94</b>	<b>3.92</b>	<b>4.30</b>	<b>4.28</b>	<b>4.14</b>	<b>4.35</b>
Sunday	3.46	3.97	3.18	3.03	3.77	3.77	3.79
Monday	3.62	3.87	3.57	4.49	3.86	3.36	4.23
Tuesday	3.61	3.65	3.70	3.99	4.52	4.65	4.25
Wednesday	4.33	3.98	4.39	3.81	4.12	4.42	4.42
Thursday	3.89	3.97	4.17	4.93	4.38	4.46	4.43
Friday	3.86	4.13	4.83	4.41	4.90	4.85	4.83
Saturday	3.79	4.05	3.62	5.40	4.42	3.51	4.47



**Vehicle Trips per Driver by Trip Purpose and Very Low Income Status**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in Very Low Income Households</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.16</b>	<b>2.87</b>	<b>2.60</b>	<b>3.35</b>	<b>2.81</b>	<b>2.73</b>	<b>2.88</b>
Earn a Living	25.58%	21.26%	16.32%	12.65%	16.15%	23.11%	20.95%
Family & Personal Business	56.12%	48.30%	55.08%	53.34%	52.42%	55.36%	52.43%
Civic, Educational & Religious	3.80%	6.73%	3.89%	7.61%	6.61%	4.01%	6.30%
Social & Recreational	14.38%	22.79%	22.91%	25.88%	24.08%	17.10%	19.98%
Other	0.04%	0.93%	1.20%	0.26%	0.71%	0.31%	0.27%
Unreported	0.07%		0.60%	0.26%	0.03%	0.11%	0.06%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.72</b>	<b>3.18</b>	<b>3.31</b>	<b>3.59</b>	<b>3.56</b>	<b>3.34</b>	<b>3.55</b>
Earn a Living	25.80%	26.17%	29.26%	26.74%	25.71%	27.57%	27.43%
Family & Personal Business	49.65%	47.92%	46.98%	47.70%	48.87%	47.79%	47.11%
Civic, Educational & Religious	3.74%	3.94%	3.23%	4.73%	4.15%	3.34%	4.65%
Social & Recreational	19.39%	21.21%	20.02%	20.26%	20.67%	20.76%	20.21%
Other	1.28%	0.57%	0.40%	0.45%	0.50%	0.26%	0.52%
Unreported	0.13%	0.18%	0.10%	0.11%	0.08%	0.28%	0.07%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Vehicle Trips per Driver by Time of Day and Very Low Income Status**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in Very Low Income Households</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.16</b>	<b>2.87</b>	<b>2.60</b>	<b>3.35</b>	<b>2.81</b>	<b>2.73</b>	<b>2.88</b>
10 pm-1 am	4.28%	2.01%	2.52%	5.77%	4.56%	3.02%	3.47%
1-6 am	1.73%	1.63%	1.98%	1.30%	1.76%	2.39%	2.52%
6-9 am	16.69%	13.27%	12.99%	9.96%	11.66%	16.47%	14.49%
9 am-1 pm	27.77%	29.14%	35.79%	28.67%	24.74%	25.90%	26.98%
1-4 pm	20.36%	18.18%	24.97%	21.64%	24.08%	22.09%	22.11%
4-7 pm	21.61%	21.71%	15.97%	22.24%	20.36%	20.99%	20.38%
7-10 pm	7.56%	14.07%	5.67%	10.34%	12.59%	9.13%	9.96%
Unreported			0.12%	0.07%	0.24%		0.10%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.72</b>	<b>3.18</b>	<b>3.31</b>	<b>3.59</b>	<b>3.56</b>	<b>3.34</b>	<b>3.55</b>
10 pm-1 am	6.11%	3.64%	2.36%	3.18%	2.89%	3.02%	2.80%
1-6 am	2.53%	1.75%	1.97%	1.94%	1.74%	2.35%	2.28%
6-9 am	16.00%	15.18%	15.47%	14.64%	13.77%	14.83%	15.43%
9 am-1 pm	24.12%	26.52%	27.04%	26.57%	27.09%	26.58%	25.70%
1-4 pm	20.33%	21.46%	20.66%	21.38%	21.75%	21.65%	21.02%
4-7 pm	20.53%	20.86%	22.44%	22.22%	21.41%	21.49%	22.38%
7-10 pm	10.37%	10.42%	10.01%	10.03%	11.16%	10.02%	10.35%
Unreported	0.01%	0.17%	0.06%	0.03%	0.20%	0.05%	0.04%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Vehicle Trips per Person by Day of Week and Very Low Income Status*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in Very Low Income Households</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.16</b>	<b>2.87</b>	<b>2.60</b>	<b>3.35</b>	<b>2.81</b>	<b>2.73</b>	<b>2.88</b>
Sunday	0.62	1.92	2.58	2.11	1.81	1.02	2.46
Monday	2.01	2.37	1.76	3.15	2.61	2.70	2.88
Tuesday	0.85	3.54	2.76	4.06	3.98	3.12	2.88
Wednesday	1.19	2.63	3.41	2.59	1.81	3.82	3.36
Thursday	1.09	2.40	2.63	6.05	2.87	1.84	2.69
Friday	1.49	2.85	2.67	3.16	3.17	3.79	3.11
Saturday	0.91	4.37	2.36	2.30	3.43	2.83	2.80
<b>Persons NOT in Very Low Income Households</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.72</b>	<b>3.18</b>	<b>3.31</b>	<b>3.59</b>	<b>3.56</b>	<b>3.34</b>	<b>3.55</b>
Sunday	1.50	2.88	2.31	2.35	2.76	2.68	2.67
Monday	1.54	3.24	3.34	3.88	3.42	3.05	3.66
Tuesday	1.63	3.14	3.30	3.60	3.95	3.81	3.63
Wednesday	1.66	3.10	3.93	3.05	3.67	3.46	3.81
Thursday	1.70	3.34	3.62	4.43	3.70	3.86	3.81
Friday	1.98	3.41	3.99	3.68	4.19	3.97	3.96
Saturday	2.03	3.17	2.65	4.13	3.27	2.58	3.31

**Trip Length Statistics**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in Very Low Income Households</b>							
<b>Average Person Trip Length</b>	<b>4.14</b>	<b>7.82</b>	<b>8.38</b>	<b>5.22</b>	<b>4.3</b>	<b>9.44</b>	<b>8.13</b>
Males	5.21	8.25	9.24	5.74	4.25	10.90	9.08
Females	3.24	7.44	7.57	4.87	4.35	8.35	7.40
<b>Average Person Trip Length</b>	<b>4.14</b>	<b>7.82</b>	<b>8.38</b>	<b>5.22</b>	<b>4.3</b>	<b>9.44</b>	<b>8.13</b>
5 or fewer miles	69.14%	66.38%	56.95%	74.02%	75.99%	58.71%	62.17%
6-10 miles	7.22%	13.39%	17.24%	13.30%	11.48%	12.97%	15.33%
11-15 miles	3.36%	4.49%	9.90%	4.28%	4.79%	9.29%	6.89%
16-20 miles	1.97%	2.82%	3.18%	2.55%	1.17%	5.85%	3.62%
21-30 miles	1.03%	2.49%	5.37%	1.84%	0.89%	4.95%	3.51%
31 or more miles	1.68%	4.73%	4.04%	1.90%	1.23%	5.68%	3.64%
Unreported	15.60%	5.70%	3.32%	2.11%	4.45%	2.55%	4.85%
<b>Average Vehicle Trip Length</b>	<b>6.74</b>	<b>8.10</b>	<b>9.52</b>	<b>6.03</b>	<b>5.89</b>	<b>9.98</b>	<b>9.06</b>
Males	8.51	10.78	11.20	7.05	6.50	11.28	11.12
Females	3.33	5.58	7.83	5.42	5.36	8.84	7.35
<b>Average Vehicle Trip Length</b>	<b>6.74</b>	<b>8.10</b>	<b>9.52</b>	<b>6.03</b>	<b>5.89</b>	<b>9.98</b>	<b>9.06</b>
5 or fewer miles	62.51%	64.33%	54.18%	69.95%	69.32%	55.75%	58.15%
6-10 miles	16.85%	14.33%	18.40%	14.62%	14.85%	14.37%	17.55%
11-15 miles	6.23%	5.31%	9.73%	4.30%	7.14%	11.41%	8.54%
16-20 miles	5.21%	3.21%	4.02%	3.02%	1.86%	4.52%	4.37%
21-30 miles	1.04%	2.50%	4.84%	2.16%	1.54%	7.22%	3.92%
31 or more miles	2.65%	5.03%	5.87%	2.90%	1.97%	5.73%	4.38%
Unreported	5.51%	5.29%	2.95%	3.04%	3.33%	1.00%	3.09%
<b>Persons NOT in Very Low Income Households</b>							
<b>Average Person Trip Length</b>	<b>7.87</b>	<b>9.25</b>	<b>11.17</b>	<b>9.13</b>	<b>8.16</b>	<b>11.17</b>	<b>10.58</b>
Males	8.85	10.44	12.16	10.20	9.00	12.25	11.77
Females	6.83	8.09	10.20	8.13	7.37	10.05	9.38
<b>Average Person Trip Length</b>	<b>7.87</b>	<b>9.25</b>	<b>11.17</b>	<b>9.13</b>	<b>8.16</b>	<b>11.17</b>	<b>10.58</b>
5 or fewer miles	70.87%	63.58%	48.95%	60.34%	67.05%	56.12%	58.91%
6-10 miles	10.20%	13.33%	21.34%	18.44%	16.29%	16.07%	17.38%
11-15 miles	5.01%	6.59%	10.87%	8.63%	6.28%	9.47%	8.36%
16-20 miles	2.84%	3.94%	6.62%	4.31%	3.00%	5.27%	4.58%
21-30 miles	2.24%	5.00%	5.81%	3.32%	2.77%	5.79%	4.52%
31 or more miles	2.09%	5.71%	5.77%	3.81%	3.46%	6.58%	5.48%
Unreported	6.76%	1.84%	0.65%	1.16%	1.15%	0.69%	0.77%
<b>Average Vehicle Trip Length</b>	<b>8.17</b>	<b>9.19</b>	<b>11.06</b>	<b>8.77</b>	<b>8.03</b>	<b>10.68</b>	<b>10.12</b>
Males	9.00	11.25	12.65	10.19	9.35	12.05	11.74
Females	6.78	6.99	9.24	7.24	6.53	8.98	8.18
<b>Average Vehicle Trip Length</b>	<b>8.17</b>	<b>9.19</b>	<b>11.06</b>	<b>8.77</b>	<b>8.03</b>	<b>10.68</b>	<b>10.12</b>
5 or fewer miles	62.67%	60.44%	45.60%	57.09%	64.63%	53.58%	55.75%
6-10 miles	15.03%	15.27%	22.55%	20.03%	18.18%	17.14%	18.71%
11-15 miles	7.68%	7.63%	12.13%	10.05%	7.35%	9.98%	9.24%
16-20 miles	3.55%	4.55%	7.38%	4.71%	3.48%	6.03%	5.06%
21-30 miles	3.69%	4.90%	6.52%	3.77%	2.55%	6.27%	5.15%
31 or more miles	3.28%	5.79%	5.39%	3.54%	3.21%	6.62%	5.54%
Unreported	4.10%	1.41%	0.44%	0.80%	0.60%	0.37%	0.54%

*Person Trips and Vehicle Trips by Size of Travel Party*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Person Trips, Persons in Very Low Income HHs</b>							
1	51.77%	47.45%	42.84%	42.77%	47.63%	38.84%	42.74%
2	24.59%	30.38%	34.96%	25.98%	25.09%	38.67%	27.34%
3	14.54%	12.26%	8.44%	13.20%	14.61%	10.13%	12.88%
4+	9.11%	9.91%	13.76%	18.04%	12.67%	12.35%	17.04%
<b>Person Trips, Persons NOT in Very Low Income HHs</b>							
1	56.59%	50.93%	48.58%	51.19%	50.75%	47.65%	48.27%
2	24.61%	28.20%	28.73%	28.26%	30.03%	29.81%	29.07%
3	10.66%	9.89%	11.10%	10.60%	9.75%	11.51%	11.45%
4+	8.14%	10.98%	11.59%	9.94%	9.46%	11.03%	11.21%
<b>Vehicle Trips, Persons in Very Low Income HHs</b>							
1	59.89%	66.55%	65.23%	64.27%	66.99%	59.19%	61.17%
2	26.14%	21.47%	25.61%	20.14%	22.77%	29.14%	23.18%
3	9.34%	7.99%	5.59%	9.47%	6.88%	6.00%	8.34%
4+	4.64%	3.98%	3.57%	6.12%	3.36%	5.67%	7.30%
<b>Vehicle Trips, Persons NOT in Very Low Income HHs</b>							
1	59.55%	67.06%	66.72%	68.24%	67.97%	65.52%	65.30%
2	24.34%	22.02%	22.30%	21.62%	23.10%	23.24%	22.90%
3	9.01%	5.94%	6.45%	6.58%	5.59%	6.84%	6.94%
4+	7.10%	4.97%	4.54%	3.55%	3.35%	4.39%	4.86%

**Perceptions And Views of Transportation Services, Persons in Very Low Income HHs**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Worrying about a traffic accident</b>							
Not a problem	28.94%	31.61%	36.76%	34.12%	34.29%	39.48%	33.03%
A little problem	11.56%	10.06%	15.81%	20.67%	15.22%	18.57%	17.12%
Somewhat of a problem	20.63%	18.84%	23.38%	23.68%	24.62%	12.75%	18.42%
Very much of a problem	16.12%	10.75%	9.08%	7.84%	5.23%	11.88%	9.17%
A severe problem	22.77%	28.75%	14.97%	13.68%	20.64%	17.31%	22.27%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Highway congestion</b>							
Not a problem	35.97%	26.60%	42.14%	34.23%	35.17%	52.25%	34.52%
A little problem	13.37%	17.25%	20.53%	24.93%	18.01%	15.39%	16.65%
Somewhat of a problem	19.50%	22.19%	16.46%	21.28%	21.77%	18.13%	22.01%
Very much of a problem	9.49%	13.04%	9.09%	8.96%	9.55%	6.15%	10.54%
A severe problem	21.68%	20.92%	11.78%	10.60%	15.49%	8.08%	16.27%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Lack of walkways/sidewalks</b>							
Not a problem	49.23%	49.04%	38.67%	51.64%	55.74%	54.79%	52.75%
A little problem	18.85%	22.05%	23.62%	8.76%	14.97%	15.65%	14.73%
Somewhat of a problem	15.21%	9.29%	13.43%	6.89%	10.47%	12.44%	12.91%
Very much of a problem	10.81%	5.20%	7.38%	11.15%	10.60%	5.11%	7.97%
A severe problem	5.90%	14.41%	16.89%	21.56%	8.22%	12.01%	11.65%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement or potholes</b>							
Not a problem	28.17%	27.72%	18.95%	22.25%	19.05%	20.39%	24.95%
A little problem	11.96%	19.37%	22.85%	20.40%	11.34%	17.83%	18.96%
Somewhat of a problem	17.67%	19.93%	24.34%	18.99%	20.13%	24.15%	21.31%
Very much of a problem	13.62%	13.61%	14.54%	15.79%	18.97%	17.61%	14.20%
A severe problem	28.58%	19.37%	19.33%	22.57%	30.53%	20.02%	20.58%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Traffic or road congestion</b>							
Not a problem	32.95%	25.66%	37.92%	35.80%	25.91%	29.25%	32.72%
A little problem	12.74%	24.58%	19.99%	21.03%	17.81%	14.19%	17.88%
Somewhat of a problem	13.79%	20.64%	12.48%	22.97%	21.41%	26.77%	18.55%
Very much of a problem	16.66%	6.81%	7.38%	3.15%	10.13%	13.43%	12.93%
A severe problem	23.86%	22.32%	22.24%	17.06%	24.74%	16.36%	17.92%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Distracted drivers</b>							
Not a problem	35.14%	13.29%	29.55%	22.94%	21.23%	30.89%	19.86%
A little problem	6.42%	18.94%	19.92%	32.78%	15.48%	14.65%	17.77%
Somewhat of a problem	21.35%	14.95%	24.14%	24.39%	21.53%	15.20%	24.78%
Very much of a problem	13.09%	19.05%	13.85%	6.12%	17.34%	11.96%	15.99%
A severe problem	24.01%	33.77%	12.54%	13.78%	24.42%	27.30%	21.61%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Perceptions And Views of Transportation Services, Persons in Very Low Income HHs**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Drunk drivers</b>							
Not a problem	43.02%	44.05%	41.80%	44.75%	35.70%	39.16%	40.21%
A little problem	9.70%	7.90%	10.31%	12.50%	11.76%	11.00%	13.25%
Somewhat of a problem	8.45%	7.48%	12.33%	10.85%	10.39%	4.37%	11.52%
Very much of a problem	5.24%	9.84%	8.82%	0.80%	6.17%	10.01%	7.64%
A severe problem	33.59%	30.73%	26.74%	31.10%	35.98%	35.47%	27.39%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Price of gasoline</b>							
Not a problem	42.79%	25.14%	16.88%	15.72%	29.88%	23.77%	26.50%
A little problem	9.62%	14.78%	15.00%	11.04%	11.96%	13.49%	13.56%
Somewhat of a problem	13.22%	18.17%	20.71%	28.46%	18.96%	19.26%	19.67%
Very much of a problem	8.72%	14.98%	15.87%	7.49%	11.50%	15.53%	13.74%
A severe problem	25.66%	26.93%	31.54%	37.29%	27.71%	27.95%	26.54%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Aggressive drivers on road</b>							
Not a problem	24.29%	13.67%	16.65%	17.82%	24.34%	29.24%	22.73%
A little problem	5.70%	13.51%	13.99%	22.43%	10.55%	17.79%	16.92%
Somewhat of a problem	11.30%	9.47%	28.82%	17.77%	18.86%	27.02%	19.29%
Very much of a problem	19.45%	29.26%	16.51%	12.64%	15.38%	10.95%	14.69%
A severe problem	39.26%	34.09%	24.03%	29.34%	30.87%	15.01%	26.36%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Drivers speeding</b>							
Not a problem	17.15%	28.47%	22.49%	23.21%	19.65%	26.07%	23.02%
A little problem	14.51%	18.62%	14.02%	18.53%	15.08%	15.48%	14.66%
Somewhat of a problem	15.07%	19.86%	28.11%	15.12%	20.74%	20.54%	20.21%
Very much of a problem	17.79%	6.31%	11.30%	24.92%	21.30%	9.48%	15.80%
A severe problem	35.49%	26.74%	24.08%	18.22%	23.22%	28.42%	26.32%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of large trucks on road</b>							
Not a problem	38.87%	19.12%	32.66%	47.57%	30.39%	31.46%	22.99%
A little problem	13.45%	18.02%	19.67%	17.39%	20.30%	23.01%	17.96%
Somewhat of a problem	21.93%	12.03%	18.20%	14.11%	27.12%	22.76%	23.73%
Very much of a problem	12.76%	22.05%	11.46%	11.22%	8.81%	3.76%	14.30%
A severe problem	12.99%	28.78%	18.01%	9.71%	13.37%	19.02%	21.02%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Distribution of Very Low Income Households\* by Household Size, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in Very Low Income Households</b>				
<b>TOTAL Persons 5+ in Very Low Income HHs</b>	<b>1,477,117</b>	<b>1,019,431</b>	<b>1,486,643</b>	<b>259,919</b>
Percent of All Persons 5+	13.82%	38.10%	50.89%	23.39%
<b>Very Low Income Households</b>				
<b>TOTAL Very Low Income Households</b>	<b>816,766</b>	<b>450,620</b>	<b>470,223</b>	<b>117,525</b>
Percent of All Households	17.19%	41.87%	50.68%	27.42%
<b>TOTAL Very Low Income Households</b>	<b>816,766</b>	<b>450,620</b>	<b>470,223</b>	<b>117,525</b>
1 person	48.07%	34.58%	14.75%	29.76%
2 persons	25.64%	18.99%	22.16%	19.80%
3 persons	9.64%	15.34%	21.74%	13.98%
4 persons	7.79%	17.45%	20.70%	22.02%
5+ persons	8.86%	13.64%	20.65%	14.45%
All	100.00%	100.00%	100.00%	100.00%
<b>TOTAL Very Low Income Households</b>	<b>816,766</b>	<b>450,620</b>	<b>470,223</b>	<b>117,525</b>
Less than \$15,000	100.00%	100.00%	100.00%	100.00%
\$15,000 - \$19,999	73.49%	97.63%	99.76%	90.12%
\$20,000 - \$24,999	34.27%	77.77%	76.02%	49.77%
\$25,000 - \$29,999	19.29%	25.80%	54.66%	58.35%
\$30,000 - \$34,999	2.56%	4.41%	41.59%	17.64%
\$35,000 - \$39,999	1.78%	2.52%	13.94%	1.97%
\$40,000 - \$44,999	0.53%	0.00%	11.41%	7.36%
\$45,000 - \$49,999	0.11%	0.00%	0.00%	0.00%
\$50,000+	0.00%	0.00%	0.00%	0.00%

\* Very Low Income is defined by HUD as roughly 50% of median income for a household of 4 in a given MSA or county (and adjusted accordingly for other household sizes)

**Vehicle Availability and Very Low Income Status of Vehicles in Very Low Income Households\*, NYS**

	White	African-Amer.	Hispanic	Other
<b>TOTAL Very Low Income Households</b>	<b>816,766</b>	<b>450,620</b>	<b>470,223</b>	<b>117,525</b>
<b>Very Low Income Households by Vehicle Availability</b>				
0	31.34%	67.95%	59.62%	38.91%
1	44.00%	23.88%	31.44%	38.56%
2	17.97%	5.54%	5.59%	21.44%
3	4.63%	2.50%	2.69%	1.09%
4	1.38%	0.12%	0.66%	
5+	0.67%			
All	100.00%	100.00%	100.00%	100.00%
<b>Percent of Vehicles Owned by Very Low Income Households by Age of Vehicles</b>				
1 year old	4.18%	2.32%	3.78%	1.01%
2 years old	5.16%	3.17%	4.68%	5.09%
3 years old	4.76%	0.82%	1.81%	5.26%
4 years old	5.31%	3.12%	7.46%	2.78%
5 years old	5.23%	9.49%	2.84%	1.78%
6 years old	4.93%	4.72%	4.49%	9.19%
7 years old	6.96%	4.97%	7.67%	7.75%
8 years old	6.52%	3.30%	6.47%	5.16%
9 years old	6.22%	6.25%	5.58%	1.88%
10 years old	5.52%	3.14%	7.15%	8.89%
11 years old	6.57%	7.88%	1.87%	7.51%
12 years old	5.42%	11.73%	6.88%	2.27%
13 years old	6.39%	9.60%	9.30%	6.76%
14 years old	6.23%	7.41%	3.43%	4.29%
15 years old	5.18%	5.83%	7.78%	4.10%
16 years old	2.95%	1.83%	3.36%	3.74%
17 years old	2.32%	1.17%	1.47%	6.10%
18 years old	1.27%	2.00%	0.31%	
19 years old	1.01%		0.61%	0.93%
20+ years old	3.60%	4.24%	0.64%	0.86%
Unreported	4.27%	7.01%	12.44%	14.64%
All	100.00%	100.00%	100.00%	100.00%

**Characteristics of Very Low Income Households\* with Zero Vehicles, NYS**

	White	African-Amer.	Hispanic	Other
<b>Household Income Distribution</b>				
Very Low Income	32.72%	55.48%	62.88%	37.98%
Not Very Low Income	51.48%	31.86%	22.26%	46.78%
Unreported	15.80%	12.66%	14.86%	15.24%
All	100.00%	100.00%	100.00%	100.00%
<b>Number of Drivers</b>				
0	61.96%	62.42%	61.05%	62.21%
1	31.72%	35.15%	31.26%	28.89%
2	6.32%	2.43%	7.46%	8.90%
3			0.23%	
4				
5+				
All	100.00%	100.00%	100.00%	100.00%
<b>Number of Workers</b>				
0	63.38%	40.14%	36.85%	22.49%
1	27.76%	43.29%	37.74%	53.37%
2	8.78%	12.50%	17.40%	10.00%
3	0.01%	3.62%	4.89%	3.54%
4	0.06%	0.45%	1.12%	10.60%
5+			1.99%	
All	100.00%	100.00%	100.00%	100.00%



**Person Trips per Person by Mode of Transportation and Very Low Income Status, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in Very Low Income Households</b>				
<b>TOTAL PT/PERSON</b>	<b>3.64</b>	<b>2.97</b>	<b>3.02</b>	<b>3.13</b>
POV-Driver	45.36%	12.80%	18.74%	25.81%
POV-Passenger	23.36%	14.57%	13.73%	18.49%
Taxi	0.40%	3.46%	1.56%	0.32%
Public	6.61%	24.36%	24.84%	20.74%
Walk	20.48%	40.97%	35.64%	31.70%
Other	3.76%	3.84%	5.17%	2.84%
No Response	0.04%		0.33%	0.10%
All	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>				
<b>TOTAL PT/PERSON</b>	<b>4.17</b>	<b>3.43</b>	<b>3.64</b>	<b>3.46</b>
POV-Driver	55.48%	37.78%	39.34%	41.14%
POV-Passenger	21.39%	14.80%	19.43%	20.00%
Taxi	0.61%	1.46%	0.59%	0.26%
Public	4.16%	16.79%	15.78%	14.87%
Walk	14.43%	25.71%	21.64%	20.78%
Other	3.84%	3.38%	3.19%	2.91%
No Response	0.08%	0.08%	0.03%	0.04%
All	100.00%	100.00%	100.00%	100.00%

**Person Trips per Person by Trip Purpose and Very Low Income Status, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in Very Low Income Households</b>				
<b>TOTAL PT/PERSON</b>	<b>3.64</b>	<b>2.97</b>	<b>3.02</b>	<b>3.13</b>
Earn a Living	11.82%	15.27%	18.57%	17.91%
Family & Personal Business	46.63%	45.71%	42.57%	41.10%
Civic, Educational & Religious	11.11%	13.40%	16.61%	11.40%
Social & Recreational	29.28%	24.51%	21.36%	27.27%
Other	0.89%	1.08%	0.81%	1.65%
Unreported	0.29%	0.02%	0.10%	0.67%
All	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>				
<b>TOTAL PT/PERSON</b>	<b>4.17</b>	<b>3.43</b>	<b>3.64</b>	<b>3.46</b>
Earn a Living	20.20%	21.58%	24.85%	21.02%
Family & Personal Business	43.38%	39.67%	42.23%	39.84%
Civic, Educational & Religious	7.60%	13.27%	8.62%	12.00%
Social & Recreational	27.35%	23.61%	22.95%	25.17%
Other	1.12%	1.63%	1.07%	1.90%
Unreported	0.35%	0.24%	0.28%	0.07%
All	100.00%	100.00%	100.00%	100.00%

**Person Trips per Person by Time of Day and Very Low Income Status, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in Very Low Income Households</b>				
<b>TOTAL PT/PERSON</b>	<b>3.64</b>	<b>2.97</b>	<b>3.02</b>	<b>3.13</b>
10 pm-1 am	4.25%	4.31%	3.35%	3.46%
1-6 am	1.40%	1.58%	1.95%	0.99%
6-9 am	12.75%	12.52%	15.53%	12.08%
9 am-1 pm	27.40%	25.18%	20.98%	30.81%
1-4 pm	22.60%	21.28%	22.98%	26.17%
4-7 pm	20.81%	23.18%	22.96%	20.12%
7-10 pm	10.64%	11.88%	11.95%	6.22%
Unreported	0.15%	0.07%	0.30%	0.16%
All	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>				
<b>TOTAL PT/PERSON</b>	<b>4.17</b>	<b>3.43</b>	<b>3.64</b>	<b>3.46</b>
10 pm-1 am	3.39%	3.98%	6.07%	4.83%
1-6 am	1.51%	2.27%	2.55%	0.92%
6-9 am	13.87%	15.75%	15.80%	14.18%
9 am-1 pm	24.72%	21.57%	26.44%	21.03%
1-4 pm	22.59%	22.26%	20.55%	24.60%
4-7 pm	22.31%	21.20%	18.45%	22.67%
7-10 pm	11.53%	12.54%	9.80%	11.77%
Unreported	0.09%	0.42%	0.35%	0.01%
All	100.00%	100.00%	100.00%	100.00%

**Person Trips per Person by Day of Week and Very Low Income Status, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in Very Low Income Households</b>				
<b>TOTAL PT/PERSON</b>	<b>3.64</b>	<b>2.97</b>	<b>3.02</b>	<b>3.13</b>
Sunday	2.69	2.46	1.84	1.75
Monday	4.05	2.29	3.06	3.60
Tuesday	3.75	2.82	2.72	5.86
Wednesday	3.38	1.75	3.56	2.27
Thursday	4.09	3.52	2.85	3.13
Friday	4.16	5.23	2.98	3.40
Saturday	3.38	2.70	4.14	1.90
<b>Persons NOT in Very Low Income Households</b>				
<b>TOTAL PT/PERSON</b>	<b>4.17</b>	<b>3.43</b>	<b>3.64</b>	<b>3.46</b>
Sunday	3.72	4.06	2.31	3.51
Monday	3.80	4.21	2.64	3.96
Tuesday	4.29	2.09	4.26	2.30
Wednesday	4.28	2.91	4.46	5.22
Thursday	4.26	3.93	3.96	3.51
Friday	4.77	3.32	2.87	3.02
Saturday	4.07	3.49	4.95	2.69

**Vehicle Trips per Driver by Trip Purpose and Very Low Income Status, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in Very Low Income Households</b>				
<b>TOTAL VT/DRIVER</b>	<b>2.66</b>	<b>1.23</b>	<b>1.72</b>	<b>1.89</b>
Earn a Living	16.87%	17.40%	32.46%	24.43%
Family & Personal Business	55.39%	58.81%	44.76%	46.26%
Civic, Educational & Religious	6.06%	4.56%	4.20%	4.73%
Social & Recreational	21.21%	18.08%	18.10%	22.25%
Other	0.37%	0.98%	0.47%	1.99%
Unreported	0.10%	0.17%		0.35%
All	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>				
<b>TOTAL VT/DRIVER</b>	<b>2.99</b>	<b>2.21</b>	<b>2.47</b>	<b>2.23</b>
Earn a Living	26.47%	24.99%	28.68%	28.93%
Family & Personal Business	48.34%	47.10%	49.50%	46.67%
Civic, Educational & Religious	3.65%	6.85%	2.51%	4.54%
Social & Recreational	20.80%	20.41%	17.91%	19.13%
Other	0.56%	0.59%	1.27%	0.72%
Unreported	0.18%	0.06%	0.14%	0.02%
All	100.00%	100.00%	100.00%	100.00%

**Vehicle Trips per Driver by Time of Day and Very Low Income Status, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in Very Low Income Households</b>				
<b>TOTAL VT/DRIVER</b>	<b>2.66</b>	<b>1.23</b>	<b>1.72</b>	<b>1.89</b>
10 pm-1 am	2.88%	5.23%	3.66%	6.99%
1-6 am	1.45%	2.96%	2.21%	2.23%
6-9 am	14.40%	12.56%	14.77%	10.33%
9 am-1 pm	28.68%	28.32%	25.50%	25.23%
1-4 pm	22.71%	18.92%	16.75%	24.90%
4-7 pm	20.38%	17.77%	24.42%	20.50%
7-10 pm	9.43%	14.18%	12.69%	9.69%
Unreported	0.07%	0.07%		0.13%
All	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>				
<b>TOTAL VT/DRIVER</b>	<b>2.99</b>	<b>2.21</b>	<b>2.47</b>	<b>2.23</b>
10 pm-1 am	3.13	5.53	7.83	4.83
1-6 am	1.9	3.11	3.1	1.22
6-9 am	15.04	16.07	14.49	14.49
9 am-1 pm	26.46	23.51	26.91	24.87
1-4 pm	21.79	18.3	18.65	20.23
4-7 pm	21.42	20.79	19.17	23.28
7-10 pm	10.15	12.65	9.86	11.07
Unreported	0.11	0.04		0.01
All	100.00%	100.00%	100.00%	100.00%

**Vehicle Trips per Person by Day of Week and Very Low Income Status, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in Very Low Income Households</b>				
<b>TOTAL VT/DRIVER</b>	<b>2.66</b>	<b>1.23</b>	<b>1.72</b>	<b>1.89</b>
Sunday	1.85	0.71	0.46	1.46
Monday	3.06	1.01	1.63	2.62
Tuesday	3.48	0.93	1.23	2.39
Wednesday	2.41	1.10	2.35	1.14
Thursday	2.59	1.42	1.38	1.55
Friday	3.15	2.17	1.40	1.94
Saturday	2.07	1.27	3.61	2.13
<b>Persons NOT in Very Low Income Households</b>				
<b>TOTAL VT/DRIVER</b>	<b>2.99</b>	<b>2.21</b>	<b>2.47</b>	<b>2.23</b>
Sunday	2.46	2.18	1.31	1.78
Monday	2.88	2.70	1.97	2.27
Tuesday	3.15	1.40	3.00	1.85
Wednesday	3.03	1.18	2.73	2.87
Thursday	3.25	3.09	1.58	2.45
Friday	3.36	2.64	2.80	2.42
Saturday	2.78	2.27	3.90	1.98

**Trip Length Statistics, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in Very Low Income Households</b>				
<b>Average Person Trip Length</b>	<b>6.19</b>	<b>3.81</b>	<b>4.61</b>	<b>11.3</b>
Males	6.91	3.64	6.03	12.40
Females	5.64	3.93	3.11	10.27
<b>Average Person Trip Length</b>	<b>6.19</b>	<b>3.81</b>	<b>4.61</b>	<b>11.3</b>
5 or fewer miles	68.65%	73.89%	65.85%	60.36%
6-10 miles	12.86%	7.40%	7.67%	9.80%
11-15 miles	6.25%	2.47%	3.47%	6.58%
16-20 miles	2.91%	2.64%	1.85%	1.75%
21-30 miles	2.31%	0.35%	2.09%	1.84%
31 or more miles	2.71%	1.92%	1.90%	7.35%
Unreported	4.31%	11.34%	17.17%	12.32%
<b>Average Vehicle Trip Length</b>	<b>7.50</b>	<b>4.95</b>	<b>6.42</b>	<b>18.81</b>
Males	9.09	5.62	7.16	23.48
Females	6.24	4.50	4.42	9.28
<b>Average Vehicle Trip Length</b>	<b>7.50</b>	<b>4.95</b>	<b>6.42</b>	<b>18.81</b>
5 or fewer miles	63.54%	71.34%	61.90%	48.68%
6-10 miles	15.36%	14.79%	15.31%	15.39%
11-15 miles	8.53%	1.94%	4.81%	9.84%
16-20 miles	3.35%	3.58%	4.75%	3.50%
21-30 miles	3.29%	1.00%	2.46%	3.70%
31 or more miles	3.60%	2.46%	2.87%	14.21%
Unreported	2.33%	4.90%	7.89%	4.67%
<b>Persons NOT in Very Low Income Households</b>				
<b>Average Person Trip Length</b>	<b>9.53</b>	<b>7.94</b>	<b>6.93</b>	<b>8.33</b>
Males	10.71	7.63	7.62	10.29
Females	8.37	8.22	6.10	5.92
<b>Average Person Trip Length</b>	<b>9.53</b>	<b>7.94</b>	<b>6.93</b>	<b>8.33</b>
5 or fewer miles	64.56%	61.19%	64.25%	62.11%
6-10 miles	14.57%	14.20%	10.29%	13.11%
11-15 miles	7.06%	5.03%	5.76%	10.45%
16-20 miles	4.02%	3.21%	2.93%	4.85%
21-30 miles	4.03%	2.54%	3.91%	3.04%
31 or more miles	4.48%	3.43%	3.09%	3.01%
Unreported	1.28%	10.40%	9.77%	3.44%
<b>Average Vehicle Trip Length</b>	<b>9.26</b>	<b>9.38</b>	<b>8.93</b>	<b>8.63</b>
Males	11.03	9.03	9.25	9.41
Females	7.24	9.75	8.23	7.33
<b>Average Vehicle Trip Length</b>	<b>9.26</b>	<b>9.38</b>	<b>8.93</b>	<b>8.63</b>
5 or fewer miles	58.78%	58.01%	58.20%	54.58%
6-10 miles	17.28%	19.54%	14.76%	15.86%
11-15 miles	8.74%	6.57%	8.15%	12.74%
16-20 miles	4.82%	2.96%	4.65%	6.57%
21-30 miles	4.75%	3.84%	3.46%	4.81%
31 or more miles	4.88%	4.73%	4.29%	3.75%
Unreported	0.75%	4.35%	6.51%	1.69%

**Person Trips and Vehicle Trips by Size of Travel Party, NYS**

	White	African-Amer.	Hispanic	Other
<b>Person Trips, Persons in Very Low Income HHs</b>				
1	47.36%	53.47%	47.48%	46.97%
2	30.83%	20.85%	26.10%	33.96%
3	11.82%	12.72%	17.46%	6.33%
4+	9.99%	12.96%	8.96%	12.73%
<b>Person Trips, Persons NOT in Very Low Income HHs</b>				
1	51.94%	58.64%	49.00%	50.42%
2	28.07%	24.52%	26.63%	25.80%
3	10.57%	9.18%	11.02%	11.53%
4+	9.43%	7.67%	13.35%	12.24%
<b>Vehicle Trips, Persons in Very Low Income HHs</b>				
1	65.56%	61.31%	59.58%	59.89%
2	23.88%	22.98%	27.87%	17.57%
3	6.59%	8.19%	10.74%	7.76%
4+	3.97%	7.52%	1.81%	14.78%
<b>Vehicle Trips, Persons NOT in Very Low Income HHs</b>				
1	66.69%	63.26%	58.52%	60.76%
2	22.51%	23.96%	25.22%	22.53%
3	6.53%	8.67%	6.54%	8.24%
4+	4.28%	4.11%	9.72%	8.48%

**Perceptions And Views of Transportation Services, Persons in Very Low Income HHs, NYS**

	White	African-Amer.	Hispanic	Other
<b>Worrying about a traffic accident</b>				
Not a problem	36.31%	28.42%	24.65%	54.92%
A little problem	19.00%	13.74%	6.26%	15.09%
Somewhat of a problem	20.18%	19.41%	23.43%	8.58%
Very much of a problem	9.16%	8.66%	20.78%	3.88%
A severe problem	15.35%	29.77%	24.88%	17.52%
All	100.00%	100.00%	100.00%	100.00%
<b>Highway congestion</b>				
Not a problem	38.73%	39.67%	31.55%	33.01%
A little problem	14.53%	13.52%	16.36%	19.56%
Somewhat of a problem	21.17%	17.18%	20.64%	20.24%
Very much of a problem	8.95%	6.83%	12.59%	8.72%
A severe problem	16.63%	22.80%	18.86%	18.46%
All	100.00%	100.00%	100.00%	100.00%
<b>Lack of walkways/sidewalks</b>				
Not a problem	52.25%	52.69%	46.64%	47.40%
A little problem	17.48%	18.69%	19.68%	18.51%
Somewhat of a problem	11.53%	12.16%	15.84%	13.11%
Very much of a problem	8.70%	7.96%	12.00%	2.85%
A severe problem	10.04%	8.50%	5.83%	18.13%
All	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement or potholes</b>				
Not a problem	22.05%	26.35%	28.71%	30.35%
A little problem	17.92%	8.30%	13.30%	17.61%
Somewhat of a problem	21.93%	15.99%	19.03%	15.27%
Very much of a problem	16.14%	14.88%	12.51%	17.68%
A severe problem	21.96%	34.48%	26.46%	19.09%
All	100.00%	100.00%	100.00%	100.00%
<b>Traffic or road congestion</b>				
Not a problem	29.00%	26.50%	34.55%	41.18%
A little problem	16.37%	22.17%	8.07%	22.95%
Somewhat of a problem	20.62%	20.81%	12.43%	5.18%
Very much of a problem	14.04%	7.32%	15.93%	22.38%
A severe problem	19.97%	23.20%	29.02%	8.31%
All	100.00%	100.00%	100.00%	100.00%

**Perceptions And Views of Transportation Services, Persons in Very Low Income HHS, NYS**

	White	African-Amer.	Hispanic	Other
<b>Distracted drivers</b>				
Not a problem	28.78%	36.71%	28.58%	16.45%
A little problem	15.38%	8.51%	8.09%	9.80%
Somewhat of a problem	22.34%	20.43%	16.09%	28.91%
Very much of a problem	11.92%	13.92%	14.26%	25.66%
A severe problem	21.57%	20.42%	32.99%	19.19%
All	100.00%	100.00%	100.00%	100.00%
<b>Drunk drivers</b>				
Not a problem	36.37%	39.14%	49.87%	41.76%
A little problem	15.00%	9.60%	5.35%	6.91%
Somewhat of a problem	8.58%	5.22%	10.42%	10.21%
Very much of a problem	7.21%	4.08%	7.07%	5.79%
A severe problem	32.83%	41.96%	27.29%	35.33%
All	100.00%	100.00%	100.00%	100.00%
<b>Price of gasoline</b>				
Not a problem	29.81%	50.05%	31.29%	39.08%
A little problem	14.23%	8.11%	10.02%	10.82%
Somewhat of a problem	18.54%	10.80%	16.15%	16.05%
Very much of a problem	10.88%	5.54%	12.94%	16.52%
A severe problem	26.55%	25.50%	29.61%	17.53%
All	100.00%	100.00%	100.00%	100.00%
<b>Aggressive drivers on road</b>				
Not a problem	23.65%	18.64%	25.47%	17.56%
A little problem	12.70%	4.73%	10.06%	5.14%
Somewhat of a problem	20.34%	6.96%	12.17%	12.99%
Very much of a problem	17.93%	24.56%	18.53%	15.42%
A severe problem	25.39%	45.11%	33.77%	48.89%
All	100.00%	100.00%	100.00%	100.00%
<b>Drivers speeding</b>				
Not a problem	24.10%	12.27%	22.29%	16.26%
A little problem	16.06%	8.90%	15.89%	34.32%
Somewhat of a problem	20.58%	21.20%	13.56%	7.65%
Very much of a problem	16.91%	14.59%	15.11%	22.12%
A severe problem	22.34%	43.04%	33.14%	19.65%
All	100.00%	100.00%	100.00%	100.00%
<b>Number of large trucks on road</b>				
Not a problem	34.19%	45.50%	31.86%	9.55%
A little problem	15.35%	15.06%	14.60%	30.79%
Somewhat of a problem	22.93%	20.43%	16.94%	31.86%
Very much of a problem	12.29%	3.39%	19.26%	17.51%
A severe problem	15.23%	15.62%	17.34%	10.29%
All	100.00%	100.00%	100.00%	100.00%

## Distribution of Very Low Income Households\* by Household Size

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in Very Low Income Households</b>												
<b>TOTAL Persons in Very Low Income HHs</b>	<b>353,182</b>	<b>1,617,951</b>	<b>1,971,133</b>	<b>1,059,801</b>	<b>334,087</b>	<b>137,695</b>	<b>2,442,915</b>	<b>588,019</b>	<b>3,030,934</b>	<b>360,898</b>	<b>3,391,832</b>	<b>35,499,832</b>
Percent of All Persons	24.65%	30.19%	29.02%	13.39%	13.54%	11.81%	23.43%	13.73%	20.61%	17.20%	20.18%	15.79%
<b>Very Low Income Households</b>												
<b>TOTAL Very Low Income Households</b>	<b>132,355</b>	<b>524,603</b>	<b>656,958</b>	<b>439,638</b>	<b>120,885</b>	<b>45,895</b>	<b>823,737</b>	<b>272,859</b>	<b>1,096,596</b>	<b>145,866</b>	<b>1,242,461</b>	<b>16,270,896</b>
Percent of All Households	19.82%	27.84%	25.74%	15.57%	15.22%	11.26%	21.94%	16.82%	20.40%	19.30%	20.26%	17.52%
<b>TOTAL Very Low Income Households</b>	<b>132,355</b>	<b>524,603</b>	<b>656,958</b>	<b>439,638</b>	<b>120,885</b>	<b>45,895</b>	<b>823,737</b>	<b>272,859</b>	<b>1,096,596</b>	<b>145,866</b>	<b>1,242,461</b>	<b>16,270,896</b>
1 person	42.60%	18.78%	23.58%	42.21%	40.66%	28.91%	26.38%	45.13%	31.05%	36.83%	31.73%	40.66%
2 persons	19.87%	24.74%	23.76%	24.06%	23.50%	28.40%	23.98%	23.58%	23.88%	27.65%	24.32%	23.78%
3 persons	9.96%	20.84%	18.65%	11.77%	9.65%	13.39%	17.04%	12.44%	15.89%	13.13%	15.57%	12.79%
4 persons	17.49%	20.06%	19.54%	12.69%	11.70%	23.59%	18.62%	11.29%	16.79%	11.58%	16.18%	11.53%
5+ persons	10.07%	15.58%	14.47%	9.27%	14.49%	5.71%	13.98%	7.57%	12.39%	10.81%	12.20%	11.24%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>TOTAL Very Low Income Households</b>	<b>132,355</b>	<b>524,603</b>	<b>656,958</b>	<b>439,638</b>	<b>120,885</b>	<b>45,895</b>	<b>823,737</b>	<b>272,859</b>	<b>1,096,596</b>	<b>145,866</b>	<b>1,242,461</b>	<b>16,270,896</b>
Less than \$15,000	100.00%	100.00%	100.00%	98.36%	100.00%	100.00%	100.00%	97.70%	99.35%	91.62%	98.22%	92.66%
\$15,000 - \$19,999	59.70%	73.40%	71.14%	47.58%	100.00%	32.51%	72.81%	35.44%	59.76%	39.06%	56.91%	35.72%
\$20,000 - \$24,999	2.84%	31.72%	23.77%	21.09%	74.50%	14.30%	29.16%	9.27%	22.62%	1.46%	19.11%	10.47%
\$25,000 - \$29,999	10.52%	2.94%	4.33%	7.62%	28.40%	1.82%	8.31%	0.61%	5.95%	0.00%	4.88%	3.01%
\$30,000 - \$34,999	0.00%	0.00%	0.00%	3.33%	21.14%	0.00%	2.45%	0.00%	1.57%	0.00%	1.35%	0.71%
\$35,000 - \$39,999	0.00%	0.00%	0.00%	0.71%	2.84%	0.00%	0.65%	0.00%	0.41%	0.00%	0.35%	0.00%
\$40,000+	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

\* Very Low Income is defined by HUD as roughly 50% of median income for a household of 4 in a given MSA or county (and adjusted accordingly for other household sizes)

## Vehicle Availability and Very Low Income Status of Vehicles in Very Low Income Household:

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>TOTAL Very Low Income Households</b>	<b>132,355</b>	<b>524,603</b>	<b>656,958</b>	<b>439,638</b>	<b>120,885</b>	<b>45,895</b>	<b>823,737</b>	<b>272,859</b>	<b>1,096,596</b>	<b>145,866</b>	<b>1,242,461</b>	<b>16,270,896</b>
<b>Very Low Income Households by Vehicle Availability:</b>												
0	91.47%	71.29%	75.36%	25.69%	17.59%	44.93%	65.18%	26.05%	55.45%	15.19%	50.72%	23.04%
1	8.11%	23.24%	20.19%	50.40%	47.40%	37.02%	25.12%	53.98%	32.30%	58.46%	35.37%	48.62%
2	0.42%	5.18%	4.22%	20.62%	32.52%	11.74%	8.79%	16.85%	10.79%	22.40%	12.16%	21.23%
3		0.09%	0.07%	2.43%	1.59%	3.42%	0.48%	2.63%	1.01%	3.09%	1.26%	5.38%
4		0.21%	0.17%	0.61%	0.90%	1.60%	0.36%	0.31%	0.34%	0.56%	0.37%	1.22%
5+				0.25%		1.30%	0.07%	0.18%	0.10%	0.31%	0.12%	0.51%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Percent of Vehicles Owned by Very Low Income Households by Age of Vehicle</b>												
1 year old		3.55%	3.34%	3.74%	1.64%	10.82%	3.44%	3.88%	3.62%	2.33%	3.35%	3.66%
2 years old	3.46%	1.04%	1.19%	5.69%	7.38%	2.60%	3.72%	5.21%	4.34%	3.78%	4.22%	4.15%
3 years old	4.69%	1.78%	1.95%	4.67%	4.05%	5.65%	3.14%	4.87%	3.86%	3.30%	3.74%	3.52%
4 years old		5.67%	5.32%	4.65%	3.62%	5.05%	4.64%	5.16%	4.85%	3.95%	4.66%	3.91%
5 years old		6.85%	6.43%	4.94%	5.93%	5.71%	6.17%	4.29%	5.39%	6.32%	5.59%	4.67%
6 years old		6.52%	6.12%	6.28%	7.22%	10.23%	6.96%	5.20%	6.23%	4.47%	5.87%	4.52%
7 years old		11.93%	11.21%	7.18%	6.16%	5.55%	8.68%	7.98%	8.39%	6.34%	7.96%	6.87%
8 years old	17.71%	4.05%	4.88%	8.90%	10.35%	4.90%	6.99%	8.69%	7.70%	8.84%	7.93%	6.33%
9 years old	8.13%	8.36%	8.34%	9.68%	9.58%	12.03%	9.19%	9.40%	9.28%	5.65%	8.52%	6.46%
10 years old		11.72%	11.00%	8.32%	5.86%	2.24%	8.13%	10.54%	9.13%	14.22%	10.19%	6.51%
11 years old	32.19%	9.64%	11.01%	9.50%	10.89%	7.70%	10.63%	9.01%	9.96%	7.70%	9.49%	8.11%
12 years old		4.03%	3.78%	8.12%	9.54%	8.16%	6.45%	7.34%	6.82%	7.23%	6.90%	5.67%
13 years old		3.63%	3.40%	2.19%	1.08%		2.16%	3.12%	2.56%	6.60%	3.40%	4.45%
14 years old		0.92%	0.87%	4.05%	6.86%	6.18%	3.72%	2.21%	3.10%	3.02%	3.08%	3.21%
15 years old		2.45%	2.30%	2.04%	4.14%		2.78%	1.18%	2.12%	1.65%	2.02%	2.66%
16 years old	24.46%	1.38%	2.79%	1.01%	1.41%		1.98%	0.93%	1.54%	0.59%	1.34%	2.79%
17 years old		1.01%	0.95%	1.54%	1.25%	0.53%	1.02%	0.84%	1.36%	2.06%	1.51%	4.20%
18 years old		0.59%	0.55%	1.36%	0.94%		0.65%	1.79%	1.12%	2.99%	1.51%	3.18%
19 years old		0.84%	0.78%	1.08%	0.65%	1.80%	0.83%	1.21%	0.99%	0.53%	0.89%	2.26%
20+ years old		3.02%	2.83%	1.45%	0.38%		1.60%	2.24%	1.86%	5.47%	2.61%	7.37%
Unreported	9.37%	11.03%	10.93%	3.58%	1.08%	10.87%	7.12%	3.91%	5.79%	2.98%	5.20%	5.50%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%



*Characteristics of Very Low Income Households\* with Zero Vehicle.*

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Household Income Distributor</b>												
Very Low Income	24.96%	42.98%	36.53%	50.66%	49.69%	51.96%	37.35%	50.59%	38.53%	52.47%	38.89%	58.86%
Not Very Low Income	53.77%	35.70%	42.16%	24.56%	19.20%	25.57%	41.02%	25.90%	39.68%	20.40%	39.17%	20.34%
Unreported	21.27%	21.32%	21.30%	24.78%	31.11%	22.47%	21.63%	23.51%	21.79%	27.13%	21.93%	20.81%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Drivers</b>												
0	65.33%	63.07%	63.62%	63.98%	76.15%	45.60%	63.42%	65.68%	63.69%	58.73%	63.51%	67.55%
1	28.30%	31.38%	30.63%	34.11%	23.85%	54.40%	31.27%	31.29%	31.27%	37.78%	31.50%	27.93%
2	6.37%	4.79%	5.17%	1.91%			4.77%	3.04%	4.57%	3.49%	4.53%	4.27%
3		0.77%	0.58%				0.53%		0.47%		0.46%	0.26%
4												
5+												
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Workers</b>												
0	57.52%	47.66%	50.07%	66.79%	83.19%	35.86%	50.84%	70.85%	53.18%	66.03%	53.63%	70.40%
1	30.17%	36.17%	34.70%	26.39%	6.99%	50.93%	34.22%	25.08%	33.16%	30.77%	33.07%	24.52%
2	8.58%	14.35%	12.94%	5.73%	5.07%	13.21%	12.64%	3.75%	11.60%	3.21%	11.30%	4.53%
3	3.74%	1.49%	2.04%	1.10%	4.75%		2.07%	0.32%	1.86%		1.80%	0.36%
4		0.33%	0.25%				0.23%		0.21%		0.20%	0.20%
5+												
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Mode of Transportation and Very Low Income Status.*

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in Very Low Income Households:</b>												
<b>TOTAL PT/PERSON</b>	<b>3.16</b>	<b>3.37</b>	<b>3.33</b>	<b>3.62</b>	<b>3.73</b>	<b>3.25</b>	<b>3.38</b>	<b>3.65</b>	<b>3.43</b>	<b>3.40</b>	<b>3.43</b>	<b>3.75</b>
POV-Driver	3.19%	11.41%	10.02%	49.98%	50.27%	42.59%	17.85%	51.36%	24.75%	55.27%	27.97%	49.54%
POV-Passenger	10.57%	12.01%	11.77%	25.94%	28.23%	23.25%	14.87%	25.17%	16.99%	28.83%	18.24%	28.27%
Taxi	4.25%	1.05%	1.59%	0.70%	0.58%	1.66%	1.44%	0.58%	1.26%	0.37%	1.17%	0.27%
Public	36.38%	26.97%	28.58%	3.65%	0.99%	7.58%	23.28%	4.38%	19.39%	0.57%	17.40%	3.55%
Walk	36.47%	37.16%	37.04%	8.62%	8.03%	8.99%	31.15%	8.89%	26.56%	5.00%	24.29%	9.37%
Other	0.50%	4.24%	3.61%	5.96%	8.09%	9.42%	4.60%	3.99%	4.47%	5.05%	4.53%	4.17%
No Response	8.64%	7.15%	7.41%	5.14%	3.81%	6.50%	6.81%	5.62%	6.57%	4.91%	6.39%	4.84%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Household:</b>												
<b>TOTAL PT/PERSON</b>	<b>4.16</b>	<b>3.86</b>	<b>3.93</b>	<b>4.29</b>	<b>4.35</b>	<b>3.98</b>	<b>4.05</b>	<b>4.33</b>	<b>4.15</b>	<b>4.24</b>	<b>4.16</b>	<b>4.57</b>
POV-Driver	10.77%	32.66%	27.43%	62.01%	62.02%	57.66%	41.39%	63.00%	48.98%	61.59%	50.78%	63.81%
POV-Passenger	7.86%	17.94%	15.53%	24.62%	23.77%	25.69%	19.22%	24.84%	21.19%	26.34%	21.93%	25.85%
Taxi	8.21%	1.68%	3.24%	0.20%	0.23%	0.51%	2.01%	0.11%	1.34%		1.15%	0.08%
Public	24.50%	16.87%	18.69%	1.59%	2.17%	3.17%	11.89%	0.91%	8.04%	0.48%	6.96%	0.75%
Walk	42.65%	24.23%	28.63%	4.48%	4.86%	7.09%	18.94%	3.67%	13.58%	3.32%	12.11%	3.93%
Other	1.99%	1.62%	1.71%	3.61%	3.68%	2.62%	2.40%	3.79%	2.89%	4.83%	3.17%	2.83%
No Response	4.03%	5.01%	4.77%	3.50%	3.27%	3.27%	4.14%	3.68%	3.98%	3.43%	3.90%	2.75%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Trip Purpose and Very Low Income Status:*

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in Very Low Income Households:</b>												
<b>TOTAL PT/PERSON</b>	<b>3.16</b>	<b>3.37</b>	<b>3.33</b>	<b>3.62</b>	<b>3.73</b>	<b>3.25</b>	<b>3.38</b>	<b>3.65</b>	<b>3.43</b>	<b>3.40</b>	<b>3.43</b>	<b>3.75</b>
Earn a Living	9.08%	12.54%	11.95%	14.51%	13.54%	20.93%	12.68%	13.72%	12.89%	12.58%	12.86%	15.00%
Family & Personal Business	45.12%	45.07%	45.08%	49.29%	48.09%	45.74%	45.57%	50.73%	46.63%	51.29%	47.12%	48.45%
Civic, Educational & Religious	11.82%	13.59%	13.29%	12.14%	14.83%	15.74%	13.66%	9.83%	12.87%	9.21%	12.48%	11.04%
Social & Recreational	33.98%	28.65%	29.55%	23.89%	23.17%	17.59%	27.94%	25.63%	27.47%	26.54%	27.37%	25.40%
Other		0.05%	0.04%	0.05%			0.04%	0.09%	0.05%	0.28%	0.07%	0.09%
Unreported		0.10%	0.08%	0.12%	0.37%		0.12%		0.09%	0.10%	0.09%	0.03%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households:</b>												
<b>TOTAL PT/PERSON</b>	<b>4.16</b>	<b>3.86</b>	<b>3.93</b>	<b>4.29</b>	<b>4.35</b>	<b>3.98</b>	<b>4.05</b>	<b>4.33</b>	<b>4.15</b>	<b>4.24</b>	<b>4.16</b>	<b>4.57</b>
Earn a Living	25.05%	22.20%	22.88%	20.75%	19.71%	22.88%	21.95%	20.82%	21.55%	20.91%	21.46%	21.55%
Family & Personal Business	41.53%	48.03%	46.48%	45.66%	47.46%	40.77%	46.06%	45.80%	45.97%	43.91%	45.67%	45.21%
Civic, Educational & Religious	6.15%	9.37%	8.60%	8.04%	8.04%	8.58%	8.43%	7.92%	8.25%	9.12%	8.38%	8.26%
Social & Recreational	27.13%	20.33%	21.96%	25.39%	24.64%	27.49%	23.43%	25.32%	24.09%	25.95%	24.36%	24.79%
Other		0.13%	0.07%	0.08%	0.15%	0.16%	0.24%	0.13%	0.13%	0.11%	0.12%	0.17%
Unreported				0.01%		0.04%	0.01%	0.02%	0.01%		0.01%	0.01%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Time of Day and Very Low Income Status:*

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in Very Low Income Households:</b>												
<b>TOTAL PT/PERSON</b>	<b>3.16</b>	<b>3.37</b>	<b>3.33</b>	<b>3.62</b>	<b>3.73</b>	<b>3.25</b>	<b>3.38</b>	<b>3.65</b>	<b>3.43</b>	<b>3.40</b>	<b>3.43</b>	<b>3.75</b>
10 pm-1 am	5.82%	4.13%	4.41%	3.26%	3.18%	1.51%	4.07%	3.67%	3.99%	3.18%	3.90%	3.48%
1-6 am	1.30%	0.87%	0.95%	1.76%	2.79%	1.14%	1.23%	1.29%	1.24%	1.06%	1.22%	1.74%
6-9 am	10.24%	12.67%	12.26%	11.11%	9.32%	17.85%	12.12%	10.74%	11.83%	13.19%	11.98%	13.04%
9 am-1 pm	19.59%	26.28%	25.14%	26.87%	22.76%	22.81%	24.66%	30.10%	25.78%	30.14%	26.24%	25.36%
1-4 pm	22.08%	24.68%	24.24%	25.38%	27.16%	27.65%	24.87%	23.88%	24.66%	23.19%	24.51%	23.81%
4-7 pm	25.95%	20.35%	21.30%	20.54%	22.97%	20.35%	21.50%	19.17%	21.02%	18.38%	20.74%	22.06%
7-10 pm	15.01%	11.01%	11.69%	11.09%	11.82%	8.68%	11.55%	11.16%	11.47%	10.72%	11.39%	10.50%
Unreported										0.13%	0.01%	0.01%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households:</b>												
<b>TOTAL PT/PERSON</b>	<b>4.16</b>	<b>3.86</b>	<b>3.93</b>	<b>4.29</b>	<b>4.35</b>	<b>3.98</b>	<b>4.05</b>	<b>4.33</b>	<b>4.15</b>	<b>4.24</b>	<b>4.16</b>	<b>4.57</b>
10 pm-1 am	6.53%	4.86%	5.26%	3.64%	3.81%	3.39%	4.60%	3.61%	4.25%	3.16%	4.09%	3.40%
1-6 am	0.89%	1.44%	1.31%	1.50%	1.84%	0.83%	1.41%	1.48%	1.43%	1.57%	1.45%	1.70%
6-9 am	13.27%	13.73%	13.62%	13.62%	13.20%	14.63%	13.62%	13.62%	13.62%	14.08%	13.68%	13.99%
9 am-1 pm	23.73%	23.36%	23.45%	23.82%	25.12%	20.96%	23.63%	23.78%	23.68%	26.10%	24.03%	23.80%
1-4 pm	20.43%	23.17%	22.52%	21.91%	22.17%	24.02%	22.60%	21.29%	22.14%	22.56%	22.20%	21.73%
4-7 pm	20.57%	22.28%	21.87%	22.92%	21.38%	24.12%	22.01%	23.48%	22.52%	20.52%	22.24%	23.39%
7-10 pm	14.58%	11.07%	11.91%	12.55%	12.49%	12.04%	12.10%	12.70%	12.31%	11.99%	12.26%	11.98%
Unreported		0.09%	0.07%	0.03%		0.01%	0.04%	0.05%	0.05%	0.03%	0.04%	0.02%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Day of Week and Very Low Income Status:*

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in Very Low Income Households:</b>												
<b>TOTAL PT/PERSON</b>	<b>3.16</b>	<b>3.37</b>	<b>3.33</b>	<b>3.62</b>	<b>3.73</b>	<b>3.25</b>	<b>3.38</b>	<b>3.65</b>	<b>3.43</b>	<b>3.40</b>	<b>3.43</b>	<b>3.75</b>
Sunday	2.20	2.02	2.05	3.57	4.50	1.46	2.35	3.54	2.58	3.22	2.65	2.89
Monday	1.09	3.50	3.07	3.12	2.31	2.13	2.91	3.81	3.09	3.20	3.10	3.49
Tuesday	5.89	5.04	5.19	4.76	3.86	8.86	5.22	4.31	5.04	4.13	4.94	3.93
Wednesday	0.71	2.23	1.96	4.01	4.99	2.15	2.38	3.89	2.67	3.54	2.77	3.70
Thursday	6.49	4.56	4.91	2.72	1.68	2.08	4.31	3.46	4.14	3.34	4.06	3.95
Friday	3.84	3.32	3.41	3.92	4.72	5.63	3.72	3.06	3.59	3.10	3.54	4.33
Saturday	1.92	2.91	2.73	3.24	4.04	0.43	2.78	3.45	2.91	3.25	2.95	3.98
<b>Persons NOT in Very Low Income Households:</b>												
<b>TOTAL PT/PERSON</b>	<b>4.16</b>	<b>3.86</b>	<b>3.93</b>	<b>4.29</b>	<b>4.35</b>	<b>3.98</b>	<b>4.05</b>	<b>4.33</b>	<b>4.15</b>	<b>4.24</b>	<b>4.16</b>	<b>4.57</b>
Sunday	2.32	5.43	4.73	3.76	4.06	3.06	4.34	3.76	4.14	3.27	4.02	3.95
Monday	3.97	3.28	3.43	4.06	4.39	3.89	3.75	3.93	3.81	4.05	3.84	4.39
Tuesday	5.35	3.60	3.99	4.43	4.24	5.07	4.20	4.37	4.26	4.47	4.29	4.51
Wednesday	3.03	3.62	3.49	4.21	3.26	4.51	3.55	4.66	3.92	4.13	3.95	4.90
Thursday	4.73	3.29	3.62	4.26	4.69	3.25	3.86	4.29	4.01	5.44	4.21	4.54
Friday	3.97	3.94	3.95	4.69	4.77	3.18	4.08	5.03	4.40	3.63	4.29	5.17
Saturday	5.72	3.87	4.29	4.61	5.06	4.87	4.58	4.29	4.48	4.69	4.51	4.51

**Vehicle Trips per Driver by Trip Purpose and Very Low Income Status:**

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in Very Low Income Households:</b>												
<b>TOTAL VT/DRIVER</b>	<b>0.40</b>	<b>1.34</b>	<b>1.19</b>	<b>3.07</b>	<b>3.18</b>	<b>3.01</b>	<b>1.82</b>	<b>3.03</b>	<b>2.19</b>	<b>3.04</b>	<b>2.33</b>	<b>3.09</b>
Earn a Living	19.59%	16.14%	16.33%	19.37%	20.94%	23.03%	19.15%	17.85%	18.60%	17.48%	18.36%	20.98%
Family & Personal Business	53.57%	60.68%	60.30%	56.12%	55.91%	63.53%	58.85%	54.95%	57.18%	60.21%	57.81%	54.89%
Civic, Educational & Religious		6.56%	6.21%	5.13%	7.27%	2.12%	6.13%	4.44%	5.41%	2.22%	4.74%	5.57%
Social & Recreational	26.84%	16.61%	17.17%	19.25%	15.51%	11.31%	15.71%	22.76%	18.72%	19.64%	18.91%	18.51%
Other				0.00%				0.01%	0.00%	0.27%	0.06%	0.03%
Unreported				0.12%	0.37%		0.16%		0.09%	0.18%	0.11%	0.01%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households:</b>												
<b>TOTAL VT/DRIVER</b>	<b>0.73</b>	<b>2.17</b>	<b>1.83</b>	<b>3.56</b>	<b>3.58</b>	<b>3.07</b>	<b>2.56</b>	<b>3.67</b>	<b>2.97</b>	<b>3.55</b>	<b>3.05</b>	<b>3.78</b>
Earn a Living	22.38%	28.07%	27.54%	27.42%	24.93%	30.28%	26.86%	28.16%	27.45%	29.66%	27.83%	28.76%
Family & Personal Business	48.45%	51.53%	51.24%	50.90%	53.70%	46.89%	51.57%	50.23%	50.97%	48.32%	50.51%	49.24%
Civic, Educational & Religious	3.16%	4.05%	3.97%	3.28%	3.34%	3.63%	3.18%	3.43%	3.33%	3.43%	3.41%	3.87%
Social & Recreational	26.01%	16.30%	17.21%	18.29%	17.98%	18.97%	17.86%	18.31%	18.06%	18.63%	18.16%	18.02%
Other		0.05%	0.04%	0.09%	0.05%	0.17%	0.07%	0.09%	0.08%	0.06%	0.07%	0.09%
Unreported				0.02%		0.05%	0.01%	0.02%	0.01%		0.01%	0.01%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Vehicle Trips per Driver by Time of Day and Very Low Income Status:**

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in Very Low Income Households:</b>												
<b>TOTAL VT/DRIVER</b>	<b>0.40</b>	<b>1.34</b>	<b>1.19</b>	<b>3.07</b>	<b>3.18</b>	<b>3.01</b>	<b>1.82</b>	<b>3.03</b>	<b>2.19</b>	<b>3.04</b>	<b>2.33</b>	<b>3.09</b>
10 pm-1 am		4.72%	4.47%	3.81%	3.82%	2.87%	3.98%	3.98%	3.98%	2.99%	3.78%	3.56%
1-6 am		0.93%	0.88%	1.82%	2.78%	2.34%	1.87%	1.18%	1.58%	1.51%	1.56%	2.39%
6-9 am	13.33%	11.51%	11.61%	9.89%	7.79%	13.83%	10.27%	10.40%	10.33%	12.58%	10.80%	13.01%
9 am-1 pm	9.10%	32.53%	31.26%	30.23%	28.09%	27.14%	29.38%	31.98%	30.49%	34.47%	31.32%	27.08%
1-4 pm	6.44%	20.54%	19.78%	23.83%	24.80%	22.90%	22.31%	23.44%	22.79%	22.78%	22.79%	22.90%
4-7 pm	29.11%	18.98%	19.52%	19.86%	21.63%	18.62%	20.30%	19.07%	19.77%	17.83%	19.37%	21.30%
7-10 pm	42.03%	10.79%	12.48%	10.56%	11.09%	12.30%	11.87%	9.97%	11.05%	7.85%	10.39%	9.75%
Unreported												0.00%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households:</b>												
<b>TOTAL VT/DRIVER</b>	<b>0.73</b>	<b>2.17</b>	<b>1.83</b>	<b>3.56</b>	<b>3.58</b>	<b>3.07</b>	<b>2.56</b>	<b>3.67</b>	<b>2.97</b>	<b>3.55</b>	<b>3.05</b>	<b>3.78</b>
10 pm-1 am	9.98%	6.44%	6.77%	3.68%	3.80%	3.54%	4.90%	3.65%	4.34%	3.28%	4.15%	3.35%
1-6 am	0.23%	1.86%	1.71%	1.79%	1.97%	1.17%	1.73%	1.82%	1.77%	2.11%	1.83%	2.05%
6-9 am	9.54%	14.28%	13.83%	14.58%	14.05%	16.62%	14.41%	14.44%	14.42%	14.69%	14.47%	14.82%
9 am-1 pm	30.23%	21.42%	22.25%	25.58%	27.06%	23.81%	24.65%	25.16%	24.88%	27.01%	25.25%	25.00%
1-4 pm	19.46%	21.51%	21.32%	20.32%	20.14%	22.06%	20.93%	20.05%	20.53%	21.22%	20.65%	20.85%
4-7 pm	19.48%	21.95%	21.72%	22.54%	21.09%	22.37%	21.56%	23.34%	22.36%	20.92%	22.11%	23.18%
7-10 pm	11.07%	12.54%	12.40%	11.50%	11.88%	10.43%	11.83%	11.52%	11.69%	10.74%	11.52%	10.74%
Unreported				0.01%		0.01%	0.00%	0.01%	0.01%	0.03%	0.01%	0.01%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Vehicle Trips per Person by Day of Week and Very Low Income Status:**

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in Very Low Income Households:</b>												
<b>TOTAL VT/DRIVER</b>	<b>0.40</b>	<b>1.34</b>	<b>1.19</b>	<b>3.07</b>	<b>3.18</b>	<b>3.01</b>	<b>1.82</b>	<b>3.03</b>	<b>2.19</b>	<b>3.04</b>	<b>2.33</b>	<b>3.09</b>
Sunday	0.67	1.07	1.01	2.80	2.93	1.98	1.55	2.87	1.96	2.03	1.97	2.34
Monday		1.01	0.85	2.56	1.53		0.95	3.57	1.76	3.30	2.00	2.99
Tuesday		2.51	2.11	4.00	3.53	7.11	2.84	3.72	3.11	3.54	3.18	3.19
Wednesday		1.00	0.84	3.22	3.37	1.80	1.53	3.38	2.10	3.43	2.31	3.31
Thursday	0.48	1.63	1.45	2.44	1.74	3.21	1.66	2.69	1.97	3.34	2.19	3.44
Friday	1.19	1.07	1.09	3.74	5.21	6.90	2.54	2.40	2.50	3.33	2.63	3.52
Saturday	0.50	1.10	1.01	2.75	3.95	0.09	1.65	2.56	1.93	2.35	2.00	2.85
<b>Persons NOT in Very Low Income Households:</b>												
<b>TOTAL VT/DRIVER</b>	<b>0.73</b>	<b>2.17</b>	<b>1.83</b>	<b>3.56</b>	<b>3.58</b>	<b>3.07</b>	<b>2.56</b>	<b>3.67</b>	<b>2.97</b>	<b>3.55</b>	<b>3.05</b>	<b>3.78</b>
Sunday	0.10	2.98	2.30	2.96	3.43	2.51	2.69	2.81	2.73	2.17	2.65	2.81
Monday	0.56	1.91	1.60	3.45	3.53	3.23	2.44	3.46	2.81	3.55	2.92	3.80
Tuesday	0.72	1.99	1.69	3.64	3.53	3.34	2.51	3.78	2.98	4.00	3.13	3.89
Wednesday	0.72	2.57	2.14	3.65	2.72	3.78	2.56	4.12	3.13	3.62	3.20	4.21
Thursday	0.80	1.78	1.55	3.87	4.24	2.80	2.58	3.94	3.08	4.46	3.28	3.92
Friday	0.81	1.77	1.55	3.85	3.85	2.49	2.41	4.19	3.06	3.43	3.11	4.32
Saturday	1.39	2.16	1.98	3.50	3.76	3.38	2.74	3.39	2.98	3.63	3.08	3.49

## Trip Length Statistics

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in Very Low Income Households:</b>												
<b>Average Person Trip Length:</b>	<b>4.64</b>	<b>4.55</b>	<b>4.56</b>	<b>6.55</b>	<b>7.80</b>	<b>5.89</b>	<b>5.15</b>	<b>5.95</b>	<b>5.33</b>	<b>8.43</b>	<b>5.67</b>	<b>7.14</b>
Males	3.92	4.64	4.53	7.48	8.52	7.45	5.32	6.88	5.65	8.24	5.95	7.72
Females	5.09	4.47	4.58	5.85	7.26	4.63	5.02	5.28	5.08	8.58	5.46	6.68
<b>Average Person Trip Length:</b>	<b>4.64</b>	<b>4.55</b>	<b>4.56</b>	<b>6.55</b>	<b>7.80</b>	<b>5.89</b>	<b>5.15</b>	<b>5.95</b>	<b>5.33</b>	<b>8.43</b>	<b>5.67</b>	<b>7.14</b>
5 or fewer miles	80.14%	73.78%	74.86%	70.38%	70.46%	67.11%	73.78%	71.02%	73.21%	59.89%	71.81%	69.24%
6-10 miles	3.47%	6.57%	6.04%	13.80%	12.25%	12.78%	7.34%	14.91%	8.90%	16.68%	9.72%	12.72%
11-15 miles	3.03%	4.49%	4.24%	5.25%	6.85%	2.38%	4.53%	4.92%	4.61%	9.04%	5.08%	5.95%
16-20 miles	0.44%	2.44%	2.10%	3.02%	2.35%	4.80%	2.28%	3.03%	2.44%	4.20%	2.62%	3.19%
21-30 miles	3.23%	0.98%	1.36%	2.26%	2.67%	1.91%	1.59%	2.10%	1.69%	4.76%	2.02%	2.99%
31 or more miles	2.97%	2.05%	2.21%	2.24%	2.95%	1.75%	2.29%	1.94%	2.22%	4.31%	2.44%	3.36%
Unreported	6.72%	9.69%	9.18%	3.04%	2.47%	9.27%	8.18%	2.07%	6.92%	1.12%	6.31%	2.56%
<b>Average Vehicle Trip Length:</b>	<b>11.65</b>	<b>6.35</b>	<b>6.60</b>	<b>6.80</b>	<b>6.11</b>	<b>7.60</b>	<b>6.52</b>	<b>7.05</b>	<b>6.75</b>	<b>9.50</b>	<b>7.33</b>	<b>7.52</b>
Males	3.00	7.27	7.19	8.38	7.37	11.28	7.64	8.50	7.97	9.95	8.35	8.81
Females	15.23	3.61	5.00	5.47	5.07	5.02	5.04	5.79	5.41	9.11	6.26	6.38
<b>Average Vehicle Trip Length:</b>	<b>11.65</b>	<b>6.35</b>	<b>6.60</b>	<b>6.80</b>	<b>6.11</b>	<b>7.60</b>	<b>6.52</b>	<b>7.05</b>	<b>6.75</b>	<b>9.50</b>	<b>7.33</b>	<b>7.52</b>
5 or fewer miles	48.69%	64.92%	64.04%	67.63%	68.40%	69.78%	66.63%	66.82%	66.71%	54.42%	64.15%	65.08%
6-10 miles		10.21%	9.65%	16.44%	16.21%	14.58%	13.07%	16.90%	14.71%	18.61%	15.52%	15.32%
11-15 miles	3.24%	12.22%	11.73%	5.86%	4.95%	5.17%	8.01%	6.50%	7.36%	10.77%	8.07%	7.49%
16-20 miles	3.24%	4.44%	4.37%	3.89%	3.46%	4.06%	3.95%	4.10%	4.01%	5.75%	4.37%	3.84%
21-30 miles	25.21%	1.00%	2.31%	2.43%	3.06%	2.01%	2.59%	2.14%	2.40%	5.72%	3.09%	3.53%
31 or more miles		2.35%	2.23%	2.29%	2.38%	2.51%	2.33%	2.20%	2.27%	4.44%	2.72%	3.26%
Unreported	19.62%	4.86%	5.66%	1.46%	1.54%	1.89%	3.42%	1.34%	2.53%	0.30%	2.07%	1.49%
<b>Persons NOT in Very Low Income Household:</b>												
<b>Average Person Trip Length:</b>	<b>4.87</b>	<b>6.77</b>	<b>6.30</b>	<b>8.84</b>	<b>8.55</b>	<b>10.33</b>	<b>7.49</b>	<b>8.65</b>	<b>7.90</b>	<b>10.58</b>	<b>8.29</b>	<b>9.65</b>
Males	5.30	7.55	7.00	9.84	10.00	11.82	8.54	9.31	8.82	11.44	9.20	10.81
Females	4.46	6.00	5.62	7.78	6.95	8.83	6.41	7.96	6.96	9.70	7.36	8.48
<b>Average Person Trip Length:</b>	<b>4.87</b>	<b>6.77</b>	<b>6.30</b>	<b>8.84</b>	<b>8.55</b>	<b>10.33</b>	<b>7.49</b>	<b>8.65</b>	<b>7.90</b>	<b>10.58</b>	<b>8.29</b>	<b>9.65</b>
5 or fewer miles	83.69%	68.03%	71.77%	62.39%	64.33%	58.62%	67.94%	62.19%	65.92%	58.09%	64.80%	61.46%
6-10 miles	7.29%	10.99%	10.10%	16.81%	14.03%	17.07%	12.13%	18.27%	14.29%	17.08%	14.68%	16.68%
11-15 miles	2.07%	6.37%	5.34%	7.36%	6.10%	8.44%	5.95%	7.80%	6.60%	7.34%	6.71%	7.63%
16-20 miles	0.95%	2.82%	2.37%	3.65%	3.34%	4.30%	2.90%	3.67%	3.17%	4.96%	3.42%	4.16%
21-30 miles	1.50%	3.48%	3.01%	3.65%	4.32%	4.16%	3.54%	3.16%	3.41%	5.05%	3.64%	4.05%
31 or more miles	2.17%	2.51%	2.43%	4.58%	5.47%	5.91%	3.76%	3.78%	3.77%	6.79%	4.20%	5.13%
Unreported	2.33%	5.81%	4.98%	1.57%	2.42%	1.49%	3.79%	1.12%	2.85%	0.70%	2.54%	0.89%
<b>Average Vehicle Trip Length:</b>	<b>11.17</b>	<b>8.84</b>	<b>9.06</b>	<b>8.55</b>	<b>8.30</b>	<b>9.74</b>	<b>8.84</b>	<b>8.43</b>	<b>8.65</b>	<b>10.74</b>	<b>9.02</b>	<b>9.43</b>
Males	13.83	9.75	10.14	9.82	10.17	10.18	10.16	9.55	9.89	12.52	10.35	11.04
Females	6.52	7.26	7.18	6.94	5.92	9.16	6.94	7.03	6.98	8.40	7.23	7.54
<b>Average Vehicle Trip Length:</b>	<b>11.17</b>	<b>8.84</b>	<b>9.06</b>	<b>8.55</b>	<b>8.30</b>	<b>9.74</b>	<b>8.84</b>	<b>8.43</b>	<b>8.65</b>	<b>10.74</b>	<b>9.02</b>	<b>9.43</b>
5 or fewer miles	60.13%	60.36%	60.34%	60.47%	63.50%	56.23%	61.02%	59.73%	60.44%	57.07%	59.86%	59.19%
6-10 miles	13.12%	16.79%	16.45%	18.25%	15.52%	18.44%	16.38%	19.67%	17.87%	17.63%	17.83%	17.81%
11-15 miles	7.97%	8.46%	8.41%	8.16%	6.58%	9.07%	7.72%	8.81%	8.21%	7.74%	8.13%	8.44%
16-20 miles	1.93%	3.46%	3.32%	4.15%	3.67%	5.20%	3.80%	4.18%	3.97%	5.24%	4.19%	4.61%
21-30 miles	7.29%	4.83%	5.06%	3.98%	4.54%	4.27%	4.69%	3.62%	4.21%	5.32%	4.40%	4.51%
31 or more miles	9.40%	3.68%	4.21%	4.20%	4.77%	5.88%	4.75%	3.54%	4.20%	6.69%	4.64%	5.04%
Unreported	0.15%	2.42%	2.21%	0.80%	1.41%	0.92%	1.63%	0.44%	1.09%	0.29%	0.96%	0.39%

## Person Trips and Vehicle Trips by Size of Travel Party

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Person Trips, Persons in Very Low Income HHs</b>												
1	62.91%	44.84%	47.92%	48.51%	48.43%	45.64%	47.87%	49.15%	48.13%	46.61%	47.97%	45.77%
2	16.00%	29.24%	26.99%	28.42%	26.80%	25.89%	26.90%	29.88%	27.52%	27.88%	27.55%	26.81%
3	11.13%	10.47%	10.58%	9.72%	11.36%	7.85%	10.55%	9.16%	10.26%	10.32%	10.27%	12.86%
4+	9.51%	14.53%	13.67%	12.30%	12.58%	17.20%	13.70%	11.11%	13.17%	14.57%	13.32%	13.77%
N/A	0.45%	0.92%	0.84%	1.05%	0.82%	3.43%	0.98%	0.69%	0.92%	0.62%	0.89%	0.79%
<b>Person Trips, Persons NOT in Very Low Income HHs</b>												
1	63.68%	51.40%	54.33%	50.55%	51.56%	48.35%	52.77%	50.51%	51.98%	48.16%	51.43%	49.34%
2	19.76%	25.77%	24.34%	25.79%	23.67%	26.53%	24.41%	26.78%	25.24%	28.50%	25.71%	27.25%
3	9.30%	12.70%	11.89%	11.62%	12.09%	12.70%	12.05%	11.11%	11.72%	9.77%	11.44%	11.57%
4+	7.07%	9.25%	8.73%	11.16%	11.58%	12.00%	9.98%	10.74%	10.25%	12.97%	10.63%	11.21%
N/A	0.19%	0.88%	0.71%	0.88%	1.10%	0.42%	0.79%	0.86%	0.82%	0.61%	0.79%	0.63%
<b>Vehicle Trips, Persons in Very Low Income HHs</b>												
1	42.61%	47.20%	46.95%	68.48%	70.14%	63.69%	58.96%	68.36%	62.98%	66.99%	63.81%	66.54%
2	14.26%	26.37%	25.71%	20.89%	18.94%	22.75%	22.45%	21.67%	22.12%	20.75%	21.83%	19.92%
3	26.32%	17.30%	17.79%	5.37%	5.76%	4.40%	10.95%	5.31%	8.54%	6.42%	8.10%	7.47%
4+	16.81%	8.99%	9.42%	5.27%	5.16%	9.15%	7.57%	4.67%	6.33%	5.77%	6.21%	6.00%
N/A		0.14%	0.13%				0.06%		0.03%	0.07%	0.04%	0.07%
<b>Vehicle Trips, Persons NOT in Very Low Income HHs</b>												
1	54.40%	63.75%	62.88%	69.05%	69.65%	65.63%	66.34%	69.44%	67.74%	67.94%	67.78%	68.29%
2	22.66%	21.33%	21.46%	19.65%	18.34%	21.82%	20.14%	19.89%	20.03%	21.56%	20.29%	20.23%
3	12.00%	9.09%	9.36%	6.87%	7.16%	7.07%	7.99%	6.67%	7.40%	5.52%	7.07%	7.00%
4+	10.94%	5.82%	6.30%	4.43%	4.86%	5.48%	5.52%	3.98%	4.83%	4.98%	4.85%	4.47%
N/A		0.01%	0.01%	0.00%			0.00%	0.01%	0.01%		0.00%	0.01%

## Perceptions And Views of Transportation Services, Persons in Very Low Income HH.

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Worrying about a traffic accident</b>												
Large problem	40.32%	33.39%	35.27%	26.36%	34.88%	22.88%	34.81%	21.76%	31.88%	18.88%	30.70%	28.02%
Small problem	33.40%	29.71%	30.71%	33.75%	34.76%	33.13%	31.47%	33.22%	31.87%	29.42%	31.64%	33.87%
No problem	26.28%	36.91%	34.02%	39.90%	30.36%	43.99%	33.72%	45.01%	36.26%	51.70%	37.66%	38.11%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Highway congestion</b>												
Large problem	21.85%	20.95%	21.13%	14.75%	20.92%	13.43%	20.72%	11.78%	18.74%	8.21%	17.57%	17.74%
Small problem	15.02%	20.83%	19.70%	27.73%	30.20%	15.45%	21.04%	28.54%	22.71%	18.23%	22.21%	25.91%
No problem	63.13%	58.22%	59.18%	57.51%	48.88%	71.12%	58.23%	59.68%	58.55%	73.56%	60.22%	56.36%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Poor walkways/sidewalks</b>												
Large problem	35.67%	29.61%	31.25%	22.87%	20.34%	29.40%	29.35%	23.65%	28.07%	19.79%	27.33%	19.47%
Small problem	26.04%	32.78%	30.96%	25.00%	31.33%	6.64%	30.26%	23.29%	28.70%	22.14%	28.11%	25.49%
No problem	38.29%	37.61%	37.79%	52.12%	48.34%	63.96%	40.40%	53.06%	43.23%	58.07%	44.56%	55.04%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement on highway:</b>												
Large problem	18.74%	36.19%	32.31%	25.25%	22.06%	20.21%	30.18%	27.75%	29.63%	30.11%	29.68%	25.89%
Small problem	18.61%	19.27%	19.12%	35.17%	38.19%	25.91%	22.30%	35.22%	25.21%	34.22%	26.14%	30.38%
No problem	62.65%	44.54%	48.57%	39.58%	39.75%	53.88%	47.52%	37.03%	45.16%	35.67%	44.18%	43.73%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement on neighborhood street:</b>												
Large problem	23.81%	42.16%	39.45%	33.62%	27.47%	18.00%	36.56%	39.78%	37.27%	33.42%	36.80%	31.09%
Small problem	40.03%	27.26%	29.15%	28.50%	33.32%	28.63%	29.68%	26.19%	28.91%	26.78%	28.65%	31.07%
No problem	36.16%	30.58%	31.40%	37.88%	39.21%	53.37%	33.76%	34.02%	33.82%	39.80%	34.55%	37.85%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Traffic tie-ups or road congestior</b>												
Large problem	38.79%	34.07%	34.78%	25.84%	29.35%	19.71%	33.14%	25.46%	31.44%	18.52%	29.89%	24.17%
Small problem	17.87%	24.48%	23.49%	28.07%	30.86%	24.05%	24.52%	27.59%	25.20%	32.58%	26.09%	32.86%
No problem	43.34%	41.45%	41.73%	46.10%	39.79%	56.24%	42.34%	46.95%	43.36%	48.90%	44.03%	42.97%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Worry about crimes vs. motorists</b>												
Large problem	30.54%	46.88%	44.56%	28.34%	31.63%	14.14%	41.13%	29.13%	38.46%	20.92%	36.26%	32.30%
Small problem	23.84%	27.67%	27.13%	29.51%	30.14%	46.96%	28.56%	26.14%	28.02%	25.22%	27.67%	29.08%
No problem	45.62%	25.45%	28.31%	42.16%	38.23%	38.91%	30.30%	44.73%	33.52%	53.86%	36.06%	38.62%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Unfamiliar local areas or neighborhoods</b>												
Large problem	5.28%	25.74%	20.13%	16.05%	19.52%		19.38%	15.76%	18.56%	9.45%	17.73%	15.87%
Small problem	31.47%	21.58%	24.29%	28.27%	27.77%	31.57%	25.12%	28.21%	25.82%	25.40%	25.78%	23.68%
No problem	63.26%	52.68%	55.58%	55.68%	52.71%	68.43%	55.50%	56.03%	55.62%	65.15%	56.49%	60.44%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Air pollution by vehicles</b>												
Large problem	45.69%	47.49%	47.22%	24.05%	22.42%	26.49%	42.62%	24.32%	38.57%	14.38%	35.59%	25.71%
Small problem	31.36%	24.46%	25.48%	28.56%	32.64%	18.09%	26.01%	28.82%	26.63%	26.02%	26.55%	28.46%
No problem	22.95%	28.05%	27.30%	47.39%	44.94%	55.42%	31.38%	46.86%	34.81%	59.60%	37.85%	45.83%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Distribution of Very Low Income Households\* by Household Size*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in Very Low Income Households</b>							
<b>TOTAL Persons in Very Low Income HHs</b>	<b>1,971,133</b>	<b>471,782</b>	<b>134,878</b>	<b>107,866</b>	<b>345,275</b>	<b>360,898</b>	<b>35,499,832</b>
Percent of All Persons	29.02%	12.99%	11.65%	8.62%	18.41%	17.20%	15.79%
<b>Very Low Income Households</b>							
<b>TOTAL Very Low Income Households</b>	<b>656,958</b>	<b>166,779</b>	<b>59,505</b>	<b>45,075</b>	<b>168,279</b>	<b>145,866</b>	<b>16,270,896</b>
Percent of All Households	25.74%	13.88%	14.50%	10.14%	21.94%	19.30%	17.52%
<b>TOTAL Very Low Income Households</b>	<b>656,958</b>	<b>166,779</b>	<b>59,505</b>	<b>45,075</b>	<b>168,279</b>	<b>145,866</b>	<b>16,270,896</b>
1 person	23.58%	37.43%	36.94%	34.68%	50.82%	36.83%	40.66%
2 persons	23.76%	24.85%	28.07%	30.73%	20.08%	27.65%	23.78%
3 persons	18.65%	10.68%	12.90%	8.07%	13.44%	13.13%	12.79%
4 persons	19.54%	14.97%	16.03%	16.66%	8.17%	11.58%	11.53%
5+ persons	14.47%	12.07%	6.05%	9.86%	7.49%	10.81%	11.24%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>TOTAL Very Low Income Households</b>	<b>656,958</b>	<b>166,779</b>	<b>59,505</b>	<b>45,075</b>	<b>168,279</b>	<b>145,866</b>	<b>16,270,896</b>
Less than \$15,000	100.00%	100.00%	96.59%	96.88%	98.22%	91.62%	92.66%
\$15,000 - \$19,999	71.14%	79.30%	50.31%	32.76%	29.25%	39.06%	35.72%
\$20,000 - \$24,999	23.77%	59.46%	5.57%	15.25%	8.97%	1.46%	10.47%
\$25,000 - \$29,999	4.33%	19.16%	1.18%	0.72%	0.28%	0.00%	3.01%
\$30,000 - \$34,999	0.00%	14.09%	0.00%	0.00%	0.00%	0.00%	0.71%
\$35,000 - \$39,999	0.00%	1.95%	0.00%	0.00%	0.00%	0.00%	0.00%
\$40,000+	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

\* Very Low Income is defined by HUD as roughly 50% of median income for a household of 4 in a given MSA or county (and adjusted accordingly for other household sizes)

**Vehicle Availability and Very Low Income Status of Vehicles in Very Low Income Households\***

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>TOTAL Very Low Income Households</b>	<b>656,958</b>	<b>166,779</b>	<b>59,505</b>	<b>45,075</b>	<b>168,279</b>	<b>145,866</b>	<b>16,270,896</b>
<b>Very Low Income Households by Vehicle Availability</b>							
0	75.36%	25.11%	8.90%	15.44%	34.96%	15.19%	23.04%
1	20.19%	44.55%	55.94%	58.85%	51.99%	58.46%	48.62%
2	4.22%	26.80%	30.31%	18.96%	11.52%	22.40%	21.23%
3	0.07%	2.09%	2.97%	6.29%	1.54%	3.09%	5.38%
4	0.17%	1.09%	1.41%			0.56%	1.22%
5+		0.36%	0.47%	0.47%		0.31%	0.51%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Percent of Vehicles Owned by Very Low Income Households by Age of Vehicles</b>							
1 year old	3.34%	3.55%	3.63%	9.30%	1.87%	2.33%	3.66%
2 years old	1.19%	6.38%	4.22%	4.36%	6.14%	3.78%	4.15%
3 years old	1.95%	4.38%	6.45%	3.18%	4.60%	3.30%	3.52%
4 years old	5.32%	3.92%	2.16%	7.46%	6.02%	3.95%	3.91%
5 years old	6.43%	5.89%	4.93%	5.53%	3.42%	6.32%	4.67%
6 years old	6.12%	7.84%	6.22%	1.17%	6.20%	4.47%	4.52%
7 years old	11.21%	6.03%	7.59%	8.59%	7.96%	6.34%	6.87%
8 years old	4.88%	9.21%	11.81%	7.61%	7.27%	8.84%	6.33%
9 years old	8.34%	10.09%	9.53%	9.02%	9.48%	5.65%	6.46%
10 years old	11.00%	5.11%	10.66%	10.63%	10.43%	14.22%	6.51%
11 years old	11.01%	10.22%	4.82%	6.69%	12.42%	7.70%	8.11%
12 years old	3.78%	9.26%	8.16%	9.49%	6.00%	7.23%	5.67%
13 years old	3.40%	0.85%	3.07%	6.64%	1.75%	6.60%	4.45%
14 years old	0.87%	6.72%	2.73%	2.07%	1.96%	3.02%	3.21%
15 years old	2.30%	3.28%	1.56%	1.83%	0.70%	1.65%	2.66%
16 years old	2.79%	1.12%	0.81%	0.35%	1.23%	0.59%	2.79%
17 years old	0.95%	1.10%	1.61%	0.74%	2.42%	2.06%	4.20%
18 years old	0.55%	0.75%	1.62%	1.63%	1.96%	2.99%	3.18%
19 years old	0.78%	0.89%	1.89%	1.09%	0.86%	0.53%	2.26%
20+ years old	2.83%	0.30%	2.95%	0.40%	2.55%	5.47%	7.37%
Unreported	10.93%	3.12%	3.57%	2.22%	4.78%	2.98%	5.50%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%



**Characteristics of Very Low Income Households\* with Zero Vehicles**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Household Income Distribution</b>							
Very Low Income	36.53%	50.78%	49.87%	60.91%	49.66%	52.47%	58.86%
Not Very Low Income	42.16%	22.27%	20.42%	19.15%	27.05%	20.40%	20.34%
Unreported	21.30%	26.95%	29.72%	19.94%	23.30%	27.13%	20.81%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Drivers</b>							
0	63.62%	61.11%	64.62%	71.95%	65.03%	58.73%	67.55%
1	30.63%	38.89%	35.38%	23.87%	31.79%	37.78%	27.93%
2	5.17%			4.18%	3.18%	3.49%	4.27%
3	0.58%						0.26%
4							
5+							
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Workers</b>							
0	50.07%	59.89%	82.15%	68.01%	70.17%	66.03%	70.40%
1	34.70%	28.62%	17.85%	31.99%	24.91%	30.77%	24.52%
2	12.94%	9.08%			4.53%	3.21%	4.53%
3	2.04%	2.41%			0.39%		0.36%
4	0.25%						0.20%
5+							
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Mode of Transportation and Very Low Income Status*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in Very Low Income Households</b>							
<b>TOTAL PT/PERSON</b>	<b>3.33</b>	<b>3.59</b>	<b>3.72</b>	<b>4.01</b>	<b>3.50</b>	<b>3.40</b>	<b>3.75</b>
POV-Driver	10.02%	48.24%	56.18%	53.95%	48.43%	55.27%	49.54%
POV-Passenger	11.77%	26.91%	30.50%	27.15%	22.26%	28.83%	28.27%
Taxi	1.59%	0.87%	0.05%	0.35%	0.87%	0.37%	0.27%
Public	28.58%	2.73%	0.18%	2.79%	6.70%	0.57%	3.55%
Walk	37.04%	8.28%	3.35%	6.81%	11.94%	5.00%	9.37%
Other	3.61%	8.44%	4.92%	3.76%	3.69%	5.05%	4.17%
No Response	7.41%	4.52%	4.82%	5.18%	6.12%	4.91%	4.84%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>							
<b>TOTAL PT/PERSON</b>	<b>3.93</b>	<b>4.23</b>	<b>4.14</b>	<b>4.33</b>	<b>4.46</b>	<b>4.24</b>	<b>4.57</b>
POV-Driver	27.43%	60.73%	65.73%	60.68%	62.99%	61.59%	63.81%
POV-Passenger	15.53%	24.34%	25.17%	26.17%	23.67%	26.34%	25.85%
Taxi	3.24%	0.31%	0.02%	0.07%	0.19%		0.08%
Public	18.69%	2.47%	0.38%	0.47%	1.57%	0.48%	0.75%
Walk	28.63%	5.52%	1.85%	3.79%	4.70%	3.32%	3.93%
Other	1.71%	3.37%	4.34%	4.92%	2.64%	4.83%	2.83%
No Response	4.77%	3.27%	2.51%	3.91%	4.24%	3.43%	2.75%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Trip Purpose and Very Low Income Status*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in Very Low Income Households</b>							
<b>TOTAL PT/PERSON</b>	<b>3.33</b>	<b>3.59</b>	<b>3.72</b>	<b>4.01</b>	<b>3.50</b>	<b>3.40</b>	<b>3.75</b>
Earn a Living	11.95%	15.50%	13.74%	10.40%	14.91%	12.58%	15.00%
Family & Personal Business	45.08%	47.47%	48.70%	56.39%	49.55%	51.29%	48.45%
Civic, Educational & Religious	13.29%	15.07%	9.01%	10.02%	10.10%	9.21%	11.04%
Social & Recreational	29.55%	21.69%	28.56%	23.17%	25.30%	26.54%	25.40%
Other	0.04%			0.02%	0.15%	0.28%	0.09%
Unreported	0.08%	0.27%				0.10%	0.03%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>							
<b>TOTAL PT/PERSON</b>	<b>3.93</b>	<b>4.23</b>	<b>4.14</b>	<b>4.33</b>	<b>4.46</b>	<b>4.24</b>	<b>4.57</b>
Earn a Living	22.88%	20.65%	22.97%	19.02%	20.81%	20.91%	21.55%
Family & Personal Business	46.48%	45.48%	45.37%	44.99%	46.64%	43.91%	45.21%
Civic, Educational & Religious	8.60%	8.20%	8.02%	8.56%	7.40%	9.12%	8.26%
Social & Recreational	21.96%	25.48%	23.48%	27.30%	25.01%	25.95%	24.79%
Other	0.08%	0.18%	0.16%	0.12%	0.11%	0.11%	0.17%
Unreported		0.01%		0.01%	0.03%		0.01%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Time of Day and Very Low Income Status*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in Very Low Income Households</b>							
<b>TOTAL PT/PERSON</b>	<b>3.33</b>	<b>3.59</b>	<b>3.72</b>	<b>4.01</b>	<b>3.50</b>	<b>3.40</b>	<b>3.75</b>
10 pm-1 am	4.41%	2.74%	4.16%	3.79%	3.42%	3.18%	3.48%
1-6 am	0.95%	2.35%	0.81%	1.29%	1.48%	1.06%	1.74%
6-9 am	12.26%	11.58%	11.74%	10.37%	10.46%	13.19%	13.04%
9 am-1 pm	25.14%	22.77%	29.58%	27.69%	31.18%	30.14%	25.36%
1-4 pm	24.24%	27.29%	22.77%	25.89%	23.61%	23.19%	23.81%
4-7 pm	21.30%	22.28%	20.77%	20.63%	17.98%	18.38%	22.06%
7-10 pm	11.69%	10.99%	10.16%	10.33%	11.88%	10.72%	10.50%
Unreported						0.13%	0.01%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>							
<b>TOTAL PT/PERSON</b>	<b>3.93</b>	<b>4.23</b>	<b>4.14</b>	<b>4.33</b>	<b>4.46</b>	<b>4.24</b>	<b>4.57</b>
10 pm-1 am	5.26%	3.69%	3.12%	3.35%	4.10%	3.16%	3.40%
1-6 am	1.31%	1.54%	1.55%	1.16%	1.66%	1.57%	1.70%
6-9 am	13.62%	13.62%	14.42%	13.19%	13.43%	14.08%	13.99%
9 am-1 pm	23.45%	23.88%	24.39%	25.03%	22.51%	26.10%	23.80%
1-4 pm	22.52%	22.72%	21.20%	21.06%	21.51%	22.56%	21.73%
4-7 pm	21.87%	22.19%	23.96%	23.41%	23.24%	20.52%	23.39%
7-10 pm	11.91%	12.36%	11.33%	12.71%	13.52%	11.99%	11.98%
Unreported	0.07%	0.00%	0.04%	0.09%	0.03%	0.03%	0.02%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Person Trips per Person by Day of Week and Very Low Income Status*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in Very Low Income Households</b>							
<b>TOTAL PT/PERSON</b>	<b>3.33</b>	<b>3.59</b>	<b>3.72</b>	<b>4.01</b>	<b>3.50</b>	<b>3.40</b>	<b>3.75</b>
Sunday	2.05	3.61	3.40	3.53	3.60	3.22	2.89
Monday	3.07	2.26	3.59	6.67	3.01	3.20	3.49
Tuesday	5.19	5.32	2.91	2.70	5.37	4.13	3.93
Wednesday	1.96	4.16	4.84	5.02	3.16	3.54	3.70
Thursday	4.91	1.79	4.05	4.14	3.01	3.34	3.95
Friday	3.41	4.99	4.17	2.41	2.84	3.10	4.33
Saturday	2.73	2.99	3.08	3.63	3.53	3.25	3.98
<b>Persons NOT in Very Low Income Households</b>							
<b>TOTAL PT/PERSON</b>	<b>3.93</b>	<b>4.23</b>	<b>4.14</b>	<b>4.33</b>	<b>4.46</b>	<b>4.24</b>	<b>4.57</b>
Sunday	4.73	3.75	3.09	3.48	4.41	3.27	3.95
Monday	3.43	4.23	3.45	3.50	4.55	4.05	4.39
Tuesday	3.99	4.50	4.17	4.24	4.59	4.47	4.51
Wednesday	3.49	3.65	4.72	5.54	3.96	4.13	4.90
Thursday	3.62	4.23	4.41	4.53	4.03	5.44	4.54
Friday	3.95	4.27	4.74	4.76	5.43	3.63	5.17
Saturday	4.29	5.00	4.38	4.29	4.24	4.69	4.51

**Vehicle Trips per Driver by Trip Purpose and Very Low Income Status**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in Very Low Income Households</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.19</b>	<b>3.14</b>	<b>2.96</b>	<b>3.19</b>	<b>3.00</b>	<b>3.04</b>	<b>3.09</b>
Earn a Living	16.33%	21.43%	19.29%	13.25%	18.98%	17.48%	20.98%
Family & Personal Business	60.30%	57.68%	55.93%	61.84%	51.73%	60.21%	54.89%
Civic, Educational & Religious	6.21%	6.07%	3.40%	4.00%	5.11%	2.22%	5.57%
Social & Recreational	17.17%	14.53%	21.37%	20.87%	24.18%	19.64%	18.51%
Other				0.04%		0.27%	0.03%
Unreported		0.28%				0.18%	0.01%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.83</b>	<b>3.42</b>	<b>3.61</b>	<b>3.56</b>	<b>3.79</b>	<b>3.55</b>	<b>3.78</b>
Earn a Living	27.54%	26.44%	30.52%	27.04%	27.43%	29.66%	28.76%
Family & Personal Business	51.24%	51.78%	48.45%	50.55%	51.15%	48.32%	49.24%
Civic, Educational & Religious	3.97%	3.42%	3.20%	3.80%	2.74%	3.33%	3.87%
Social & Recreational	17.21%	18.26%	17.76%	18.52%	18.52%	18.63%	18.02%
Other	0.04%	0.08%	0.07%	0.09%	0.11%	0.06%	0.09%
Unreported		0.02%			0.05%		0.01%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Vehicle Trips per Driver by Time of Day and Very Low Income Status**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in Very Low Income Households</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.19</b>	<b>3.14</b>	<b>2.96</b>	<b>3.19</b>	<b>3.00</b>	<b>3.04</b>	<b>3.09</b>
10 pm-1 am	4.47%	3.60%	4.33%	3.28%	4.09%	2.99%	3.56%
1-6 am	0.88%	2.67%	0.99%	1.42%	1.17%	1.51%	2.39%
6-9 am	11.61%	9.20%	10.82%	10.11%	10.30%	12.58%	13.01%
9 am-1 pm	31.26%	27.87%	34.29%	29.08%	32.02%	34.47%	27.08%
1-4 pm	19.78%	24.35%	23.93%	25.55%	22.36%	22.78%	22.90%
4-7 pm	19.52%	20.93%	18.23%	20.94%	18.72%	17.83%	21.30%
7-10 pm	12.48%	11.37%	7.41%	9.62%	11.34%	7.85%	9.75%
Unreported							0.00%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.83</b>	<b>3.42</b>	<b>3.61</b>	<b>3.56</b>	<b>3.79</b>	<b>3.55</b>	<b>3.78</b>
10 pm-1 am	6.77%	3.73%	3.05%	3.30%	4.28%	3.28%	3.35%
1-6 am	1.71%	1.74%	2.10%	1.37%	1.95%	2.11%	2.05%
6-9 am	13.83%	14.77%	15.12%	13.94%	14.35%	14.69%	14.82%
9 am-1 pm	22.25%	26.15%	25.76%	27.17%	23.40%	27.01%	25.00%
1-4 pm	21.32%	20.68%	19.73%	19.61%	20.57%	21.22%	20.85%
4-7 pm	21.72%	21.45%	23.39%	23.29%	23.35%	20.92%	23.18%
7-10 pm	12.40%	11.47%	10.83%	11.32%	12.09%	10.74%	10.74%
Unreported		0.00%	0.00%		0.02%	0.03%	0.01%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Vehicle Trips per Person by Day of Week and Very Low Income Status*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in Very Low Income Households</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.19</b>	<b>3.14</b>	<b>2.96</b>	<b>3.19</b>	<b>3.00</b>	<b>3.04</b>	<b>3.09</b>
Sunday	1.01	2.70	2.09	2.61	3.35	2.03	2.34
Monday	0.85	1.16	3.19	5.83	2.91	3.30	2.99
Tuesday	2.11	4.40	2.56	2.07	4.89	3.54	3.19
Wednesday	0.84	2.99	4.54	3.97	2.59	3.43	3.31
Thursday	1.45	2.10	3.27	2.67	2.41	3.34	3.44
Friday	1.09	5.62	3.00	2.07	2.23	3.33	3.52
Saturday	1.01	3.01	2.05	3.13	2.59	2.35	2.85
<b>Persons NOT in Very Low Income Households</b>							
<b>TOTAL VT/DRIVER</b>	<b>1.83</b>	<b>3.42</b>	<b>3.61</b>	<b>3.56</b>	<b>3.79</b>	<b>3.55</b>	<b>3.78</b>
Sunday	2.30	3.14	2.45	2.61	3.20	2.17	2.81
Monday	1.60	3.43	3.13	2.94	4.06	3.55	3.80
Tuesday	1.69	3.47	3.52	3.67	4.04	4.00	3.89
Wednesday	2.14	3.05	4.40	4.57	3.60	3.62	4.21
Thursday	1.55	3.79	4.33	4.04	3.61	4.46	3.92
Friday	1.55	3.42	3.97	3.96	4.50	3.43	4.32
Saturday	1.98	3.64	3.48	3.14	3.52	3.63	3.49

**Trip Length Statistics**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in Very Low Income Households</b>							
<b>Average Person Trip Length</b>	<b>4.56</b>	<b>7.33</b>	<b>7.80</b>	<b>6.35</b>	<b>5.04</b>	<b>8.43</b>	<b>7.14</b>
Males	4.53	8.25	7.48	6.88	6.63	8.24	7.72
Females	4.58	6.61	8.04	6.03	3.80	8.58	6.68
<b>Average Person Trip Length</b>	<b>4.56</b>	<b>7.33</b>	<b>7.80</b>	<b>6.35</b>	<b>5.04</b>	<b>8.43</b>	<b>7.14</b>
5 or fewer miles	74.86%	69.58%	59.11%	68.07%	77.03%	59.89%	69.24%
6-10 miles	6.04%	12.39%	19.90%	16.73%	12.19%	16.68%	12.72%
11-15 miles	4.24%	5.67%	9.08%	5.00%	3.17%	9.04%	5.95%
16-20 miles	2.10%	2.99%	4.50%	4.60%	1.87%	4.20%	3.19%
21-30 miles	1.36%	2.47%	4.24%	1.56%	1.40%	4.76%	2.99%
31 or more miles	2.21%	2.63%	2.11%	1.65%	1.97%	4.31%	3.36%
Unreported	9.18%	4.27%	1.08%	2.38%	2.38%	1.12%	2.56%
<b>Average Vehicle Trip Length</b>	<b>6.60</b>	<b>6.46</b>	<b>8.14</b>	<b>7.31</b>	<b>6.41</b>	<b>9.50</b>	<b>7.52</b>
Males	7.19	8.21	8.26	8.02	8.77	9.95	8.81
Females	5.00	5.06	8.03	6.84	4.24	9.11	6.38
<b>Average Vehicle Trip Length</b>	<b>6.60</b>	<b>6.46</b>	<b>8.14</b>	<b>7.31</b>	<b>6.41</b>	<b>9.50</b>	<b>7.52</b>
5 or fewer miles	64.04%	68.72%	59.31%	62.10%	72.32%	54.42%	65.08%
6-10 miles	9.65%	15.83%	18.50%	20.34%	14.76%	18.61%	15.32%
11-15 miles	11.73%	5.01%	10.15%	7.02%	4.53%	10.77%	7.49%
16-20 miles	4.37%	3.60%	5.63%	4.94%	3.02%	5.75%	3.84%
21-30 miles	2.31%	2.81%	3.91%	1.80%	1.42%	5.72%	3.53%
31 or more miles	2.23%	2.41%	2.22%	1.59%	2.42%	4.44%	3.26%
Unreported	5.66%	1.62%	0.28%	2.20%	1.51%	0.30%	1.49%
<b>Persons NOT in Very Low Income Households</b>							
<b>Average Person Trip Length</b>	<b>6.30</b>	<b>9.08</b>	<b>10.60</b>	<b>9.23</b>	<b>7.03</b>	<b>10.58</b>	<b>9.65</b>
Males	7.00	10.52	11.49	9.89	7.48	11.44	10.81
Females	5.62	7.53	9.62	8.54	6.57	9.70	8.48
<b>Average Person Trip Length</b>	<b>6.30</b>	<b>9.08</b>	<b>10.60</b>	<b>9.23</b>	<b>7.03</b>	<b>10.58</b>	<b>9.65</b>
5 or fewer miles	71.77%	62.64%	50.94%	60.75%	70.13%	58.09%	61.46%
6-10 miles	10.10%	14.93%	22.06%	19.09%	15.36%	17.08%	16.68%
11-15 miles	5.34%	6.79%	10.82%	8.39%	5.53%	7.34%	7.63%
16-20 miles	2.37%	3.62%	6.15%	3.56%	2.22%	4.96%	4.16%
21-30 miles	3.01%	4.27%	4.40%	2.87%	2.62%	5.05%	4.05%
31 or more miles	2.43%	5.60%	4.78%	4.38%	2.75%	6.79%	5.13%
Unreported	4.98%	2.14%	0.84%	0.96%	1.41%	0.70%	0.89%
<b>Average Vehicle Trip Length</b>	<b>9.06</b>	<b>8.70</b>	<b>10.31</b>	<b>8.93</b>	<b>6.88</b>	<b>10.74</b>	<b>9.43</b>
Males	10.14	10.17	11.60	10.12	7.81	12.52	11.04
Females	7.18	6.82	8.71	7.33	5.77	8.40	7.54
<b>Average Vehicle Trip Length</b>	<b>9.06</b>	<b>8.70</b>	<b>10.31</b>	<b>8.93</b>	<b>6.88</b>	<b>10.74</b>	<b>9.43</b>
5 or fewer miles	60.34%	61.45%	48.86%	57.45%	68.27%	57.07%	59.19%
6-10 miles	16.45%	16.34%	22.60%	21.15%	16.78%	17.63%	17.81%
11-15 miles	8.41%	7.28%	11.78%	9.66%	6.32%	7.74%	8.44%
16-20 miles	3.32%	4.10%	6.52%	4.37%	2.56%	5.24%	4.61%
21-30 miles	5.06%	4.47%	5.06%	3.09%	3.07%	5.32%	4.51%
31 or more miles	4.21%	5.08%	4.82%	3.92%	2.46%	6.69%	5.04%
Unreported	2.21%	1.27%	0.37%	0.36%	0.55%	0.29%	0.39%

*Person Trips and Vehicle Trips by Size of Travel Party*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Person Trips, Persons in Very Low Income HHs</b>							
1	47.92%	47.69%	46.78%	42.12%	52.65%	46.61%	45.77%
2	26.99%	26.56%	29.13%	32.85%	29.13%	27.88%	26.81%
3	10.58%	10.43%	11.23%	10.89%	7.69%	10.32%	12.86%
4+	13.67%	13.80%	12.35%	12.89%	9.96%	14.57%	13.77%
N/A	0.84%	1.51%	0.50%	1.24%	0.57%	0.62%	0.79%
<b>Person Trips, Persons NOT in Very Low Income HHs</b>							
1	54.33%	50.61%	49.94%	47.52%	53.01%	48.16%	49.34%
2	24.34%	24.52%	26.52%	29.45%	25.02%	28.50%	27.25%
3	11.89%	12.27%	10.78%	12.04%	10.65%	9.77%	11.57%
4+	8.73%	11.71%	11.80%	10.13%	10.52%	12.97%	11.21%
N/A	0.71%	0.90%	0.96%	0.86%	0.80%	0.61%	0.63%
<b>Vehicle Trips, Persons in Very Low Income HHs</b>							
1	46.95%	68.64%	70.75%	61.11%	70.09%	66.99%	66.54%
2	25.71%	19.83%	17.56%	26.05%	21.91%	20.75%	19.92%
3	17.79%	5.45%	6.39%	6.47%	4.32%	6.42%	7.47%
4+	9.42%	6.09%	5.29%	6.37%	3.68%	5.77%	6.00%
N/A	0.13%					0.07%	0.07%
<b>Vehicle Trips, Persons NOT in Very Low Income HHs</b>							
1	62.88%	68.51%	69.25%	67.09%	71.20%	67.94%	68.29%
2	21.46%	19.32%	20.07%	21.95%	18.35%	21.56%	20.23%
3	9.36%	7.13%	6.41%	7.06%	6.57%	5.52%	7.00%
4+	6.30%	5.03%	4.27%	3.88%	3.87%	4.98%	4.47%
N/A	0.01%			0.03%			0.01%

**Perceptions And Views of Transportation Services, Persons in Very Low Income HHs**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Worrying about a traffic accident</b>							
Large problem	35.27%	33.00%	15.34%	13.80%	26.43%	18.88%	28.02%
Small problem	30.71%	34.50%	34.74%	38.47%	31.15%	29.42%	33.87%
No problem	34.02%	32.50%	49.91%	47.73%	42.42%	51.70%	38.11%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Highway congestion</b>							
Large problem	21.13%	19.07%	10.07%	12.40%	12.24%	8.21%	17.74%
Small problem	19.70%	26.57%	32.03%	28.52%	27.25%	18.23%	25.91%
No problem	59.18%	54.36%	57.90%	59.08%	60.51%	73.56%	56.36%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Poor walkways/sidewalks</b>							
Large problem	31.25%	21.76%	14.15%	27.80%	26.00%	19.79%	19.47%
Small problem	30.96%	27.46%	24.33%	18.91%	24.16%	22.14%	25.49%
No problem	37.79%	50.78%	61.52%	53.29%	49.84%	58.07%	55.04%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement on highways</b>							
Large problem	32.31%	21.60%	28.40%	28.63%	27.24%	30.11%	25.89%
Small problem	19.12%	35.10%	31.07%	33.03%	37.41%	34.22%	30.38%
No problem	48.57%	43.30%	40.53%	38.33%	35.35%	35.67%	43.73%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement on neighborhood streets</b>							
Large problem	39.45%	24.57%	28.47%	31.05%	46.34%	33.42%	31.09%
Small problem	29.15%	31.88%	28.71%	33.16%	23.34%	26.78%	31.07%
No problem	31.40%	43.55%	42.82%	35.79%	30.32%	39.80%	37.85%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Traffic tie-ups or road congestion</b>							
Large problem	34.78%	26.38%	23.02%	27.55%	25.77%	18.52%	24.17%
Small problem	23.49%	28.76%	23.65%	34.50%	27.09%	32.58%	32.86%
No problem	41.73%	44.86%	53.33%	37.95%	47.14%	48.90%	42.97%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Worry about crimes vs. motorists</b>							
Large problem	44.56%	27.18%	19.60%	14.04%	36.22%	20.92%	32.30%
Small problem	27.13%	34.41%	18.12%	40.07%	25.82%	25.22%	29.08%
No problem	28.31%	38.41%	62.28%	45.89%	37.96%	53.86%	38.62%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Unfamiliar local areas or neighborhoods</b>							
Large problem	20.13%	16.46%	13.50%	10.83%	18.01%	9.45%	15.87%
Small problem	24.29%	28.37%	26.01%	22.66%	30.61%	25.40%	23.68%
No problem	55.58%	55.17%	60.49%	66.51%	51.38%	65.15%	60.44%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Air pollution by vehicles</b>							
Large problem	47.22%	23.67%	14.03%	19.86%	29.29%	14.38%	25.71%
Small problem	25.48%	28.18%	29.08%	30.78%	28.17%	26.02%	28.46%
No problem	27.30%	48.15%	56.89%	49.35%	42.54%	59.60%	45.83%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%



**Distribution of Very Low Income Households\* by Household Size, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in Very Low Income Households</b>				
<b>TOTAL Persons in Very Low Income HHs</b>	<b>1,613,495</b>	<b>1,047,704</b>	<b>481,204</b>	<b>249,430</b>
Percent of All Persons	14.24%	35.95%	34.96%	20.98%
<b>Very Low Income Households</b>				
<b>TOTAL Very Low Income Households</b>	<b>680,589</b>	<b>338,431</b>	<b>128,330</b>	<b>95,111</b>
Percent of All Households	15.86%	33.34%	31.85%	22.56%
<b>TOTAL Very Low Income Households</b>	<b>680,589</b>	<b>338,431</b>	<b>128,330</b>	<b>95,111</b>
1 person	40.67%	24.83%	4.13%	29.50%
2 persons	26.80%	21.91%	16.90%	25.23%
3 persons	11.67%	21.73%	20.32%	15.12%
4 persons	11.31%	17.50%	36.64%	18.73%
5+ persons	9.55%	14.04%	22.01%	11.42%
All	100.00%	100.00%	100.00%	100.00%
<b>TOTAL Very Low Income Households</b>	<b>680,589</b>	<b>338,431</b>	<b>128,330</b>	<b>95,111</b>
Less than \$15,000	96.95%	99.77%	100.00%	100.00%
\$15,000 - \$19,999	48.15%	70.01%	92.57%	62.50%
\$20,000 - \$24,999	14.10%	27.46%	30.81%	20.77%
\$25,000 - \$29,999	3.94%	8.46%	4.14%	5.77%
\$30,000 - \$34,999	2.02%	0.00%	0.00%	0.00%
\$35,000 - \$39,999	0.00%	2.05%	0.00%	0.00%
\$40,000+	0.00%	0.00%	0.00%	0.00%

\* Very Low Income is defined by HUD as roughly 50% of median income for a household of 4 in a given MSA or county (and adjusted accordingly for other household sizes)

**Vehicle Availability and Very Low Income Status of Vehicles in Very Low Income Households\*, NYS**

	White	African-Amer.	Hispanic	Other
<b>TOTAL Very Low Income Households</b>	<b>680,589</b>	<b>338,431</b>	<b>128,330</b>	<b>95,111</b>
<b>Very Low Income Households by Vehicle Availability</b>				
0	34.33%	76.19%	73.80%	46.24%
1	45.94%	19.10%	20.64%	37.55%
2	16.57%	4.67%	5.56%	16.12%
3	2.28%			0.10%
4	0.65%	0.04%		
5+	0.23%			
All	100.00%	100.00%	100.00%	100.00%
<b>Percent of Vehicles Owned by Very Low Income Households by Age of Vehicles</b>				
1 year old	3.18%	2.19%	2.43%	7.18%
2 years old	4.23%	3.88%	2.87%	5.51%
3 years old	4.34%	1.93%	1.92%	1.98%
4 years old	5.05%	4.70%		3.95%
5 years old	5.44%	9.88%	0.18%	3.98%
6 years old	6.72%	3.14%	2.22%	4.19%
7 years old	6.91%	12.70%	14.71%	6.62%
8 years old	8.13%	5.59%	4.79%	11.45%
9 years old	8.37%	6.82%	15.90%	7.88%
10 years old	10.69%	10.34%	2.65%	9.93%
11 years old	9.00%	7.43%	21.71%	9.45%
12 years old	7.43%	5.82%	8.42%	2.68%
13 years old	3.26%	6.05%	1.74%	1.84%
14 years old	3.07%	3.86%	0.42%	3.67%
15 years old	1.75%	3.34%	4.74%	0.95%
16 years old	1.78%			0.08%
17 years old	1.70%	0.95%		1.49%
18 years old	1.58%	1.10%	3.66%	0.14%
19 years old	0.88%	1.04%		1.34%
20+ years old	2.51%	0.11%		8.82%
Unreported	3.97%	9.15%	11.65%	6.87%
All	100.00%	100.00%	100.00%	100.00%

**Characteristics of Very Low Income Households\* with Zero Vehicles, NYS**

	White	African-Amer.	Hispanic	Other
<b>Household Income Distribution</b>				
Very Low Income	33.71%	44.09%	43.17%	35.80%
Not Very Low Income	46.50%	33.20%	33.05%	37.22%
Unreported	19.80%	22.71%	23.78%	26.99%
All	100.00%	100.00%	100.00%	100.00%
<b>Number of Drivers</b>				
0	64.86%	69.43%	49.56%	51.68%
1	31.68%	28.19%	32.69%	47.38%
2	3.45%	2.38%	14.72%	0.95%
3			3.03%	
4				
5+				
All	100.00%	100.00%	100.00%	100.00%
<b>Number of Workers</b>				
0	62.70%	54.54%	39.68%	30.13%
1	31.77%	34.38%	28.48%	42.20%
2	5.00%	9.58%	24.50%	26.47%
3	0.53%	1.50%	6.02%	1.20%
4			1.32%	
5+				
All	100.00%	100.00%	100.00%	100.00%

**Person Trips per Person by Mode of Transportation and Very Low Income Status, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in Very Low Income Households</b>				
<b>TOTAL PT/PERSON</b>	<b>3.69</b>	<b>3.12</b>	<b>3.22</b>	<b>3.42</b>
POV-Driver	41.43%	10.73%	12.63%	27.80%
POV-Passenger	22.05%	12.54%	15.98%	17.56%
Taxi	0.54%	1.76%	2.74%	0.42%
Public	7.09%	30.33%	29.83%	17.40%
Walk	19.91%	30.40%	27.94%	24.82%
Other	4.16%	6.12%	3.44%	3.07%
No Response	4.82%	8.11%	7.44%	8.93%
All	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>				
<b>TOTAL PT/PERSON</b>	<b>4.30</b>	<b>3.88</b>	<b>3.67</b>	<b>3.44</b>
POV-Driver	55.67%	31.61%	29.87%	41.72%
POV-Passenger	23.35%	13.78%	18.30%	22.67%
Taxi	0.95%	2.77%	0.71%	1.04%
Public	3.73%	21.06%	19.38%	11.01%
Walk	9.36%	22.50%	25.55%	16.40%
Other	3.38%	2.54%	2.09%	2.50%
No Response	3.56%	5.74%	4.09%	4.65%
All	100.00%	100.00%	100.00%	100.00%

**Person Trips per Person by Trip Purpose and Very Low Income Status, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in Very Low Income Households</b>				
<b>TOTAL PT/PERSON</b>	<b>3.69</b>	<b>3.12</b>	<b>3.22</b>	<b>3.42</b>
Earn a Living	11.70%	11.19%	18.71%	16.75%
Family & Personal Business	50.61%	44.17%	41.02%	45.19%
Civic, Educational & Religious	9.56%	15.60%	15.03%	16.32%
Social & Recreational	27.92%	28.84%	25.24%	21.74%
Other	0.11%	0.05%		
Unreported	0.10%	0.16%		
All	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>				
<b>TOTAL PT/PERSON</b>	<b>4.30</b>	<b>3.88</b>	<b>3.67</b>	<b>3.44</b>
Earn a Living	21.19%	20.83%	24.30%	24.03%
Family & Personal Business	46.10%	43.72%	45.85%	43.51%
Civic, Educational & Religious	7.45%	13.22%	9.96%	9.72%
Social & Recreational	25.10%	22.21%	19.89%	22.70%
Other	0.15%	0.03%		0.05%
Unreported	0.01%			
All	100.00%	100.00%	100.00%	100.00%

**Person Trips per Person by Time of Day and Very Low Income Status, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in Very Low Income Households</b>				
<b>TOTAL PT/PERSON</b>	<b>3.69</b>	<b>3.12</b>	<b>3.22</b>	<b>3.42</b>
10 pm-1 am	3.58%	4.73%	3.68%	3.35%
1-6 am	1.32%	1.09%	1.49%	0.57%
6-9 am	10.99%	12.77%	13.50%	13.07%
9 am-1 pm	28.66%	25.17%	18.22%	28.01%
1-4 pm	24.20%	25.28%	24.97%	22.90%
4-7 pm	20.71%	20.13%	22.40%	20.35%
7-10 pm	10.52%	10.82%	15.74%	11.75%
Unreported	0.03%			
All	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>				
<b>TOTAL PT/PERSON</b>	<b>4.30</b>	<b>3.88</b>	<b>3.67</b>	<b>3.44</b>
10 pm-1 am	3.76%	5.85%	4.65%	4.58%
1-6 am	1.47%	1.22%	1.34%	1.76%
6-9 am	13.33%	14.28%	15.96%	15.34%
9 am-1 pm	24.70%	22.62%	19.31%	21.95%
1-4 pm	22.16%	23.12%	20.88%	22.09%
4-7 pm	22.24%	20.79%	25.84%	21.76%
7-10 pm	12.31%	11.92%	12.03%	12.52%
Unreported	0.03%	0.19%		
All	100.00%	100.00%	100.00%	100.00%

**Person Trips per Person by Day of Week and Very Low Income Status, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in Very Low Income Households</b>				
<b>TOTAL PT/PERSON</b>	<b>3.69</b>	<b>3.12</b>	<b>3.22</b>	<b>3.42</b>
Sunday	3.43	1.89	1.58	2.92
Monday	3.58	2.28	3.32	3.02
Tuesday	5.18	4.78	2.96	7.95
Wednesday	2.78	2.65	3.58	1.57
Thursday	4.01	3.70	5.83	2.43
Friday	3.08	4.57	2.91	3.35
Saturday	3.80	1.96	2.36	2.70
<b>Persons NOT in Very Low Income Households</b>				
<b>TOTAL PT/PERSON</b>	<b>4.30</b>	<b>3.88</b>	<b>3.67</b>	<b>3.44</b>
Sunday	3.90	4.81	3.25	4.60
Monday	3.98	2.58	4.58	4.02
Tuesday	4.38	3.66	5.10	3.58
Wednesday	4.36	3.59	1.37	2.23
Thursday	4.48	3.52	2.88	3.55
Friday	4.37	4.27	5.08	2.63
Saturday	4.64	4.74	3.45	3.45

**Vehicle Trips per Driver by Trip Purpose and Very Low Income Status, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in Very Low Income Households</b>				
<b>TOTAL VT/DRIVER</b>	<b>2.82</b>	<b>1.34</b>	<b>1.22</b>	<b>2.31</b>
Earn a Living	17.40%	16.46%	31.09%	20.69%
Family & Personal Business	58.20%	59.55%	53.41%	54.86%
Civic, Educational & Religious	4.59%	5.95%	3.36%	5.70%
Social & Recreational	19.59%	18.05%	12.15%	18.75%
Other	0.08%			
Unreported	0.14%			
All	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>				
<b>TOTAL VT/DRIVER</b>	<b>3.22</b>	<b>2.53</b>	<b>2.12</b>	<b>2.21</b>
Earn a Living	27.54%	29.45%	31.12%	28.51%
Family & Personal Business	50.89%	49.34%	47.68%	47.01%
Civic, Educational & Religious	3.13%	5.62%	3.53%	5.14%
Social & Recreational	18.34%	15.59%	17.67%	19.34%
Other	0.09%			
Unreported	0.01%			
All	100.00%	100.00%	100.00%	100.00%

**Vehicle Trips per Driver by Time of Day and Very Low Income Status, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in Very Low Income Households</b>				
<b>TOTAL VT/DRIVER</b>	<b>2.82</b>	<b>1.34</b>	<b>1.22</b>	<b>2.31</b>
10 pm-1 am	3.64%	4.10%	1.63%	6.48%
1-6 am	1.83%	0.99%		0.90%
6-9 am	10.27%	10.07%	15.61%	13.35%
9 am-1 pm	32.22%	31.24%	18.18%	32.92%
1-4 pm	23.42%	19.24%	24.69%	19.87%
4-7 pm	19.29%	22.78%	19.79%	14.76%
7-10 pm	9.32%	11.57%	20.10%	11.71%
Unreported				
All	100.00%	100.00%	100.00%	100.00%
<b>Persons NOT in Very Low Income Households</b>				
<b>TOTAL VT/DRIVER</b>	<b>3.22</b>	<b>2.53</b>	<b>2.12</b>	<b>2.21</b>
10 pm-1 am	3.73%	8.05%	6.73%	4.19%
1-6 am	1.81%	2.17%	1.18%	2.02%
6-9 am	14.40%	14.56%	17.44%	13.61%
9 am-1 pm	25.94%	22.10%	13.88%	25.06%
1-4 pm	20.86%	20.05%	16.85%	20.25%
4-7 pm	21.99%	22.11%	28.64%	19.73%
7-10 pm	11.25%	10.96%	15.28%	15.15%
Unreported	0.01%			
All	100.00%	100.00%	100.00%	100.00%

**Vehicle Trips per Person by Day of Week and Very Low Income Status, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in Very Low Income Households</b>				
<b>TOTAL VT/DRIVER</b>	<b>2.82</b>	<b>1.34</b>	<b>1.22</b>	<b>2.31</b>
Sunday	2.46	1.12	0.96	1.51
Monday	2.45	0.56	1.71	2.35
Tuesday	3.83	2.02	0.91	4.16
Wednesday	2.73	1.17	2.57	1.31
Thursday	2.54	1.98	0.17	2.94
Friday	3.07	2.06	1.46	2.14
Saturday	2.70	0.50	0.80	1.74
<b>Persons NOT in Very Low Income Households</b>				
<b>TOTAL VT/DRIVER</b>	<b>3.22</b>	<b>2.53</b>	<b>2.12</b>	<b>2.21</b>
Sunday	2.71	2.83	1.75	2.29
Monday	2.98	2.02	3.98	2.71
Tuesday	3.23	2.65	2.97	2.54
Wednesday	3.49	3.04	0.91	1.27
Thursday	3.53	2.51	1.98	2.05
Friday	3.42	2.05	1.59	1.73
Saturday	3.23	2.58	1.65	2.87

**Trip Length Statistics, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in Very Low Income Households</b>				
<b>Average Person Trip Length</b>	<b>5.77</b>	<b>5.71</b>	<b>5.11</b>	<b>5.74</b>
Males	6.03	5.63	5.79	6.47
Females	5.56	5.75	4.45	4.91
<b>Average Person Trip Length</b>	<b>5.77</b>	<b>5.71</b>	<b>5.11</b>	<b>5.74</b>
5 or fewer miles	72.23%	70.42%	73.16%	71.73%
6-10 miles	12.39%	7.69%	4.63%	8.08%
11-15 miles	5.06%	5.79%	2.86%	6.56%
16-20 miles	2.97%	1.75%	2.12%	4.45%
21-30 miles	2.20%	1.51%	2.53%	1.77%
31 or more miles	2.17%	2.55%	3.06%	2.83%
Unreported	2.98%	10.30%	11.64%	4.57%
<b>Average Vehicle Trip Length</b>	<b>7.25</b>	<b>6.06</b>	<b>10.16</b>	<b>7.74</b>
Males	7.91	8.12	10.77	9.75
Females	6.64	4.03	5.88	5.33
<b>Average Vehicle Trip Length</b>	<b>7.25</b>	<b>6.06</b>	<b>10.16</b>	<b>7.74</b>
5 or fewer miles	64.10%	64.90%	65.83%	62.24%
6-10 miles	17.33%	10.17%	5.61%	12.74%
11-15 miles	7.32%	10.26%	10.02%	11.06%
16-20 miles	4.40%	4.36%	2.27%	5.90%
21-30 miles	3.00%	5.36%	1.19%	2.25%
31 or more miles	2.64%		10.04%	1.61%
Unreported	1.22%	4.96%	5.04%	4.20%
<b>Persons NOT in Very Low Income Households</b>				
<b>Average Person Trip Length</b>	<b>8.53</b>	<b>7.16</b>	<b>5.20</b>	<b>10.28</b>
Males	9.51	7.97	5.73	10.07
Females	7.49	6.47	4.72	10.52
<b>Average Person Trip Length</b>	<b>8.53</b>	<b>7.16</b>	<b>5.20</b>	<b>10.28</b>
5 or fewer miles	64.29%	67.74%	68.07%	62.62%
6-10 miles	15.44%	11.33%	12.95%	12.59%
11-15 miles	6.97%	5.49%	5.69%	6.56%
16-20 miles	3.53%	2.77%	2.95%	3.67%
21-30 miles	3.64%	4.18%	2.16%	3.91%
31 or more miles	4.54%	2.84%	1.38%	5.02%
Unreported	1.59%	5.64%	6.80%	5.63%
<b>Average Vehicle Trip Length</b>	<b>8.93</b>	<b>9.86</b>	<b>6.59</b>	<b>11.25</b>
Males	10.33	12.40	7.19	9.98
Females	7.06	7.05	5.66	13.91
<b>Average Vehicle Trip Length</b>	<b>8.93</b>	<b>9.86</b>	<b>6.59</b>	<b>11.25</b>
5 or fewer miles	60.14%	58.28%	59.62%	57.14%
6-10 miles	17.77%	17.74%	21.37%	16.48%
11-15 miles	8.14%	7.47%	8.94%	8.35%
16-20 miles	4.26%	3.36%	4.28%	4.17%
21-30 miles	4.37%	5.68%	2.14%	4.56%
31 or more miles	4.64%	4.67%	2.09%	6.25%
Unreported	0.67%	2.80%	1.58%	3.05%

**Person Trips and Vehicle Trips by Size of Travel Party, NYS**

	White	African-Amer.	Hispanic	Other
<b>Person Trips, Persons in Very Low Income HHs</b>				
1	49.10%	45.20%	44.50%	57.04%
2	29.05%	28.39%	24.56%	19.37%
3	9.09%	10.59%	15.69%	7.41%
4+	12.07%	15.05%	13.37%	15.28%
N/A	0.69%	0.77%	1.88%	0.90%
<b>Person Trips, Persons NOT in Very Low Income HHs</b>				
1	50.87%	57.19%	47.24%	51.20%
2	26.14%	21.60%	26.89%	27.28%
3	11.52%	11.27%	13.43%	8.61%
4+	10.75%	9.06%	11.89%	11.12%
N/A	0.72%	0.87%	0.55%	1.78%
<b>Vehicle Trips, Persons in Very Low Income HHs</b>				
1	66.43%	52.55%	37.79%	74.67%
2	22.17%	26.42%	17.88%	14.81%
3	6.01%	11.63%	32.11%	4.83%
4+	5.33%	9.40%	12.22%	5.70%
N/A	0.05%			
<b>Vehicle Trips, Persons NOT in Very Low Income HHs</b>				
1	67.89%	68.28%	61.45%	69.27%
2	20.43%	18.71%	23.75%	17.76%
3	7.09%	8.20%	6.70%	5.06%
4+	4.58%	4.81%	8.10%	7.91%
N/A	0.01%			



**Perceptions And Views of Transportation Services, Persons in Very Low Income HHS, NYS**

	White	African-Amer.	Hispanic	Other
<b>Worrying about a traffic accident</b>				
Large problem	24.29%	34.29%	46.54%	32.56%
Small problem	32.23%	31.80%	31.21%	27.41%
No problem	43.48%	33.91%	22.25%	40.03%
All	100.00%	100.00%	100.00%	100.00%
<b>Highway congestion</b>				
Large problem	15.73%	19.96%	21.67%	14.06%
Small problem	24.09%	20.45%	21.77%	17.35%
No problem	60.18%	59.59%	56.56%	68.59%
All	100.00%	100.00%	100.00%	100.00%
<b>Poor walkways/sidewalks</b>				
Large problem	22.84%	30.85%	33.40%	32.04%
Small problem	26.85%	28.54%	35.25%	22.71%
No problem	50.31%	40.60%	31.35%	45.25%
All	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement on highways</b>				
Large problem	29.61%	29.96%	31.00%	26.35%
Small problem	28.03%	21.55%	30.69%	25.13%
No problem	42.37%	48.49%	38.31%	48.52%
All	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement on neighborhood streets</b>				
Large problem	33.32%	45.36%	35.58%	29.35%
Small problem	27.40%	32.72%	23.00%	29.42%
No problem	39.28%	21.92%	41.41%	41.23%
All	100.00%	100.00%	100.00%	100.00%
<b>Traffic tie-ups or road congestion</b>				
Large problem	26.55%	32.26%	46.55%	19.63%
Small problem	28.23%	25.50%	11.90%	34.08%
No problem	45.22%	42.24%	41.56%	46.29%
All	100.00%	100.00%	100.00%	100.00%
<b>Worry about crimes vs. motorists</b>				
Large problem	25.87%	52.77%	42.12%	34.03%
Small problem	30.36%	27.58%	14.31%	27.98%
No problem	43.77%	19.65%	43.57%	37.99%
All	100.00%	100.00%	100.00%	100.00%
<b>Unfamiliar local areas or neighborhoods</b>				
Large problem	18.36%	14.04%	23.41%	21.86%
Small problem	21.41%	30.81%	32.04%	22.57%
No problem	60.24%	55.15%	44.55%	55.57%
All	100.00%	100.00%	100.00%	100.00%
<b>Air pollution by vehicles</b>				
Large problem	26.62%	44.79%	57.13%	29.99%
Small problem	29.89%	25.43%	14.49%	25.71%
No problem	43.49%	29.79%	28.38%	44.30%
All	100.00%	100.00%	100.00%	100.00%

**NOT LOW-INCOME HOUSEHOLDS TABLES**



**Characteristics of NOT Very Low Income Households\* with Zero Vehicles  
1995 NPTS**

	Manhattan	Rest of NY State
<b>Household Income Distribution</b>		
Very Low Income	24.96%	44.84%
Not Very Low Income	53.77%	32.94%
Unreported	21.27%	22.22%
All	100.00%	100.00%
<b>Number of Drivers</b>		
0	34.07%	47.13%
1	47.88%	37.78%
2	16.42%	14.56%
3	1.30%	0.21%
4		0.32%
5+	0.34%	
All	100.00%	100.00%
<b>Number of Workers</b>		
0	9.33%	24.04%
1	66.35%	45.76%
2	22.47%	25.48%
3	0.66%	4.69%
4	0.58%	0.03%
5+	0.61%	
All	100.00%	100.00%

**Characteristics of NOT Very Low Income Households\* with Zero Vehicles  
2001 NHTS**

	Manhattan	Rest of NY State
<b>Household Income Distribution</b>		
Very Low Income	27.47%	53.99%
Not Very Low Income	59.13%	30.91%
Unreported	13.40%	15.10%
All	100.00%	100.00%
<b>Number of Drivers</b>		
0	21.29%	40.59%
1	51.28%	38.39%
2	26.29%	19.35%
3	1.14%	1.66%
4		0.00%
5+		
All	100.00%	100.00%
<b>Number of Workers</b>		
0	9.32%	20.38%
1	52.37%	45.36%
2	32.44%	27.28%
3	5.11%	6.84%
4	0.77%	0.13%
5+		
All	100.00%	100.00%

*Distribution of NOT Very Low Income Households\* by Household Size*

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in NOT Very Low Income Households</b>												
<b>TOTAL Persons 5+ in NOT Very Low Income I</b>	<b>924,346</b>	<b>3,353,511</b>	<b>4,277,857</b>	<b>5,940,970</b>	<b>1,940,871</b>	<b>840,203</b>	<b>7,058,931</b>	<b>3,159,896</b>	<b>10,218,827</b>	<b>1,560,547</b>	<b>11,779,374</b>	<b>175,991,943</b>
Percent of All Persons 5+	64.70%	55.80%	57.51%	75.11%	77.11%	71.09%	63.38%	75.04%	66.58%	76.28%	67.72%	73.27%
<b>NOT Very Low Income Households</b>												
<b>TOTAL NOT Very Low Income Households</b>	<b>487,778</b>	<b>1,233,733</b>	<b>1,721,511</b>	<b>2,259,230</b>	<b>668,326</b>	<b>310,197</b>	<b>2,700,035</b>	<b>1,280,707</b>	<b>3,980,742</b>	<b>608,957</b>	<b>4,589,699</b>	<b>68,947,848</b>
Percent of All Households	64.88%	53.09%	55.97%	69.70%	71.62%	65.89%	60.27%	69.69%	63.01%	70.32%	63.89%	68.82%
<b>TOTAL NOT Very Low Income Households</b>	<b>487,778</b>	<b>1,233,733</b>	<b>1,721,511</b>	<b>2,259,230</b>	<b>668,326</b>	<b>310,197</b>	<b>2,700,035</b>	<b>1,280,707</b>	<b>3,980,742</b>	<b>608,957</b>	<b>4,589,699</b>	<b>68,947,848</b>
1 person	42.37%	27.96%	32.04%	19.71%	18.16%	17.81%	26.97%	20.98%	25.04%	20.76%	24.48%	20.57%
2 persons	28.71%	23.95%	25.30%	32.95%	29.34%	34.69%	27.38%	34.42%	29.64%	36.87%	30.60%	35.22%
3 persons	16.11%	23.72%	21.56%	18.52%	19.00%	19.05%	20.64%	18.15%	19.84%	16.57%	19.40%	17.74%
4 persons	9.80%	14.07%	12.86%	18.55%	21.17%	17.76%	15.48%	17.37%	16.09%	15.97%	16.07%	16.77%
5+ persons	3.01%	10.30%	8.23%	10.26%	12.34%	10.68%	9.53%	9.08%	9.38%	9.84%	9.44%	9.70%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>TOTAL NOT Very Low Income Households</b>	<b>487,778</b>	<b>1,233,733</b>	<b>1,721,511</b>	<b>2,259,230</b>	<b>668,326</b>	<b>310,197</b>	<b>2,700,035</b>	<b>1,280,707</b>	<b>3,980,742</b>	<b>608,957</b>	<b>4,589,699</b>	<b>68,947,848</b>
Less than \$15,000	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.54%
\$15,000 - \$19,999	0.00%	0.00%	0.00%	18.00%	0.00%	0.00%	0.00%	25.33%	8.30%	45.68%	15.40%	23.60%
\$20,000 - \$24,999	<b>21.31%</b>	29.86%	28.69%	56.88%	0.00%	<b>1.98%</b>	23.49%	79.38%	41.18%	80.17%	46.37%	59.88%
\$25,000 - \$29,999	85.86%	66.21%	68.72%	68.12%	0.00%	5.60%	53.45%	93.58%	68.41%	97.92%	73.70%	84.53%
\$30,000 - \$34,999	100.00%	88.57%	90.61%	87.97%	86.57%	36.99%	84.38%	98.99%	89.25%	100.00%	90.85%	95.45%
\$35,000 - \$39,999	100.00%	100.00%	100.00%	92.53%	90.50%	62.81%	94.64%	100.00%	96.27%	100.00%	96.87%	97.35%
\$40,000 - \$44,999	100.00%	100.00%	100.00%	94.28%	81.00%	80.79%	95.16%	100.00%	96.96%	100.00%	97.57%	99.20%
\$45,000 - \$49,999	100.00%	100.00%	100.00%	99.84%	100.00%	98.95%	99.88%	100.00%	99.91%	100.00%	99.92%	99.78%
\$50,000+	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

\* Very Low Income is defined by HUD as roughly 50% of median income for a household of 4 in a given MSA or county (and adjusted accordingly for other household sizes)

## Vehicle Availability and NOT Very Low Income Status of Vehicles in NOT Very Low Income Households\*

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
TOTAL NOT Very Low Income Households	487,778	1,233,733	1,721,511	2,259,230	668,326	310,197	2,700,035	1,280,707	3,980,742	608,957	4,589,699	68,947,848
<b>NOT Very Low Income Households by Vehicle Availability</b>												
0	63.03%	29.89%	39.28%	1.94%	1.20%	1.53%	25.52%	2.43%	18.09%	2.31%	16.00%	1.67%
1	32.25%	43.42%	40.26%	27.80%	23.96%	31.51%	35.22%	28.91%	33.19%	25.84%	32.21%	25.70%
2	3.27%	20.16%	15.37%	46.11%	48.57%	44.85%	26.98%	45.14%	32.82%	42.07%	34.05%	43.41%
3	0.80%	5.32%	4.04%	16.85%	19.24%	15.03%	9.07%	16.03%	11.31%	19.58%	12.41%	18.60%
4		0.88%	0.63%	5.61%	5.96%	5.51%	2.51%	5.44%	3.46%	7.09%	3.94%	6.80%
5+	0.65%	0.32%	0.42%	1.69%	1.06%	1.56%	0.71%	2.05%	1.14%	3.10%	1.40%	3.81%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Percent of Vehicles Owned by NOT Very Low Income Households by Age of Vehicles</b>												
1 year old	11.76%	9.21%	9.59%	9.28%	10.92%	11.66%	10.47%	7.82%	9.36%	6.05%	8.77%	8.36%
2 years old	8.01%	11.12%	10.65%	12.19%	13.29%	15.12%	12.46%	10.90%	11.80%	7.91%	11.11%	9.05%
3 years old	6.77%	6.71%	6.86%	9.63%	10.67%	8.97%	8.89%	8.89%	8.94%	7.20%	8.63%	8.21%
4 years old	6.51%	6.32%	6.35%	8.08%	7.89%	8.84%	7.39%	8.01%	7.65%	7.40%	7.61%	7.45%
5 years old	7.96%	6.06%	6.35%	7.51%	5.76%	6.54%	6.54%	8.15%	7.22%	7.55%	7.28%	7.25%
6 years old	4.47%	6.44%	6.15%	6.53%	5.43%	7.39%	6.08%	6.93%	6.43%	5.99%	6.36%	6.26%
7 years old	5.39%	6.46%	6.30%	6.66%	5.46%	6.01%	7.34%	6.34%	6.57%	7.71%	6.77%	6.74%
8 years old	2.91%	6.58%	6.02%	5.74%	4.42%	5.06%	5.22%	6.62%	5.81%	6.58%	5.95%	5.82%
9 years old	3.32%	3.57%	3.53%	5.33%	5.90%	4.77%	4.68%	5.14%	4.88%	6.03%	5.08%	5.15%
10 years old	5.66%	6.07%	6.01%	4.52%	4.64%	4.08%	5.13%	4.55%	4.89%	5.70%	5.03%	4.41%
11 years old	5.43%	4.27%	4.44%	4.23%	3.89%	4.17%	4.18%	4.43%	4.26%	4.38%	4.30%	3.92%
12 years old	7.42%	5.09%	5.44%	3.64%	3.43%	3.38%	4.29%	3.82%	4.09%	4.15%	4.10%	3.60%
13 years old	0.82%	5.34%	4.65%	3.20%	2.94%	3.10%	3.71%	3.36%	3.56%	4.61%	3.75%	3.46%
14 years old	1.67%	3.01%	2.80%	2.51%	2.31%	2.67%	2.58%	2.59%	2.59%	3.58%	2.76%	2.76%
15 years old	5.04%	3.64%	3.85%	2.34%	3.15%	1.61%	3.19%	2.08%	2.72%	3.13%	2.79%	2.43%
16 years old	1.41%	1.76%	1.71%	1.66%	1.89%	1.69%	1.77%	1.52%	1.67%	2.62%	1.84%	2.24%
17 years old	3.11%	1.43%	1.68%	0.83%	0.71%	0.47%	1.09%	0.98%	1.04%	1.32%	1.09%	1.75%
18 years old	2.08%	0.65%	0.87%	0.51%	0.27%	0.23%	0.52%	0.70%	0.60%	0.99%	0.67%	1.38%
19 years old		0.71%	0.60%	0.32%	0.30%	0.16%	0.41%	0.37%	0.39%	0.82%	0.47%	0.75%
20+ years old	7.63%	1.82%	2.70%	2.96%	2.46%	1.48%	2.39%	3.59%	2.90%	4.63%	3.20%	6.23%
Unreported	1.75%	3.75%	3.45%	2.33%	2.93%	1.44%	2.90%	2.61%	1.65%	2.44%	2.44%	2.76%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

## Characteristics of NOT Very Low Income Households\* with Zero Vehicles

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Household Income Distribution</b>												
Very Low Income	27.47%	50.36%	42.86%	66.74%	57.67%	70.58%	44.04%	68.06%	46.20%	64.40%	46.74%	68.76%
NOT Very Low Income	59.13%	34.57%	42.62%	17.01%	18.05%	9.90%	41.03%	18.80%	39.04%	25.21%	38.63%	16.86%
Unreported	13.40%	15.07%	14.52%	16.25%	24.29%	19.52%	14.92%	13.14%	14.76%	10.39%	14.63%	14.38%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Drivers</b>												
0	21.29%	38.05%	30.43%	51.15%	65.31%	41.63%	30.91%	48.95%	31.69%	74.30%	32.51%	46.27%
1	51.28%	39.15%	44.66%	40.50%	30.08%	55.53%	44.57%	40.90%	44.41%	12.06%	43.79%	36.61%
2	26.29%	21.26%	23.55%	5.14%		2.84%	23.13%	6.81%	22.42%	13.65%	22.25%	13.80%
3	1.14%	1.54%	1.36%	3.17%	4.61%		1.39%	3.28%	1.47%		1.44%	1.63%
4				0.04%				0.06%	0.00%		0.00%	1.52%
5+												0.17%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Workers</b>												
0	9.32%	17.51%	13.79%	30.70%	12.41%	4.75%	13.71%	39.38%	14.82%	63.19%	15.75%	32.64%
1	52.37%	45.62%	48.69%	50.34%	74.27%	72.45%	49.15%	40.80%	48.79%	23.16%	48.30%	50.56%
2	32.44%	29.54%	30.86%	12.68%	8.71%	22.80%	30.55%	12.16%	29.75%	13.65%	29.44%	12.87%
3	5.11%	7.32%	6.32%	4.98%	4.61%		6.25%	5.83%	6.23%		6.11%	2.44%
4	0.77%		0.35%	1.30%			0.34%	1.83%	0.41%		0.40%	1.29%
5+												0.21%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

## Perceptions And Views of Transportation Services, Persons in NOT Very Low Income HHS

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Worrying about a traffic accident</b>												
Not a problem	33.25%	29.70%	30.52%	32.30%	24.81%	32.26%	29.43%	35.79%	31.52%	45.29%	33.47%	31.25%
A little problem	30.55%	21.52%	23.60%	26.34%	26.28%	21.89%	24.01%	27.45%	25.14%	20.44%	24.48%	26.27%
Somewhat of a problem	14.03%	17.25%	16.51%	19.46%	18.90%	25.52%	18.13%	18.24%	18.17%	18.57%	18.23%	19.96%
Very much of a problem	12.59%	12.86%	12.80%	9.22%	12.16%	6.73%	11.93%	8.46%	10.79%	6.71%	10.21%	10.35%
A severe problem	9.58%	18.67%	16.57%	12.68%	17.84%	13.59%	16.51%	10.05%	14.38%	8.98%	13.62%	12.16%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Highway congestion</b>												
Not a problem	44.68%	26.48%	30.68%	27.51%	18.55%	20.88%	26.58%	34.23%	28.92%	52.30%	31.99%	27.73%
A little problem	16.30%	13.95%	14.49%	20.99%	11.43%	19.29%	14.28%	26.78%	18.10%	22.75%	18.71%	20.85%
Somewhat of a problem	16.53%	22.02%	20.76%	21.86%	19.63%	25.49%	21.01%	22.19%	21.37%	14.43%	20.46%	23.34%
Very much of a problem	6.21%	13.98%	12.19%	14.18%	22.21%	16.89%	15.19%	8.98%	13.29%	4.91%	12.19%	13.06%
A severe problem	16.28%	23.56%	21.88%	15.46%	28.18%	17.45%	22.93%	7.83%	18.32%	5.61%	16.65%	15.02%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Lack of walkways/sidewalks</b>												
Not a problem	60.31%	54.37%	55.68%	51.01%	49.52%	42.63%	52.68%	53.74%	53.02%	58.28%	53.72%	53.54%
A little problem	17.20%	16.21%	16.43%	19.87%	21.88%	21.16%	18.32%	18.53%	18.39%	15.68%	18.03%	18.39%
Somewhat of a problem	7.58%	12.45%	11.37%	11.22%	8.18%	15.61%	11.06%	11.75%	11.28%	8.96%	10.98%	12.29%
Very much of a problem	7.72%	9.66%	9.23%	8.65%	10.44%	9.43%	9.56%	7.54%	8.90%	7.15%	8.67%	6.79%
A severe problem	7.19%	7.31%	7.28%	9.26%	9.97%	11.17%	8.39%	8.44%	8.41%	9.93%	8.61%	9.00%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement or potholes</b>												
Not a problem	28.17%	18.10%	20.44%	16.57%	17.64%	21.68%	19.89%	14.66%	18.29%	19.89%	18.50%	19.76%
A little problem	18.60%	13.24%	14.49%	25.22%	26.53%	27.92%	18.97%	23.79%	20.44%	23.37%	20.83%	25.75%
Somewhat of a problem	19.76%	20.41%	20.26%	27.06%	29.79%	23.85%	23.01%	26.36%	24.04%	27.19%	24.45%	25.33%
Very much of a problem	12.52%	19.68%	18.02%	16.62%	14.00%	14.45%	16.63%	18.64%	17.24%	16.51%	17.15%	15.46%
A severe problem	20.95%	28.56%	26.79%	14.53%	12.04%	12.10%	21.50%	16.55%	19.99%	13.04%	19.08%	13.69%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Traffic or road congestion</b>												
Not a problem	28.15%	22.82%	24.08%	22.86%	15.62%	25.58%	22.01%	26.63%	23.39%	39.55%	25.32%	28.99%
A little problem	19.64%	14.19%	15.48%	25.22%	21.12%	30.60%	18.71%	26.33%	20.99%	26.84%	21.69%	25.49%
Somewhat of a problem	24.69%	25.17%	25.06%	22.97%	26.15%	20.35%	24.81%	21.69%	23.88%	16.64%	23.01%	20.43%
Very much of a problem	15.17%	18.28%	17.55%	13.79%	15.47%	12.87%	16.46%	12.98%	15.42%	8.41%	14.58%	13.19%
A severe problem	12.35%	19.53%	17.84%	15.16%	21.64%	10.60%	18.02%	12.36%	16.33%	8.56%	15.40%	11.90%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Distracted drivers</b>												
Not a problem	15.73%	20.32%	19.41%	11.86%	8.13%	10.51%	15.41%	14.57%	15.16%	23.56%	16.37%	14.03%
A little problem	15.86%	12.61%	13.26%	21.16%	17.90%	26.41%	15.98%	21.79%	17.70%	21.82%	18.29%	21.83%
Somewhat of a problem	26.27%	23.82%	24.31%	28.26%	26.92%	23.00%	24.85%	30.53%	26.53%	25.83%	26.43%	27.39%
Very much of a problem	19.24%	18.26%	18.45%	19.09%	21.60%	17.04%	19.12%	18.07%	18.81%	14.73%	18.23%	18.45%
A severe problem	22.90%	24.99%	24.57%	19.62%	25.44%	23.04%	24.63%	15.05%	21.79%	14.07%	20.68%	18.31%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

## Perceptions And Views of Transportation Services, Persons in NOT Very Low Income HHS

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Drunk drivers</b>												
Not a problem	38.56%	38.13%	38.23%	36.07%	29.37%	43.31%	36.53%	38.10%	37.01%	43.50%	37.79%	40.66%
A little problem	26.38%	19.54%	21.14%	19.44%	21.62%	17.81%	20.87%	18.59%	20.18%	17.93%	19.91%	20.96%
Somewhat of a problem	6.68%	7.43%	7.25%	13.72%	14.98%	13.12%	9.94%	13.12%	10.91%	8.73%	10.65%	12.61%
Very much of a problem	9.72%	4.84%	5.98%	6.40%	2.64%	8.60%	5.42%	8.04%	6.22%	7.39%	6.36%	6.41%
A severe problem	18.65%	30.07%	27.39%	24.37%	31.38%	17.17%	27.22%	22.15%	25.69%	22.45%	25.30%	19.35%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Price of gasoline</b>												
Not a problem	55.98%	33.40%	38.87%	15.50%	15.45%	15.51%	30.61%	15.53%	26.17%	16.05%	24.89%	17.39%
A little problem	18.73%	11.71%	13.41%	17.72%	19.15%	16.25%	15.12%	17.26%	15.75%	17.13%	15.93%	19.64%
Somewhat of a problem	14.22%	19.98%	18.59%	27.00%	27.50%	27.74%	21.76%	26.52%	23.16%	23.67%	23.22%	26.46%
Very much of a problem	4.84%	14.92%	12.48%	16.38%	14.80%	18.92%	13.75%	16.64%	14.60%	17.90%	15.02%	15.21%
A severe problem	6.23%	19.98%	16.66%	23.40%	23.10%	21.58%	18.76%	24.05%	20.32%	25.25%	20.94%	21.31%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Aggressive drivers on road</b>												
Not a problem	20.67%	14.11%	15.52%	12.16%	7.12%	11.45%	12.96%	14.91%	13.60%	22.82%	14.82%	14.05%
A little problem	22.73%	12.62%	14.80%	19.20%	13.47%	16.44%	14.65%	22.80%	17.31%	25.32%	18.37%	21.20%
Somewhat of a problem	18.85%	20.15%	19.87%	25.04%	22.30%	30.64%	21.70%	25.12%	22.82%	21.66%	22.67%	25.90%
Very much of a problem	17.47%	16.48%	16.69%	19.50%	22.01%	19.49%	18.34%	18.21%	18.29%	13.96%	17.72%	19.39%
A severe problem	20.29%	36.65%	33.12%	24.11%	35.10%	21.97%	32.35%	18.96%	27.98%	16.25%	26.43%	19.45%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Drivers speeding</b>												
Not a problem	25.37%	20.13%	21.51%	16.40%	11.87%	13.26%	18.64%	19.37%	18.86%	27.25%	19.96%	19.62%
A little problem	18.25%	15.45%	16.19%	24.59%	24.33%	15.75%	17.82%	26.93%	20.55%	25.37%	21.18%	22.22%
Somewhat of a problem	26.19%	23.27%	24.04%	24.00%	24.47%	21.48%	23.85%	24.41%	24.02%	21.61%	23.70%	24.02%
Very much of a problem	16.44%	19.10%	18.40%	19.99%	25.85%	23.36%	20.47%	16.33%	19.23%	16.10%	18.82%	16.28%
A severe problem	13.75%	22.05%	19.86%	15.01%	13.49%	26.15%	19.22%	12.97%	17.35%	9.66%	16.34%	17.86%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of large trucks on road</b>												
Not a problem	41.76%	28.90%	31.47%	24.60%	22.98%	20.89%	28.02%	26.63%	27.61%	30.71%	28.05%	20.72%
A little problem	19.54%	13.91%	15.04%	25.82%	22.82%	24.92%	18.22%	27.94%	21.10%	23.95%	21.51%	23.83%
Somewhat of a problem	6.81%	20.25%	17.57%	22.38%	23.24%	19.84%	19.33%	22.53%	20.27%	21.37%	20.43%	23.10%
Very much of a problem	15.42%	14.80%	14.93%	13.65%	16.18%	16.78%	15.47%	11.22%	14.21%	10.31%	13.65%	16.51%
A severe problem	16.46%	22.14%	21.01%	13.55%	14.78%	17.58%	18.97%	11.69%	16.81%	13.65%	16.36%	15.84%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%



*Distribution of NOT Very Low Income Households\* by Household Size*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in NOT Very Low Income Households</b>							
<b>TOTAL Persons 5+ in NOT Very Low Income H</b>	<b>4,277,857</b>	<b>2,781,074</b>	<b>922,709</b>	<b>985,850</b>	<b>1,251,337</b>	<b>1,560,547</b>	<b>175,991,943</b>
Percent of All Persons 5+	57.51%	75.19%	82.42%	82.22%	66.13%	76.28%	73.27%
<b>NOT Very Low Income Households</b>							
<b>TOTAL NOT Very Low Income Households</b>	<b>1,721,511</b>	<b>978,523</b>	<b>343,960</b>	<b>389,410</b>	<b>547,337</b>	<b>608,957</b>	<b>68,947,848</b>
Percent of All Households	55.97%	69.70%	78.07%	78.07%	60.93%	70.32%	68.82%
<b>TOTAL NOT Very Low Income Households</b>	<b>1,721,511</b>	<b>978,523</b>	<b>343,960</b>	<b>389,410</b>	<b>547,337</b>	<b>608,957</b>	<b>68,947,848</b>
1 person	32.04%	18.05%	17.06%	19.37%	24.58%	20.76%	20.57%
2 persons	25.30%	31.04%	33.75%	34.09%	35.07%	36.87%	35.22%
3 persons	21.56%	19.02%	19.99%	17.79%	17.25%	16.57%	17.74%
4 persons	12.86%	20.09%	19.27%	19.18%	14.90%	15.97%	16.77%
5+ persons	8.23%	11.81%	9.92%	9.57%	8.20%	9.84%	9.70%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>TOTAL NOT Very Low Income Households</b>	<b>1,721,511</b>	<b>978,523</b>	<b>343,960</b>	<b>389,410</b>	<b>547,337</b>	<b>608,957</b>	<b>68,947,848</b>
Less than \$15,000	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.54%
\$15,000 - \$19,999	0.00%	0.00%	25.28%	24.82%	25.50%	45.68%	23.60%
\$20,000 - \$24,999	28.69%	0.60%	79.30%	79.85%	79.21%	80.17%	59.88%
\$25,000 - \$29,999	68.72%	1.77%	91.27%	95.59%	93.88%	97.92%	84.53%
\$30,000 - \$34,999	90.61%	67.58%	100.00%	97.33%	99.14%	100.00%	95.45%
\$35,000 - \$39,999	100.00%	80.84%	100.00%	100.00%	100.00%	100.00%	97.35%
\$40,000 - \$44,999	100.00%	80.90%	100.00%	100.00%	100.00%	100.00%	99.20%
\$45,000 - \$49,999	100.00%	99.63%	100.00%	100.00%	100.00%	100.00%	99.78%
\$50,000+	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

\* Very Low Income is defined by HUD as roughly 50% of median income for a household of 4 in a given MSA or county (and adjusted accordingly for other household sizes)

**Vehicle Availability and NOT Very Low Income Status of Vehicles in NOT Very Low Income Households\***

	New York City 1,721,511	Rest of NY Metro 978,523	Other Urban, Dens < 500 343,960	Other Urban, Dens 500-1999 389,410	Other Urban, Dens 2000+ 547,337	Non-Urban Areas 608,957	Rest of US 68,947,848
<b>TOTAL NOT Very Low Income Households</b>							
<b>NOT Very Low Income Households by Vehicle Availability</b>							
0	39.28%	1.31%	0.54%	1.01%	4.63%	2.31%	1.67%
1	40.26%	26.35%	20.37%	25.74%	36.53%	25.84%	25.70%
2	15.37%	47.39%	47.82%	47.51%	41.76%	42.07%	43.41%
3	4.04%	17.91%	20.96%	17.69%	11.76%	19.58%	18.60%
4	0.63%	5.82%	7.02%	5.80%	4.19%	7.09%	6.80%
5+	0.42%	1.22%	3.28%	2.25%	1.12%	3.10%	3.81%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Percent of Vehicles Owned by NOT Very Low Income Households by Age of Vehicles</b>							
1 year old	9.59%	11.14%	8.09%	8.52%	7.02%	6.05%	8.36%
2 years old	10.65%	13.84%	9.81%	11.49%	11.26%	7.91%	9.05%
3 years old	6.86%	10.59%	8.20%	9.68%	8.76%	7.20%	8.21%
4 years old	6.35%	8.18%	8.34%	7.29%	8.35%	7.40%	7.45%
5 years old	6.35%	6.69%	7.58%	7.94%	8.77%	7.55%	7.25%
6 years old	6.15%	6.02%	5.97%	6.81%	7.78%	5.99%	6.26%
7 years old	6.30%	5.79%	6.29%	7.15%	8.35%	7.71%	6.74%
8 years old	6.02%	4.62%	6.30%	7.39%	6.22%	6.58%	5.82%
9 years old	3.53%	5.56%	4.95%	4.99%	5.43%	6.03%	5.15%
10 years old	6.01%	4.47%	4.58%	4.37%	4.69%	5.70%	4.41%
11 years old	4.44%	3.97%	4.22%	4.37%	4.64%	4.38%	3.92%
12 years old	5.44%	3.42%	4.00%	4.23%	3.33%	4.15%	3.60%
13 years old	4.65%	2.99%	4.17%	2.87%	3.13%	4.61%	3.46%
14 years old	2.80%	2.42%	3.24%	2.33%	2.30%	3.58%	2.76%
15 years old	3.85%	2.68%	2.17%	2.12%	1.96%	3.13%	2.43%
16 years old	1.71%	1.83%	1.78%	1.18%	1.60%	2.62%	2.24%
17 years old	1.68%	0.64%	1.58%	0.60%	0.83%	1.32%	1.75%
18 years old	0.87%	0.26%	1.20%	0.21%	0.71%	0.99%	1.38%
19 years old	0.60%	0.26%	0.43%	0.55%	0.18%	0.82%	0.75%
20+ years old	2.70%	2.16%	4.18%	3.59%	3.13%	4.63%	6.23%
Unreported	3.45%	2.47%	2.92%	2.32%	1.55%	1.65%	2.76%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Characteristics of NOT Very Low Income Households\* with Zero Vehicles**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Household Income Distribution</b>							
Very Low Income	42.86%	64.37%	68.20%	53.17%	69.67%	64.40%	68.76%
NOT Very Low Income	42.62%	13.82%	17.29%	25.79%	18.15%	25.21%	16.86%
Unreported	14.52%	21.81%	14.52%	21.04%	12.18%	10.39%	14.38%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Drivers</b>							
0	30.43%	56.51%	50.36%	78.99%	44.20%	74.30%	46.27%
1	44.66%	39.53%	33.86%	9.89%	46.21%	12.06%	36.61%
2	23.55%	1.05%	11.60%	11.13%	5.79%	13.65%	13.80%
3	1.36%	2.90%	4.18%		3.72%		1.63%
4					0.08%		1.52%
5+							0.17%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Workers</b>							
0	13.79%	9.56%	39.18%	54.38%	37.07%	63.19%	32.64%
1	48.69%	73.59%	48.06%	45.62%	39.52%	23.16%	50.56%
2	30.86%	13.94%	8.58%		14.30%	13.65%	12.87%
3	6.32%	2.90%	4.18%		6.85%		2.44%
4	0.35%				2.25%		1.29%
5+							0.21%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Perceptions And Views of Transportation Services, Persons in NOT Very Low Income HHs**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Worrying about a traffic accident</b>							
Not a problem	30.52%	27.37%	37.49%	36.14%	34.38%	45.29%	31.25%
A little problem	23.60%	24.77%	26.21%	27.12%	28.53%	20.44%	26.27%
Somewhat of a problem	16.51%	21.18%	20.17%	20.04%	15.58%	18.57%	19.96%
Very much of a problem	12.80%	10.29%	8.11%	7.63%	9.32%	6.71%	10.35%
A severe problem	16.57%	16.38%	8.02%	9.06%	12.18%	8.98%	12.16%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Highway congestion</b>							
Not a problem	30.68%	19.28%	38.84%	31.77%	32.88%	52.30%	27.73%
A little problem	14.49%	13.90%	27.13%	25.83%	27.25%	22.75%	20.85%
Somewhat of a problem	20.76%	21.47%	17.56%	25.48%	22.91%	14.43%	23.34%
Very much of a problem	12.19%	20.54%	8.88%	9.17%	8.90%	4.91%	13.06%
A severe problem	21.88%	24.81%	7.59%	7.75%	8.06%	5.61%	15.02%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Lack of walkways/sidewalks</b>							
Not a problem	55.68%	47.37%	49.42%	53.12%	57.45%	58.28%	53.54%
A little problem	16.43%	21.66%	17.85%	19.44%	18.27%	15.68%	18.39%
Somewhat of a problem	11.37%	10.50%	12.34%	9.55%	13.14%	8.96%	12.29%
Very much of a problem	9.23%	10.13%	8.87%	8.96%	5.38%	7.15%	6.79%
A severe problem	7.28%	10.35%	11.52%	8.93%	5.76%	9.93%	9.00%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement or potholes</b>							
Not a problem	20.44%	18.91%	16.95%	16.15%	11.92%	19.89%	19.76%
A little problem	14.49%	26.96%	26.38%	25.40%	20.75%	23.37%	25.75%
Somewhat of a problem	20.26%	27.93%	26.40%	26.31%	26.37%	27.19%	25.33%
Very much of a problem	18.02%	14.14%	15.71%	18.67%	20.67%	16.51%	15.46%
A severe problem	26.79%	12.06%	14.56%	13.46%	20.30%	13.04%	13.69%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Traffic or road congestion</b>							
Not a problem	24.08%	18.63%	30.26%	24.78%	25.45%	39.55%	28.99%
A little problem	15.48%	23.98%	27.76%	27.36%	24.63%	26.84%	25.49%
Somewhat of a problem	25.06%	24.40%	20.15%	23.33%	21.60%	16.64%	20.43%
Very much of a problem	17.55%	14.69%	9.65%	11.42%	16.35%	8.41%	13.19%
A severe problem	17.84%	18.31%	12.18%	13.10%	11.96%	8.56%	11.90%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Distracted drivers</b>							
Not a problem	19.41%	8.84%	17.61%	16.31%	11.22%	23.56%	14.03%
A little problem	13.26%	20.47%	24.40%	19.77%	21.44%	21.82%	21.83%
Somewhat of a problem	24.31%	25.74%	25.29%	34.89%	30.99%	25.83%	27.39%
Very much of a problem	18.45%	20.23%	18.81%	17.41%	18.03%	14.73%	18.45%
A severe problem	24.57%	24.72%	13.89%	11.62%	18.32%	14.07%	18.31%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Perceptions And Views of Transportation Services, Persons in NOT Very Low Income HHs**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Drunk drivers</b>							
Not a problem	38.23%	33.72%	39.41%	40.11%	35.81%	43.50%	40.66%
A little problem	21.14%	20.43%	19.76%	16.77%	19.05%	17.93%	20.96%
Somewhat of a problem	7.25%	14.40%	14.79%	11.89%	12.85%	8.73%	12.61%
Very much of a problem	5.98%	4.50%	5.44%	9.29%	8.94%	7.39%	6.41%
A severe problem	27.39%	26.94%	20.60%	21.94%	23.36%	22.45%	19.35%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Price of gasoline</b>							
Not a problem	38.87%	15.47%	13.80%	15.45%	16.81%	16.05%	17.39%
A little problem	13.41%	18.26%	17.30%	15.82%	18.37%	17.13%	19.64%
Somewhat of a problem	18.59%	27.57%	28.21%	26.29%	25.51%	23.67%	26.46%
Very much of a problem	12.48%	16.07%	17.30%	18.60%	14.64%	17.90%	15.21%
A severe problem	16.66%	22.63%	23.39%	23.85%	24.67%	25.25%	21.31%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Aggressive drivers on road</b>							
Not a problem	15.52%	8.48%	15.29%	16.51%	13.31%	22.82%	14.05%
A little problem	14.80%	14.40%	22.37%	22.07%	23.71%	25.32%	21.20%
Somewhat of a problem	19.87%	24.92%	26.78%	23.20%	25.49%	21.66%	25.90%
Very much of a problem	16.69%	21.22%	19.22%	17.92%	17.70%	13.96%	19.39%
A severe problem	33.12%	30.98%	16.34%	20.30%	19.79%	16.25%	19.45%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Drivers speeding</b>							
Not a problem	21.51%	12.34%	22.23%	19.17%	17.57%	27.25%	19.62%
A little problem	16.19%	21.40%	27.77%	28.51%	25.06%	25.37%	22.22%
Somewhat of a problem	24.04%	23.45%	20.62%	23.32%	27.89%	21.61%	24.02%
Very much of a problem	18.40%	25.00%	15.61%	15.36%	17.61%	16.10%	16.28%
A severe problem	19.86%	17.81%	13.77%	13.64%	11.87%	9.66%	17.86%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of large trucks on road</b>							
Not a problem	31.47%	22.35%	28.14%	26.37%	25.77%	30.71%	20.72%
A little problem	15.04%	23.45%	28.98%	27.26%	27.72%	23.95%	23.83%
Somewhat of a problem	17.57%	22.22%	23.09%	25.17%	20.24%	21.37%	23.10%
Very much of a problem	14.93%	16.36%	10.66%	11.15%	11.65%	10.31%	16.51%
A severe problem	21.01%	15.63%	9.14%	10.05%	14.63%	13.65%	15.84%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Distribution of NOT Very Low Income Households\* by Household Size, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in NOT Very Low Income Households</b>				
<b>TOTAL Persons 5+ in NOT Very Low Income Households</b>	<b>8,368,701</b>	<b>1,401,626</b>	<b>1,235,065</b>	<b>773,983</b>
Percent of All Persons 5+	78.31%	52.39%	42.28%	69.66%
<b>NOT Very Low Income Households</b>				
<b>TOTAL NOT Very Low Income Households</b>	<b>3,465,855</b>	<b>502,423</b>	<b>358,880</b>	<b>262,541</b>
Percent of All Households	72.96%	46.69%	38.68%	61.24%
<b>TOTAL NOT Very Low Income Households</b>	<b>3,465,855</b>	<b>502,423</b>	<b>358,880</b>	<b>262,541</b>
1 person	25.17%	28.80%	16.59%	17.77%
2 persons	32.51%	25.98%	22.31%	25.55%
3 persons	18.82%	19.02%	26.04%	18.78%
4 persons	15.36%	11.21%	23.54%	24.62%
5+ persons	8.13%	15.00%	11.52%	13.28%
All	100.00%	100.00%	100.00%	100.00%
<b>TOTAL NOT Very Low Income Households</b>	<b>3,465,855</b>	<b>502,423</b>	<b>358,880</b>	<b>262,541</b>
Less than \$15,000	0.00%	0.00%	0.00%	0.00%
\$15,000 - \$19,999	26.51%	2.37%	0.24%	9.88%
\$20,000 - \$24,999	65.73%	22.23%	23.98%	50.23%
\$25,000 - \$29,999	80.71%	74.20%	45.34%	41.65%
\$30,000 - \$34,999	97.44%	95.59%	58.41%	82.36%
\$35,000 - \$39,999	98.22%	97.48%	86.06%	98.03%
\$40,000 - \$44,999	99.47%	100.00%	88.59%	92.64%
\$45,000 - \$49,999	99.89%	100.00%	100.00%	100.00%
\$50,000+	100.00%	100.00%	100.00%	100.00%

\* Very Low Income is defined by HUD as roughly 50% of median income for a household of 4 in a given MSA or county (and adjusted accordingly for other household sizes)

**Vehicle Availability and Very Low Inc. Status of Vehicles in NOT Very Low Inc HHs\* NYS**

	White	African-Amer.	Hispanic	Other
<b>TOTAL NOT Very Low Income Households</b>	<b>3,465,855</b>	<b>502,423</b>	<b>358,880</b>	<b>262,541</b>
<b>NOT Very Low Income Households by Vehicle Availability</b>				
0	11.62%	35.01%	27.66%	21.46%
1	29.81%	39.07%	40.84%	39.04%
2	38.06%	19.94%	22.07%	24.50%
3	14.21%	4.57%	5.77%	12.70%
4	4.59%	1.10%	3.09%	1.90%
5+	1.72%	0.32%	0.57%	0.41%
All	100.00%	100.00%	100.00%	100.00%
<b>Percent of Vehicles Owned by NOT Very Low Income Households by Age of Vehicles</b>				
1 year old	9.17%	6.52%	8.82%	4.98%
2 years old	11.26%	10.18%	10.15%	11.08%
3 years old	8.90%	5.58%	9.39%	7.37%
4 years old	7.62%	8.51%	5.76%	8.26%
5 years old	7.53%	8.43%	5.17%	3.83%
6 years old	6.32%	6.60%	6.89%	6.02%
7 years old	6.89%	4.97%	5.07%	9.32%
8 years old	5.94%	7.56%	3.82%	6.30%
9 years old	5.17%	4.63%	3.37%	6.28%
10 years old	4.69%	6.46%	7.70%	5.85%
11 years old	4.29%	3.45%	3.81%	6.22%
12 years old	3.84%	2.75%	7.86%	6.04%
13 years old	3.59%	4.58%	4.73%	4.15%
14 years old	2.76%	2.47%	3.38%	2.52%
15 years old	2.83%	3.24%	2.74%	1.58%
16 years old	1.88%	1.99%	0.96%	1.83%
17 years old	1.08%	1.66%	1.01%	0.57%
18 years old	0.64%	1.38%	0.35%	0.48%
19 years old	0.42%	1.57%	0.24%	0.08%
20+ years old	3.44%	1.34%	2.55%	2.43%
Unreported	1.74%	6.14%	6.23%	4.79%
All	100.00%	100.00%	100.00%	100.00%

**Characteristics of NOT Very Low Income Households\* with Zero Vehicles, NYS**

	White	African-Amer.	Hispanic	Other
<b>Household Income Distribution</b>				
Very Low Income	32.72%	55.48%	62.88%	37.98%
NOT Very Low Income	51.48%	31.86%	22.26%	46.78%
Unreported	15.80%	12.66%	14.86%	15.24%
All	100.00%	100.00%	100.00%	100.00%
<b>Number of Drivers</b>				
0	26.29%	44.84%	34.41%	35.14%
1	45.64%	40.84%	46.91%	34.28%
2	25.43%	14.32%	18.68%	30.58%
3	2.63%			
4	0.00%			
5+				
All	100.00%	100.00%	100.00%	100.00%
<b>Number of Workers</b>				
0	20.90%	11.82%	7.78%	5.27%
1	49.76%	51.21%	41.29%	41.09%
2	24.48%	29.22%	48.95%	31.24%
3	4.72%	7.76%	1.99%	18.20%
4	0.14%			4.20%
5+				
All	100.00%	100.00%	100.00%	100.00%



**Perceptions And Views of Transportation Services, Persons in NOT Very Low Income HHS, NYS**

	White	African-Amer.	Hispanic	Other
<b>Worrying about a traffic accident</b>				
Not a problem	35.29%	26.53%	32.23%	26.24%
A little problem	25.37%	19.26%	23.70%	24.35%
Somewhat of a problem	17.74%	22.19%	15.52%	21.35%
Very much of a problem	9.75%	14.92%	8.98%	9.22%
A severe problem	11.84%	17.10%	19.56%	18.83%
All	100.00%	100.00%	100.00%	100.00%
<b>Highway congestion</b>				
Not a problem	33.08%	32.49%	23.76%	32.56%
A little problem	19.46%	16.69%	18.94%	13.51%
Somewhat of a problem	20.67%	18.90%	18.31%	24.69%
Very much of a problem	11.79%	11.71%	14.76%	13.34%
A severe problem	15.00%	20.21%	24.23%	15.90%
All	100.00%	100.00%	100.00%	100.00%
<b>Lack of walkways/sidewalks</b>				
Not a problem	56.99%	45.97%	48.48%	38.72%
A little problem	17.73%	13.65%	18.34%	27.35%
Somewhat of a problem	9.35%	22.91%	10.50%	10.36%
Very much of a problem	7.79%	11.24%	7.15%	15.91%
A severe problem	8.14%	6.23%	15.53%	7.66%
All	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement or potholes</b>				
Not a problem	18.31%	18.89%	18.95%	19.17%
A little problem	23.19%	12.60%	14.15%	20.54%
Somewhat of a problem	26.49%	16.61%	22.71%	18.76%
Very much of a problem	16.77%	16.39%	17.16%	22.91%
A severe problem	15.24%	35.51%	27.03%	18.62%
All	100.00%	100.00%	100.00%	100.00%
<b>Traffic or road congestion</b>				
Not a problem	27.22%	28.84%	12.11%	21.74%
A little problem	23.10%	12.58%	21.56%	23.51%
Somewhat of a problem	20.07%	28.84%	36.96%	19.42%
Very much of a problem	14.77%	15.97%	10.65%	16.90%
A severe problem	14.85%	13.77%	18.71%	18.42%
All	100.00%	100.00%	100.00%	100.00%

**Perceptions And Views of Transportation Services, Persons in NOT Very Low Income HHS, NYS**

	White	African-Amer.	Hispanic	Other
<b>Distracted drivers</b>				
Not a problem	15.72%	15.43%	18.14%	24.05%
A little problem	20.13%	13.06%	11.24%	20.05%
Somewhat of a problem	27.88%	25.47%	22.25%	17.04%
Very much of a problem	17.19%	15.14%	25.30%	24.59%
A severe problem	19.08%	30.91%	23.07%	14.27%
All	100.00%	100.00%	100.00%	100.00%
<b>Drunk drivers</b>				
Not a problem	38.19%	46.26%	30.22%	31.50%
A little problem	19.90%	15.07%	26.22%	17.85%
Somewhat of a problem	11.55%	10.97%	3.58%	12.60%
Very much of a problem	7.76%	1.17%	3.88%	5.12%
A severe problem	22.59%	26.53%	36.09%	32.93%
All	100.00%	100.00%	100.00%	100.00%
<b>Price of gasoline</b>				
Not a problem	22.23%	34.74%	27.56%	31.41%
A little problem	17.70%	10.86%	10.93%	14.40%
Somewhat of a problem	24.04%	18.71%	24.22%	20.93%
Very much of a problem	15.30%	12.65%	14.89%	16.61%
A severe problem	20.73%	23.03%	22.40%	16.65%
All	100.00%	100.00%	100.00%	100.00%
<b>Aggressive drivers on road</b>				
Not a problem	14.95%	14.77%	14.36%	14.12%
A little problem	21.58%	8.20%	6.98%	16.04%
Somewhat of a problem	22.98%	26.20%	15.70%	23.53%
Very much of a problem	18.95%	7.89%	19.45%	17.53%
A severe problem	21.54%	42.93%	43.50%	28.78%
All	100.00%	100.00%	100.00%	100.00%
<b>Drivers speeding</b>				
Not a problem	20.06%	18.12%	17.75%	26.29%
A little problem	23.36%	18.66%	9.24%	21.67%
Somewhat of a problem	22.40%	19.99%	35.69%	25.50%
Very much of a problem	18.76%	20.27%	18.99%	16.28%
A severe problem	15.42%	22.96%	18.32%	10.26%
All	100.00%	100.00%	100.00%	100.00%
<b>Number of large trucks on road</b>				
Not a problem	27.67%	37.10%	18.69%	33.49%
A little problem	22.69%	18.16%	18.82%	18.32%
Somewhat of a problem	22.19%	10.99%	17.65%	23.52%
Very much of a problem	14.13%	8.74%	17.22%	10.21%
A severe problem	13.33%	25.01%	27.63%	14.46%
All	100.00%	100.00%	100.00%	100.00%

## Distribution of NOT Very Low Income Households\* by Household Size

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons in NOT Very Low Income Households</b>												
<b>TOTAL Persons in NOT Very Low Income HHs</b>	<b>793,051</b>	<b>2,720,906</b>	<b>3,513,957</b>	<b>5,322,289</b>	<b>1,610,800</b>	<b>742,950</b>	<b>5,867,707</b>	<b>2,968,540</b>	<b>8,836,246</b>	<b>1,441,656</b>	<b>10,277,902</b>	<b>152,257,938</b>
Percent of All Persons	55.34%	50.77%	51.74%	67.23%	65.29%	63.72%	56.29%	69.29%	60.07%	68.72%	61.15%	67.71%
<b>NOT Very Low Income Households</b>												
<b>TOTAL NOT Very Low Income Households</b>	<b>391,374</b>	<b>980,284</b>	<b>1,371,659</b>	<b>1,828,024</b>	<b>499,454</b>	<b>260,704</b>	<b>2,131,817</b>	<b>1,067,866</b>	<b>3,199,683</b>	<b>494,137</b>	<b>3,693,820</b>	<b>61,233,004</b>
Percent of All Households	58.62%	52.01%	53.74%	64.73%	62.88%	63.96%	56.78%	65.83%	59.51%	65.39%	60.24%	65.94%
<b>TOTAL NOT Very Low Income Households</b>	<b>391,374</b>	<b>980,284</b>	<b>1,371,659</b>	<b>1,828,024</b>	<b>499,454</b>	<b>260,704</b>	<b>2,131,817</b>	<b>1,067,866</b>	<b>3,199,683</b>	<b>494,137</b>	<b>3,693,820</b>	<b>61,233,004</b>
1 person	43.65%	26.42%	31.34%	19.30%	14.02%	25.43%	26.56%	20.27%	24.46%	17.99%	23.59%	21.53%
2 persons	35.05%	29.88%	31.35%	31.67%	30.49%	25.83%	30.48%	33.65%	31.53%	33.73%	31.83%	33.46%
3 persons	11.80%	17.51%	15.88%	17.40%	18.73%	17.38%	16.73%	16.79%	16.75%	18.69%	17.01%	18.41%
4 persons	7.79%	17.84%	14.97%	20.65%	26.17%	19.89%	18.20%	18.25%	18.22%	17.79%	18.16%	17.16%
5+ persons	1.72%	8.35%	6.46%	10.98%	10.59%	11.48%	8.04%	11.04%	9.04%	11.80%	9.41%	9.44%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>TOTAL NOT Very Low Income Households</b>	<b>391,374</b>	<b>980,284</b>	<b>1,371,659</b>	<b>1,828,024</b>	<b>499,454</b>	<b>260,704</b>	<b>2,131,817</b>	<b>1,067,866</b>	<b>3,199,683</b>	<b>494,137</b>	<b>3,693,820</b>	<b>61,233,004</b>
Less than \$15,000	0.00%	0.00%	0.00%	1.64%	0.00%	0.00%	0.00%	2.30%	0.65%	8.38%	1.78%	7.34%
\$15,000 - \$19,999	40.30%	26.60%	28.86%	52.42%	0.00%	67.49%	27.19%	64.56%	40.24%	60.94%	43.09%	64.28%
\$20,000 - \$24,999	97.16%	68.28%	76.23%	78.91%	25.50%	85.70%	70.84%	90.73%	77.38%	98.54%	80.89%	89.53%
\$25,000 - \$29,999	89.48%	97.06%	95.67%	92.38%	71.60%	98.18%	91.69%	99.39%	94.05%	100.00%	95.12%	96.99%
\$30,000 - \$34,999	100.00%	100.00%	100.00%	96.67%	78.86%	100.00%	97.55%	100.00%	98.43%	100.00%	98.65%	99.29%
\$35,000 - \$39,999	100.00%	100.00%	100.00%	99.29%	97.16%	100.00%	99.35%	100.00%	99.59%	100.00%	99.65%	100.00%
\$40,000+	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

\* Very Low Income is defined by HUD as roughly 50% of median income for a household of 4 in a given MSA or county (and adjusted accordingly for other household sizes)

## Vehicle Availability and NOT Very Low Income Status of Vehicles in NOT Very Low Income Households\*

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>TOTAL NOT Very Low Income Households</b>	<b>391,374</b>	<b>980,284</b>	<b>1,371,659</b>	<b>1,828,024</b>	<b>499,454</b>	<b>260,704</b>	<b>2,131,817</b>	<b>1,067,866</b>	<b>3,199,683</b>	<b>494,137</b>	<b>3,693,820</b>	<b>61,233,004</b>
<b>NOT Very Low Income Households by Vehicle Availability</b>												
0	66.63%	31.68%	41.65%	3.00%	1.65%	3.89%	27.66%	3.41%	19.57%	1.74%	17.18%	2.12%
1	30.49%	45.98%	41.56%	28.10%	23.06%	30.63%	35.89%	29.85%	33.87%	24.80%	32.66%	28.66%
2	2.71%	18.83%	14.23%	50.07%	55.32%	45.24%	27.65%	48.80%	34.71%	52.16%	37.04%	46.98%
3	0.08%	2.87%	2.07%	13.36%	13.25%	14.68%	6.23%	13.09%	8.52%	15.93%	9.52%	16.53%
4		0.53%	0.38%	3.97%	5.24%	2.58%	1.79%	3.71%	2.43%	3.83%	2.62%	4.01%
5+	0.09%	0.10%	0.10%	1.49%	1.49%	2.97%	0.77%	1.14%	0.90%	1.54%	0.98%	1.69%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Percent of Vehicles Owned by NOT Very Low Income Households by Age of Vehicles</b>												
1 year old	9.53%	7.90%	8.12%	10.16%	10.41%	13.98%	10.14%	9.09%	9.68%	6.95%	9.20%	8.33%
2 years old	6.66%	6.48%	6.51%	8.80%	8.97%	7.42%	7.65%	9.06%	8.27%	8.08%	8.23%	8.67%
3 years old	4.57%	5.42%	5.31%	7.87%	8.11%	6.29%	6.59%	8.15%	7.27%	7.71%	7.35%	7.83%
4 years old	12.29%	4.08%	5.17%	7.74%	8.22%	8.33%	6.97%	7.36%	7.14%	7.84%	7.26%	7.22%
5 years old	6.78%	5.46%	5.64%	7.54%	7.75%	6.40%	6.61%	7.71%	7.09%	6.64%	7.01%	7.09%
6 years old	5.20%	8.60%	8.15%	7.04%	6.98%	7.09%	7.49%	7.06%	7.30%	7.04%	7.25%	6.68%
7 years old	11.21%	10.59%	10.67%	8.82%	8.25%	9.12%	9.42%	9.04%	9.26%	8.34%	9.09%	7.92%
8 years old	9.42%	11.42%	11.15%	7.26%	6.69%	9.62%	9.11%	6.96%	8.17%	9.84%	8.47%	6.98%
9 years old	7.19%	8.50%	8.33%	8.12%	7.35%	8.61%	8.00%	8.39%	8.17%	7.88%	8.12%	6.38%
10 years old	10.22%	6.56%	7.05%	6.76%	6.77%	5.74%	6.69%	7.00%	6.82%	6.62%	6.79%	5.90%
11 years old	4.23%	5.58%	5.40%	4.74%	4.63%	4.04%	4.84%	4.96%	4.89%	5.94%	5.08%	4.98%
12 years old	5.58%	4.43%	4.58%	3.20%	2.67%	3.55%	3.63%	3.38%	3.52%	3.49%	3.52%	3.75%
13 years old	0.54%	2.63%	2.35%	2.06%	1.96%	2.55%	2.24%	1.98%	2.12%	2.17%	2.13%	2.30%
14 years old	0.76%	1.49%	1.40%	1.17%	1.35%	0.46%	1.20%	1.27%	1.23%	1.54%	1.28%	1.75%
15 years old		1.61%	1.39%	0.96%	1.15%	0.52%	1.13%	0.97%	1.06%	1.29%	1.10%	1.19%
16 years old		1.05%	0.91%	0.67%	0.48%	0.35%	0.63%	0.86%	0.73%	0.90%	0.76%	1.20%
17 years old		1.24%	1.07%	0.98%	0.86%	0.55%	0.89%	1.14%	1.00%	1.15%	1.03%	1.68%
18 years old	1.03%	0.85%	0.87%	0.48%	0.43%	0.72%	0.67%	0.45%	0.57%	0.55%	0.57%	1.40%
19 years old		0.09%	0.08%	0.36%	0.19%		0.11%	0.54%	0.30%	0.60%	0.35%	0.92%
20+ years old	1.35%	1.54%	1.52%	2.28%	2.79%	1.94%	2.10%	2.10%	2.10%	2.32%	2.14%	5.34%
Unreported	3.42%	4.48%	4.34%	2.98%	4.01%	2.71%	3.89%	2.53%	3.30%	3.10%	3.26%	2.51%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

## Characteristics of NOT Very Low Income Households\* with Zero Vehicles

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Household Income Distribution</b>												
Very Low Income	24.96%	42.98%	36.53%	50.66%	49.69%	51.96%	37.35%	50.59%	38.53%	52.47%	38.89%	58.86%
NOT Very Low Income	53.77%	35.70%	42.16%	24.56%	19.20%	25.57%	41.02%	25.90%	39.68%	20.40%	39.17%	20.34%
Unreported	21.27%	21.32%	21.30%	24.78%	31.11%	22.47%	21.63%	23.51%	21.79%	27.13%	21.93%	20.81%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Drivers</b>												
0	34.07%	43.93%	39.43%	60.78%	73.74%	69.31%	40.42%	55.47%	41.30%	75.81%	41.76%	49.94%
1	47.88%	39.80%	43.48%	32.25%	8.47%	30.69%	42.78%	38.06%	42.50%		41.93%	35.41%
2	16.42%	15.86%	16.11%	5.71%	11.77%		15.78%	5.94%	15.20%	24.19%	15.33%	12.91%
3	1.30%	0.03%	0.61%	1.25%	6.02%		0.68%	0.53%	0.67%		0.66%	1.67%
4		0.38%	0.21%				0.20%		0.19%		0.19%	0.07%
5+	0.34%		0.16%				0.15%		0.14%		0.14%	
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Workers</b>												
0	9.33%	19.50%	14.86%	42.67%	39.52%	33.20%	15.52%	46.02%	17.29%	69.35%	18.00%	44.18%
1	66.35%	46.83%	55.74%	44.88%	42.69%	58.52%	55.60%	41.57%	54.79%	12.81%	54.22%	41.42%
2	22.47%	28.25%	25.61%	10.97%	11.77%	8.29%	25.12%	11.54%	24.33%	17.84%	24.24%	12.18%
3	0.66%	5.39%	3.23%	1.48%	6.02%		3.21%	0.87%	3.08%		3.04%	1.96%
4	0.58%	0.03%	0.28%				0.27%		0.26%		0.26%	0.25%
5+	0.61%		0.28%				0.27%		0.25%		0.25%	
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

## Perceptions And Views of Transportation Services, Persons in NOT Very Low Income HHS

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau,Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Worrying about a traffic accident</b>												
Large problem	17.10%	30.73%	26.88%	19.87%	25.69%	21.55%	25.97%	16.33%	22.80%	18.88%	22.28%	21.07%
Small problem	36.78%	33.64%	34.53%	40.75%	36.41%	41.35%	35.78%	42.97%	38.15%	38.89%	38.25%	43.52%
No problem	46.12%	35.63%	38.59%	39.38%	37.90%	37.09%	38.24%	40.70%	39.05%	42.23%	39.47%	35.41%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Highway congestion</b>												
Large problem	18.85%	29.67%	26.85%	20.82%	36.95%	22.19%	28.86%	12.35%	23.31%	8.73%	21.28%	21.11%
Small problem	16.35%	27.84%	24.84%	36.41%	31.75%	37.82%	28.20%	38.42%	31.64%	24.76%	30.69%	35.29%
No problem	64.80%	42.49%	48.31%	42.77%	31.29%	39.99%	42.93%	49.24%	45.05%	66.51%	48.03%	43.60%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Poor walkways/sidewalks</b>												
Large problem	17.20%	23.41%	21.65%	17.23%	15.06%	22.81%	20.02%	17.15%	19.08%	12.46%	18.20%	13.59%
Small problem	41.49%	35.50%	37.20%	29.05%	31.21%	28.81%	34.67%	27.93%	32.45%	28.61%	31.94%	28.62%
No problem	41.31%	41.09%	41.15%	53.72%	53.73%	48.39%	45.31%	54.92%	48.47%	58.93%	49.86%	57.80%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement on highways</b>												
Large problem	26.25%	38.11%	35.04%	26.23%	26.44%	26.92%	31.86%	25.95%	29.93%	24.22%	29.13%	22.78%
Small problem	17.04%	27.19%	24.57%	40.04%	39.30%	38.27%	30.00%	40.86%	33.55%	46.29%	35.32%	41.86%
No problem	56.71%	34.71%	40.39%	33.73%	34.26%	34.81%	38.15%	33.18%	36.52%	29.49%	35.54%	35.36%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement on neighborhood streets</b>												
Large problem	28.29%	47.70%	42.88%	28.83%	27.88%	27.06%	37.08%	29.73%	34.58%	27.49%	33.58%	26.27%
Small problem	31.16%	28.25%	28.97%	38.52%	36.19%	41.79%	32.43%	38.84%	34.61%	39.86%	35.35%	38.74%
No problem	40.55%	24.06%	28.15%	32.66%	35.93%	31.15%	30.50%	31.43%	30.81%	32.65%	31.07%	35.00%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Traffic tie-ups or road congestion</b>												
Large problem	31.26%	40.31%	38.06%	28.81%	42.42%	32.11%	38.39%	21.34%	32.60%	13.63%	29.92%	23.70%
Small problem	34.38%	28.84%	30.22%	37.37%	32.17%	39.42%	31.89%	39.40%	34.44%	36.81%	34.78%	38.70%
No problem	34.36%	30.84%	31.72%	33.83%	25.41%	28.48%	29.72%	39.27%	32.96%	49.56%	35.31%	37.60%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Worry about crimes vs. motorists</b>												
Large problem	13.56%	38.51%	31.76%	19.11%	28.53%	14.83%	28.85%	15.52%	24.08%	8.94%	21.99%	21.63%
Small problem	34.52%	35.39%	35.15%	41.08%	38.57%	46.81%	37.47%	41.04%	38.75%	29.01%	37.41%	37.20%
No problem	51.92%	26.10%	33.09%	39.81%	32.90%	38.35%	33.67%	43.43%	37.17%	62.05%	40.60%	41.17%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Unfamiliar local areas or neighborhoods</b>												
Large problem	9.37%	13.58%	12.39%	11.37%	12.85%	12.65%	12.54%	10.27%	11.79%	8.31%	11.33%	11.74%
Small problem	25.35%	27.82%	27.13%	28.66%	27.99%	30.22%	27.70%	28.68%	28.02%	26.80%	27.86%	27.36%
No problem	65.29%	58.60%	60.48%	59.97%	59.17%	57.13%	59.76%	61.05%	60.18%	64.89%	60.81%	60.90%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Air pollution by vehicles</b>												
Large problem	45.21%	47.13%	46.64%	20.35%	29.43%	25.47%	39.64%	14.66%	31.16%	8.27%	27.92%	19.55%
Small problem	33.32%	28.74%	29.89%	38.56%	37.90%	41.64%	33.39%	38.11%	35.00%	30.81%	34.40%	35.71%
No problem	21.48%	24.13%	23.47%	41.09%	32.67%	32.89%	26.97%	47.22%	33.85%	60.92%	37.67%	44.75%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

*Distribution of NOT Very Low Income Households\* by Household Size*

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Persons in NOT Very Low Income Households</b>							
<b>TOTAL Persons in NOT Very Low Income HHs</b>	<b>3,513,957</b>	<b>2,353,750</b>	<b>816,034</b>	<b>916,200</b>	<b>1,236,306</b>	<b>1,441,656</b>	<b>152,257,938</b>
Percent of All Persons	51.74%	64.79%	70.46%	73.26%	65.93%	68.72%	67.71%
<b>NOT Very Low Income Households</b>							
<b>TOTAL NOT Very Low Income Households</b>	<b>1,371,659</b>	<b>760,158</b>	<b>279,484</b>	<b>314,756</b>	<b>473,626</b>	<b>494,137</b>	<b>61,233,004</b>
Percent of All Households	53.74%	63.25%	68.08%	70.81%	61.75%	65.39%	65.94%
<b>TOTAL NOT Very Low Income Households</b>	<b>1,371,659</b>	<b>760,158</b>	<b>279,484</b>	<b>314,756</b>	<b>473,626</b>	<b>494,137</b>	<b>61,233,004</b>
1 person	31.34%	17.93%	17.10%	15.81%	25.12%	17.99%	21.53%
2 persons	31.35%	28.89%	31.89%	34.23%	34.30%	33.73%	33.46%
3 persons	15.88%	18.27%	18.23%	18.74%	14.64%	18.69%	18.41%
4 persons	14.97%	24.02%	21.60%	19.27%	15.60%	17.79%	17.16%
5+ persons	6.46%	10.89%	11.18%	11.95%	10.34%	11.80%	9.44%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>TOTAL NOT Very Low Income Households</b>	<b>1,371,659</b>	<b>760,158</b>	<b>279,484</b>	<b>314,756</b>	<b>473,626</b>	<b>494,137</b>	<b>61,233,004</b>
Less than \$15,000	0.00%	0.00%	3.41%	3.12%	1.78%	8.38%	7.34%
\$15,000 - \$19,999	28.86%	20.70%	49.69%	67.24%	70.75%	60.94%	64.28%
\$20,000 - \$24,999	76.23%	40.54%	94.43%	84.75%	91.03%	98.54%	89.53%
\$25,000 - \$29,999	95.67%	80.84%	98.82%	99.28%	99.72%	100.00%	96.99%
\$30,000 - \$34,999	100.00%	85.91%	100.00%	100.00%	100.00%	100.00%	99.29%
\$35,000 - \$39,999	100.00%	98.05%	100.00%	100.00%	100.00%	100.00%	100.00%
\$40,000+	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

\* Very Low Income is defined by HUD as roughly 50% of median income for a household of 4 in a given MSA or county (and adjusted accordingly for other household sizes)

**Vehicle Availability and NOT Very Low Income Status of Vehicles in NOT Very Low Income Households\***

	New York City 1,371,659	Rest of NY Metro 760,158	Other Urban, Dens < 500 279,484	Other Urban, Dens 500-1999 314,756	Other Urban, Dens 2000+ 473,626	Non-Urban Areas 494,137	Rest of US 61,233,004
<b>TOTAL NOT Very Low Income Households</b>							
<b>NOT Very Low Income Households by Vehicle Availability</b>							
0	41.65%	2.42%	0.78%	0.70%	6.76%	1.74%	2.12%
1	41.56%	25.66%	23.33%	26.71%	35.77%	24.80%	28.66%
2	14.23%	51.87%	52.13%	52.06%	44.67%	52.16%	46.98%
3	2.07%	13.74%	17.84%	14.67%	9.25%	15.93%	16.53%
4	0.38%	4.33%	4.26%	4.67%	2.75%	3.83%	4.01%
5+	0.10%	2.00%	1.65%	1.20%	0.80%	1.54%	1.69%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Percent of Vehicles Owned by NOT Very Low Income Households by Age of Vehicles</b>							
1 year old	8.12%	11.59%	8.70%	10.47%	8.29%	6.95%	8.33%
2 years old	6.51%	8.46%	7.57%	10.10%	9.32%	8.08%	8.67%
3 years old	5.31%	7.51%	7.91%	7.50%	8.83%	7.71%	7.83%
4 years old	5.17%	8.26%	8.09%	8.24%	6.13%	7.84%	7.22%
5 years old	5.64%	7.30%	7.07%	7.68%	8.20%	6.64%	7.09%
6 years old	8.15%	7.01%	6.89%	7.29%	7.00%	7.04%	6.68%
7 years old	10.67%	8.54%	8.19%	8.81%	9.84%	8.34%	7.92%
8 years old	11.15%	7.66%	7.45%	6.62%	6.88%	9.84%	6.98%
9 years old	8.33%	7.77%	8.62%	8.23%	8.36%	7.88%	6.38%
10 years old	7.05%	6.43%	7.36%	6.79%	6.92%	6.62%	5.90%
11 years old	5.40%	4.44%	5.07%	4.30%	5.41%	5.94%	4.98%
12 years old	4.58%	2.96%	3.23%	3.20%	3.62%	3.49%	3.75%
13 years old	2.35%	2.16%	2.33%	1.46%	2.14%	2.17%	2.30%
14 years old	1.40%	1.05%	1.58%	1.04%	1.21%	1.54%	1.75%
15 years old	1.39%	0.94%	1.22%	0.98%	0.78%	1.29%	1.19%
16 years old	0.91%	0.44%	1.40%	0.57%	0.69%	0.90%	1.20%
17 years old	1.07%	0.76%	1.63%	1.00%	0.90%	1.15%	1.68%
18 years old	0.87%	0.53%	0.65%	0.39%	0.36%	0.55%	1.40%
19 years old	0.08%	0.12%	0.56%	0.54%	0.53%	0.60%	0.92%
20+ years old	1.52%	2.51%	2.29%	2.00%	2.05%	2.32%	5.34%
Unreported	4.34%	3.58%	2.22%	2.80%	2.55%	3.10%	2.51%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Characteristics of NOT Very Low Income Households\* with Zero Vehicles**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Household Income Distribution</b>							
Very Low Income	36.53%	50.78%	49.87%	60.91%	49.66%	52.47%	58.86%
NOT Very Low Income	42.16%	22.27%	20.42%	19.15%	27.05%	20.40%	20.34%
Unreported	21.30%	26.95%	29.72%	19.94%	23.30%	27.13%	20.81%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Drivers</b>							
0	39.43%	71.29%	57.39%	82.72%	53.48%	75.81%	49.94%
1	43.48%	20.75%	32.09%	5.42%	40.69%		35.41%
2	16.11%	5.27%	10.53%	11.86%	5.22%	24.19%	12.91%
3	0.61%	2.69%			0.60%		1.67%
4	0.21%						0.07%
5+	0.16%						
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Number of Workers</b>							
0	14.86%	36.03%	43.75%	60.76%	45.16%	69.35%	44.18%
1	55.74%	51.43%	54.55%	30.56%	41.44%	12.81%	41.42%
2	25.61%	9.85%	1.70%	8.67%	12.41%	17.84%	12.18%
3	3.23%	2.69%			0.99%		1.96%
4	0.28%						0.25%
5+	0.28%						
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%



**Perceptions And Views of Transportation Services, Persons in NOT Very Low Income HHS**

	New York City	Rest of NY Metro	Other Urban, Dens < 500	Other Urban, Dens 500-1999	Other Urban, Dens 2000+	Non-Urban Areas	Rest of US
<b>Worrying about a traffic accident</b>							
Large problem	26.88%	24.48%	15.82%	15.61%	17.10%	18.88%	21.07%
Small problem	34.53%	37.86%	41.36%	44.90%	42.70%	38.89%	43.52%
No problem	38.59%	37.66%	42.82%	39.49%	40.20%	42.23%	35.41%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Highway congestion</b>							
Large problem	26.85%	32.17%	10.05%	13.95%	12.70%	8.73%	21.11%
Small problem	24.84%	33.72%	35.65%	41.32%	38.18%	24.76%	35.29%
No problem	48.31%	34.11%	54.31%	44.73%	49.12%	66.51%	43.60%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Poor walkways/sidewalks</b>							
Large problem	21.65%	17.34%	16.37%	15.88%	18.44%	12.46%	13.59%
Small problem	37.20%	30.50%	23.62%	26.96%	31.17%	28.61%	28.62%
No problem	41.15%	52.16%	60.01%	57.17%	50.39%	58.93%	57.80%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement on highways</b>							
Large problem	35.04%	26.60%	30.96%	22.23%	25.30%	24.22%	22.78%
Small problem	24.57%	38.97%	39.70%	42.23%	40.68%	46.29%	41.86%
No problem	40.39%	34.44%	29.34%	35.54%	34.02%	29.49%	35.36%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement on neighborhood streets</b>							
Large problem	42.88%	27.61%	29.74%	26.67%	31.83%	27.49%	26.27%
Small problem	28.97%	38.07%	37.60%	39.29%	39.32%	39.86%	38.74%
No problem	28.15%	34.32%	32.66%	34.04%	28.84%	32.65%	35.00%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Traffic tie-ups or road congestion</b>							
Large problem	38.06%	38.94%	21.05%	21.29%	21.55%	13.63%	23.70%
Small problem	30.22%	34.62%	38.49%	41.69%	38.38%	36.81%	38.70%
No problem	31.72%	26.44%	40.45%	37.01%	40.08%	49.56%	37.60%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Worry about crimes vs. motorists</b>							
Large problem	31.76%	24.27%	13.36%	16.85%	15.94%	8.94%	21.63%
Small problem	35.15%	41.14%	38.81%	39.13%	43.72%	29.01%	37.20%
No problem	33.09%	34.60%	47.83%	44.02%	40.34%	62.05%	41.17%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Unfamiliar local areas or neighborhoods</b>							
Large problem	12.39%	12.79%	8.31%	9.56%	11.91%	8.31%	11.74%
Small problem	27.13%	28.64%	27.60%	29.78%	28.61%	26.80%	27.36%
No problem	60.48%	58.57%	64.09%	60.66%	59.47%	64.89%	60.90%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
<b>Air pollution by vehicles</b>							
Large problem	46.64%	28.09%	12.10%	13.74%	16.93%	8.27%	19.55%
Small problem	29.89%	39.16%	35.90%	39.48%	38.58%	30.81%	35.71%
No problem	23.47%	32.75%	52.00%	46.78%	44.49%	60.92%	44.75%
All	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**Distribution of NOT Very Low Income Households\* by Household Size, NYS**

	White	African-Amer.	Hispanic	Other
<b>Persons in NOT Very Low Income Households</b>				
<b>TOTAL Persons in NOT Very Low Income HHS</b>	<b>7,733,899</b>	<b>1,283,870</b>	<b>614,742</b>	<b>645,392</b>
Percent of All Persons	68.28%	44.06%	44.66%	54.28%
<b>NOT Very Low Income Households</b>				
<b>TOTAL NOT Very Low Income Households</b>	<b>2,830,562</b>	<b>451,577</b>	<b>187,206</b>	<b>224,475</b>
Percent of All Households	65.94%	44.49%	46.47%	53.23%
<b>TOTAL NOT Very Low Income Households</b>	<b>2,830,562</b>	<b>451,577</b>	<b>187,206</b>	<b>224,475</b>
1 person	23.25%	30.24%	18.28%	19.03%
2 persons	33.29%	25.86%	25.42%	30.72%
3 persons	16.99%	17.25%	12.26%	20.77%
4 persons	17.81%	14.89%	28.04%	20.85%
5+ persons	8.66%	11.76%	16.00%	8.63%
All	100.00%	100.00%	100.00%	100.00%
<b>TOTAL NOT Very Low Income Households</b>	<b>2,830,562</b>	<b>451,577</b>	<b>187,206</b>	<b>224,475</b>
Less than \$15,000	3.05%	0.23%	0.00%	0.00%
\$15,000 - \$19,999	51.85%	29.99%	7.43%	37.50%
\$20,000 - \$24,999	85.90%	72.54%	69.19%	79.23%
\$25,000 - \$29,999	96.06%	91.54%	95.86%	94.23%
\$30,000 - \$34,999	97.98%	100.00%	100.00%	100.00%
\$35,000 - \$39,999	100.00%	97.95%	100.00%	100.00%
\$40,000+	100.00%	100.00%	100.00%	100.00%

\* Very Low Income is defined by HUD as roughly 50% of median income for a household of 4 in a given MSA or county (and adjusted accordingly for other household sizes)

**Vehicle Availability and Very Low Inc. Status of Vehicles in NOT Very Low Inc HHs\* NYS**

	White	African-Amer.	Hispanic	Other
<b>TOTAL NOT Very Low Income Households</b>	<b>2,830,562</b>	<b>451,577</b>	<b>187,206</b>	<b>224,475</b>
<b>NOT Very Low Income Households by Vehicle Availability</b>				
0	11.39%	43.01%	38.73%	20.37%
1	30.82%	38.87%	34.40%	41.94%
2	42.59%	13.04%	23.68%	26.55%
3	10.96%	4.06%	2.22%	8.30%
4	2.97%	1.02%	0.97%	2.78%
5+	1.28%			0.06%
All	100.00%	100.00%	100.00%	100.00%
<b>Percent of Vehicles Owned by NOT Very Low Income Households by Age of Vehicles</b>				
1 year old	9.48%	6.56%	5.46%	10.21%
2 years old	8.40%	8.51%	4.94%	7.07%
3 years old	7.67%	3.45%	7.96%	6.65%
4 years old	7.55%	5.31%	7.23%	5.06%
5 years old	7.33%	3.46%	6.07%	6.85%
6 years old	7.18%	8.81%	5.81%	7.29%
7 years old	8.90%	10.98%	10.72%	8.96%
8 years old	8.05%	8.10%	16.65%	10.91%
9 years old	7.82%	10.12%	9.01%	9.87%
10 years old	6.87%	7.07%	7.02%	5.01%
11 years old	5.06%	5.69%	6.30%	3.94%
12 years old	3.36%	6.47%	3.57%	2.34%
13 years old	2.04%	2.13%	1.56%	3.90%
14 years old	1.35%	1.06%	1.19%	0.58%
15 years old	1.13%	0.93%	0.45%	1.25%
16 years old	0.75%	1.04%		1.10%
17 years old	1.02%	0.70%	1.13%	1.45%
18 years old	0.52%	1.24%	1.18%	0.14%
19 years old	0.41%			
20+ years old	2.27%	2.28%	0.07%	1.07%
Unreported	2.84%	6.09%	3.68%	6.35%
All	100.00%	100.00%	100.00%	100.00%

**Characteristics of NOT Very Low Income Households\* with Zero Vehicles, NYS**

	White	African-Amer.	Hispanic	Other
<b>Household Income Distribution</b>				
Very Low Income	33.71%	44.09%	43.17%	35.80%
NOT Very Low Income	46.50%	33.20%	33.05%	37.22%
Unreported	19.80%	22.71%	23.78%	26.99%
All	100.00%	100.00%	100.00%	100.00%
<b>Number of Drivers</b>				
0	36.64%	54.55%	46.66%	15.80%
1	45.65%	35.05%	45.13%	39.81%
2	16.17%	9.79%	8.21%	44.16%
3	1.26%			0.24%
4		0.61%		
5+	0.28%			
All	100.00%	100.00%	100.00%	100.00%
<b>Number of Workers</b>				
0	21.79%	15.25%	16.81%	4.82%
1	54.66%	64.66%	36.01%	35.61%
2	21.87%	17.71%	37.41%	47.88%
3	0.94%	2.38%	8.82%	11.45%
4	0.47%			0.24%
5+	0.28%		0.95%	
All	100.00%	100.00%	100.00%	100.00%

**Perceptions And Views of Transportation Services, Persons in NOT Very Low Income HHs, NYS**

	White	African-Amer.	Hispanic	Other
<b>Worrying about a traffic accident</b>				
Large problem	19.25%	29.86%	35.32%	34.11%
Small problem	41.18%	29.31%	24.46%	31.92%
No problem	39.57%	40.83%	40.22%	33.97%
All	100.00%	100.00%	100.00%	100.00%
<b>Highway congestion</b>				
Large problem	20.06%	22.63%	34.94%	21.72%
Small problem	32.29%	23.17%	23.34%	32.14%
No problem	47.65%	54.20%	41.72%	46.15%
All	100.00%	100.00%	100.00%	100.00%
<b>Poor walkways/sidewalks</b>				
Large problem	15.83%	29.60%	23.13%	20.21%
Small problem	32.25%	28.94%	33.19%	33.17%
No problem	51.93%	41.46%	43.68%	46.62%
All	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement on highways</b>				
Large problem	27.85%	34.11%	30.70%	33.68%
Small problem	37.66%	24.77%	33.96%	28.79%
No problem	34.49%	41.12%	35.33%	37.54%
All	100.00%	100.00%	100.00%	100.00%
<b>Rough pavement on neighborhood streets</b>				
Large problem	31.81%	41.20%	41.90%	33.63%
Small problem	37.07%	28.68%	30.11%	31.76%
No problem	31.13%	30.12%	28.00%	34.61%
All	100.00%	100.00%	100.00%	100.00%
<b>Traffic tie-ups or road congestion</b>				
Large problem	27.99%	31.52%	46.82%	36.03%
Small problem	35.97%	31.35%	27.13%	33.22%
No problem	36.04%	37.13%	26.05%	30.75%
All	100.00%	100.00%	100.00%	100.00%
<b>Worry about crimes vs. motorists</b>				
Large problem	18.38%	32.58%	47.29%	26.61%
Small problem	38.34%	35.71%	19.80%	43.66%
No problem	43.28%	31.71%	32.91%	29.73%
All	100.00%	100.00%	100.00%	100.00%
<b>Unfamiliar local areas or neighborhoods</b>				
Large problem	10.60%	10.91%	17.08%	16.67%
Small problem	28.86%	20.92%	29.10%	28.47%
No problem	60.54%	68.18%	53.82%	54.86%
All	100.00%	100.00%	100.00%	100.00%
<b>Air pollution by vehicles</b>				
Large problem	23.21%	43.36%	54.06%	34.00%
Small problem	35.80%	30.65%	24.39%	32.97%
No problem	40.99%	25.99%	21.55%	33.03%
All	100.00%	100.00%	100.00%	100.00%



## **APPENDIX 4B**

### **STANDARD ERROR TABLES FOR CHAPTER 4**





**Table A4.2 STANDARD ERRORS for Low Income Households<sup>1</sup> in New York State  
by Area  
1995 and 2001**

	2001		1995	
	Population in Very Low Income Households	% Population in Very Low Income Households**	Population in Very Low Income Households	% Population in Very Low Income Households
Manhattan	38,820	2.96%	59,755	3.60%
Rest of New York City	106,980	1.92%	115,245	1.74%
Nassau, Suffolk Putnam, Rockland, Westchester	41,466	1.78%	36,718	1.71%
	25,274	2.32%	29,380	2.90%
Other Urban (Excluding NY Metro)	36,491	0.94%	27,086	0.71%
Non-Urban Areas	27,102	1.41%	27,101	1.35%
Statewide	126,953	0.76%	143,288	0.83%
Rest of Country	650,544	0.28%	817,663	0.39%

**Table A4.3 STANDARD ERRORS for Percent Ethnic Population\* with Very Low Income,  
by Area  
1995 and 2001**

	Year	White	African- American, Black	Hispanic	Other
Manhattan	1995	3.93%	4.82%	22.26%	6.87%
	2001	2.39%	10.03%	6.38%	12.67%
Rest of NYC	1995	2.49%	1.80%	3.21%	4.34%
	2001	3.23%	3.77%	3.01%	5.96%
Other Urban (Excluding NYC)	1995	0.70%	3.10%	6.35%	3.03%
	2001	0.66%	3.46%	4.15%	6.03%
Nassau, Suffolk	1995	1.53%	5.93%	9.14%	6.98%
	2001	1.21%	5.70%	7.28%	17.35%
Putnam, Rockland, Westchester	1995	2.91%	9.53%	16.19%	8.60%
	2001	2.06%	7.41%	8.73%	4.50%
Other Urban (Excluding NY Metro)	1995	0.69%	3.04%	17.78%	3.09%
	2001	0.71%	4.84%	6.32%	4.61%
Non-Urban Areas	1995	1.35%	7.88%		4.87%
	2001	1.43%	18.51%	10.39%	8.63%
Statewide	1995	0.72%	1.66%	2.31%	2.88%
	2001	0.76%	2.59%	2.23%	3.63%
Rest of U.S.	1995	0.34%	1.08%	1.94%	1.68%
	2001	0.31%	1.43%	1.36%	1.45%

**Table A4.4 STANDARD ERRORS for New York State Household Distribution by Income and Life Cycle  
1995 and 2001**

	2001 Income Category		1995 Income Category	
	Low Income	Other	Low Income	Other
	47,600	50,065	41,224	51,448
<b>Life Cycle Category</b>	0.7%	0.7%	0.7%	1.0%
1 Adult, No Children	1.33%	0.72%	1.29%	0.77%
2+ Adults, No Children	1.13%	0.82%	1.17%	0.69%
1 Adult, Youngest 0-5	0.88%	0.15%	1.01%	0.14%
2+ Adults, Youngest 0-5	1.01%	0.71%	1.06%	0.62%
1 Adult, Youngest 6-15	0.73%	0.25%	0.89%	0.33%
2+ Adults, Youngest 6-15	0.98%	0.71%	1.14%	0.57%
1 Adult, Youngest 16-21	0.35%	0.16%	0.48%	0.11%
2+ Adults, Youngest 16-21	0.65%	0.35%	0.82%	0.30%
1 Adult, Retired, No Children	1.21%	0.38%	1.04%	0.42%
2+ Adults, Retired, No Children	0.88%	0.52%	0.90%	0.47%
Unreported	0.14%	0.07%		
ALL	0.00%	0.00%	0.00%	0.00%

**Table A4.5 STANDARD ERRORS for Distribution of Zero-Vehicle Households by Income and Area  
1995 and 2001  
(In Percentages)**

House-holds by Income Status	Manhat-tan		Rest of NYC		Other Urban (Exclu-ding NYC)		Nassau, Suffolk		Putnam, Rock-land, West-chester		Other Urban (Exclu-ding NY Metro)		Non-Urban Areas		State wide		Rest of US	
	2001	1995	2001	1995	2001	1995	2001	1995	2001	1995	2001	1995	2001	1995	2001	1995	2001	1995
Very Low Income	0.03	0.03	0.03	0.01	0.03	0.07	0.10	0.17	0.05	0.25	0.03	0.06	0.06	0.12	0.02	0.01	0.01	0.03
Not Very Low Income	0.03	0.06	0.03	0.02	0.03	0.02	0.10	0.07	0.05	0.07	0.03	0.03	0.06	0.05	0.02	0.01	0.01	0.01

**Table A4.6 STANDARD ERRORS for Personal Mobility of New York Residents by Household Income  
1995 and 2001 NHTS**

	<b>2001</b>	<b>1995</b>
<b>Total number of Persons*</b>		
Low Income	126,953	143,288
Non-Low Income	126,425	165,761
<b>No. of persons did not travel on travel day</b>		
Low Income	44,951	42,389
Non-Low Income	56,517	55,035
<b>Percent person did not travel on travel day</b>		
Low Income	0.96%	0.88%
Non-Low Income	0.48%	0.45%
<b>Avg. Person Trips/person</b>		
Low Income	0.07	0.09
Non-Low Income	0.03	0.05
<b>Average Person Miles Travelled/person</b>		
Low Income	1.06	1.18
Non-Low Income	1.48	1.04
<b>Average Person trip length (in miles)</b>		
Low Income	0.35	0.35
Non-Low Income	0.38	0.26

**Figure 4.15 STANDARD ERRORS for Daily Person Trips by Population Density<sup>1</sup> and Household Income  
1995 and 2001**

	New York City		Rest of NY Metro		Other Urban, Dens < 500 per square mile		Other Urban, Dens 500 -1,999 per square mile		Other Urban, Dens >=2,000 per square mile		Non-Urban Areas		Statewide		Rest of US	
	Low Income	Non-Low Inc.	Low Income	Non- Low Inc.	Low Income	Non- Low Inc.	Low Income	Non- Low Inc.	Low Income	Non- Low Inc.	Low Income	Non- Low Inc.	Low Income	Non- Low Inc.	Low Income	Non- Low Inc.
<b>2001</b>																
<b>Total PT per Person</b>	<b>0.10</b>	<b>0.08</b>	<b>0.17</b>	<b>0.08</b>	<b>0.14</b>	<b>0.06</b>	<b>0.17</b>	<b>0.08</b>	<b>0.12</b>	<b>0.08</b>	<b>0.15</b>	<b>0.08</b>	<b>0.07</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>
<b>1995</b>																
<b>Total PT per Person</b>	<b>0.14</b>	<b>0.10</b>	<b>0.21</b>	<b>0.10</b>	<b>0.19</b>	<b>0.08</b>	<b>0.27</b>	<b>0.08</b>	<b>0.17</b>	<b>0.09</b>	<b>0.18</b>	<b>0.09</b>	<b>0.09</b>	<b>0.05</b>	<b>0.05</b>	<b>0.02</b>

**Table A4.7 STANDARD ERRORS for Daily Personal Trips by Mode, Trip Purpose, and Household Income  
New York Residents, 1995 and 2001**

<b>2001</b>												
	Earning a Living		Family & Personal Business		Civic, Educational & Religious		Social & Recreational		Other		All	
	Low Income	Non-Low	Low Income	Non-Low	Low Income	Non-Low	Low Income	Non-Low	Low Income	Non-Low	Low Income	Non-Low
<b>Average PT/person</b>	<b>0.02</b>	<b>0.02</b>	<b>0.05</b>	<b>0.03</b>	<b>0.03</b>	<b>0.01</b>	<b>0.04</b>	<b>0.02</b>	<b>0.00</b>	<b>0.00</b>	<b>0.07</b>	<b>0.03</b>
POV-Driver	2.66%	1.12%	1.73%	0.88%	1.46%	1.09%	1.58%	0.76%	4.04%	2.73%	1.21%	0.65%
POV-Passenger	1.43%	0.44%	1.28%	0.57%	1.59%	1.30%	1.53%	0.60%	4.96%	2.27%	0.84%	0.39%
Taxi	0.44%	0.19%	0.46%	0.09%	0.50%	0.28%	0.67%	0.15%	1.24%	0.37%	0.34%	0.09%
Public	2.33%	0.92%	1.13%	0.31%	2.66%	1.10%	1.67%	0.41%	6.23%	3.08%	0.91%	0.34%
Walk	1.64%	0.54%	2.14%	0.76%	2.77%	1.45%	2.30%	0.77%	6.17%	3.14%	1.37%	0.48%
Other	0.53%	0.29%	0.39%	0.17%	2.03%	1.17%	0.59%	0.31%	2.25%	2.32%	0.35%	0.19%
Unreported	0.07%	0.03%		0.02%	0.41%	0.04%	0.21%	0.00%	0.64%	0.28%	0.11%	0.02%
All	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>1995</b>												
	Earning a Living		Family & Personal Business		Civic, Educational & Religious		Social & Recreational		Other		All	
	Low Income	Non-Low	Low Income	Non-Low	Low Income	Non-Low	Low Income	Non-Low	Low Income	Non-Low	Low Income	Non-Low
<b>Average PT/person</b>	<b>0.02</b>	<b>0.01</b>	<b>0.08</b>	<b>0.02</b>	<b>0.03</b>	<b>0.01</b>	<b>0.03</b>	<b>0.02</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
POV-Driver	3.15%	1.60%	0.61%	1.21%	1.28%	0.75%	0.59%	1.16%	16.28%	2.96%	1.56%	0.89%
POV-Passenger	1.39%	0.41%	0.90%	0.45%	2.23%	0.91%	1.51%	1.36%	11.07%	6.11%	0.70%	0.27%
Taxi	0.33%	0.29%	0.59%	0.14%	0.27%	0.10%	0.32%	0.31%			0.30%	0.13%
Public	2.13%	0.77%	1.02%	0.33%	1.88%	1.07%	1.75%	0.63%	9.00%	1.95%	0.84%	0.34%
Walk	2.13%	0.57%	1.42%	0.60%	1.55%	1.66%	2.47%	0.78%		7.54%	0.98%	0.45%
Other	0.89%	0.49%	0.22%	0.13%	1.85%	0.90%	1.18%	0.21%	13.18%		0.48%	0.17%
Unreported	0.97%	0.30%	0.55%	0.28%	1.49%	0.57%	0.97%	0.41%	3.89%	3.53%	0.46%	0.21%
All	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

**Table A4.8 STANDARD ERRORS for Average Daily Person Trips by Mode, Population Density, and Household Income  
1995 and 2001 NHTS**

	New York City		Rest of NY Metro		Other Urban, Dens < 500		Other Urban, Dens 500-1999		Other Urban, Dens 2000+		Non-Urban Areas		Statewide		Rest of U.S.	
	Low Income	Non- Low	Low Income	Non- Low	Low Income	Non- Low	Low Income	Non- Low	Low Income	Non- Low	Low Income	Non- Low	Low Income	Non- Low	Low Income	Non- Low
<b>2001</b>																
<b>Average Person Trips/person</b>	<b>0.10</b>	<b>0.08</b>	<b>0.17</b>	<b>0.08</b>	<b>0.14</b>	<b>0.06</b>	<b>0.17</b>	<b>0.08</b>	<b>0.12</b>	<b>0.08</b>	<b>0.15</b>	<b>0.08</b>	<b>0.07</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>
POV-Driver	1.43%	1.30%	2.44%	1.08%	3.42%	0.92%	5.70%	0.91%	3.14%	1.02%	2.42%	1.14%	1.21%	0.65%	0.64%	0.21%
POV-Passenger	1.12%	1.02%	2.50%	0.90%	2.57%	0.91%	5.68%	0.83%	1.97%	0.84%	1.90%	1.13%	0.84%	0.39%	0.63%	0.20%
Taxi	0.52%	0.25%	0.17%	0.09%	.	0.01%	0.11%	0.06%	1.50%	0.07%	0.52%	0.03%	0.34%	0.09%	0.03%	0.02%
Public Transit	1.62%	0.98%	0.84%	0.29%	0.30%	0.05%	0.18%	0.07%	1.17%	0.16%	0.17%	0.04%	0.91%	0.34%	0.20%	0.04%
Walk	1.99%	1.29%	1.74%	0.49%	1.76%	0.43%	2.30%	0.50%	2.62%	0.54%	1.71%	0.49%	1.37%	0.48%	0.39%	0.12%
Other	0.55%	0.42%	1.16%	0.41%	2.08%	0.38%	1.32%	0.36%	0.65%	0.42%	1.25%	0.35%	0.35%	0.19%	0.24%	0.09%
No Response	0.20%	0.04%	0.07%	0.03%	0.06%	0.03%	0.07%	0.06%	.	0.05%	.	0.01%	0.11%	0.02%	0.03%	0.01%
All	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>1995</b>																
<b>Average Person Trips/person</b>	<b>0.14</b>	<b>0.10</b>	<b>0.21</b>	<b>0.10</b>	<b>0.19</b>	<b>0.08</b>	<b>0.27</b>	<b>0.08</b>	<b>0.17</b>	<b>0.09</b>	<b>0.18</b>	<b>0.09</b>	<b>0.09</b>	<b>0.05</b>	<b>0.05</b>	<b>0.02</b>
POV-Driver	1.33%	1.74%	5.65%	2.22%	6.49%	2.65%	7.05%	2.38%	5.07%	2.32%	5.04%	2.03%	1.56%	0.89%	1.41%	0.61%
POV-Passenger	1.38%	0.84%	4.71%	0.61%	4.07%	1.54%	4.46%	1.58%	0.52%	0.31%	0.47%	0.49%	0.70%	0.27%	1.07%	0.13%
Taxi	0.50%	0.35%	0.38%	0.10%	0.05%	0.02%	0.16%	0.03%	0.35%	0.14%	0.22%		0.30%	0.13%	0.07%	0.02%
Public Transit	2.70%	0.64%	1.01%	0.32%	0.07%	0.11%	1.29%	0.12%	1.20%	0.23%	0.30%	0.14%	0.84%	0.34%	0.27%	0.04%
Walk	4.07%	1.83%	1.18%	0.51%	0.89%	0.22%	1.63%	0.43%	1.25%	0.36%	1.14%	0.39%	0.98%	0.45%	0.50%	0.12%
Other	0.59%	0.37%	2.17%	0.35%	0.88%	0.36%	1.04%	0.34%	0.62%	0.28%	0.99%	0.45%	0.48%	0.17%	0.30%	0.09%
No Response	0.66%	0.42%	1.01%	0.45%	1.48%	0.33%	2.37%	0.56%	0.97%	0.61%	1.10%	0.50%	0.46%	0.21%	0.35%	0.11%
All	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%



**Table A4.9 STANDARD ERRORS for Differences in Daily Person Miles Traveled by  
Income  
1995 and 2001**

	2001		1995	
	Low Income	Non- Low Income	Low Income	Non- Low Income
<b>Daily Person Miles Traveled</b>				
Earning a Living	0.25	1.28	0.34	0.28
Family & Personal Business	0.47	0.32	0.67	0.39
Civic, Educational & Religious	0.17	0.09	0.22	0.11
Social & Recreational	0.64	0.49	0.75	0.79
Other	0.06	0.48	0.00	0.03
<b>All</b>	<b>1.06</b>	<b>1.48</b>	<b>1.18</b>	<b>1.04</b>

**Table A4.10 STANDARD ERRORS for Personal Travel Statistics of Children by Mode  
and Household Income  
New York State vs. Rest of the Country, 2001**

	New York State		Rest of US	
	Low Income	Non- Low Income	Low Income	Non- Low Income
<b>Average PT/person</b>	<b>0.11</b>	<b>0.06</b>	<b>0.07</b>	<b>0.04</b>
POV-Driver	0.02%	0.03%	0.06%	0.05%
POV-Passenger	2.79%	1.25%	1.35%	0.47%
Taxi	0.81%	0.16%	0.08%	0.02%
Public transit	1.39%	0.46%	0.36%	0.07%
Walk	3.00%	1.06%	1.01%	0.31%
Other	1.33%	0.65%	0.75%	0.34%
Unreported	0.49%	0.07%	0.02%	0.03%
All	0.00%	0.00%	0.00%	0.00%
<b>Average PMT/person</b>	<b>0.89</b>	<b>1.20</b>	<b>1.69</b>	<b>0.95</b>
POV-Driver	0.04%	0.03%	0.05%	0.06%
POV-Passenger	4.71%	3.92%	1.25%	2.15%
Taxi	0.49%	0.15%	0.15%	0.01%
Public transit	3.84%	0.45%	0.20%	0.06%
Walk	1.28%	0.37%	0.18%	0.04%
Other	2.03%	3.99%	1.03%	2.13%
Unreported	0.27%	0.08%	0.01%	0.01%
All	0.00%	0.00%	0.00%	0.00%
<b>Average PT Length</b>	<b>0.37</b>	<b>0.39</b>	<b>0.54</b>	<b>0.27</b>

**Table A4.11 STANDARD ERRORS for Summary Driving Statistics of New York Drivers  
by Household Income  
1995 and 2001**

	2001	1995
<b>Total number of drivers</b>		
In very low income	69,054	64,055
In non-very low households	101,322	106,661
<b>No. of drivers did not drive on travel day</b>		
In very low income	48,329	43,645
In non-very low households	67,005	66,498
<b>Percent drivers did not drive on travel day</b>		
In very low income	1.66%	3.12%
In non-very low households	0.70%	0.56%
<b>Average VT/driver</b>		
In very low income	0.09	0.10
In non-very low households	0.04	0.04
<b>Average VMT/driver</b>		
In very low income	1.34	1.13
In non-very low households	0.56	0.77
<b>Average trip length/VT (in miles)</b>		
In very low income	0.58	0.43
In non-very low households	0.19	0.24
<b>Avg time spent in veh, those who drove in travel day (mins)</b>		
In very low income	4.00	2.5867
In non-very low households	1.02	1.1772

**Table A4.12 STANDARD ERRORS for Summary Statistics of Vehicle Travel by Driver's  
Income  
1995 and 2001 NHTS**

	<b>2001</b>		<b>1995</b>	
	Low Income	Non- Low Income	Low Income	Non- Low Income
<b>Average VT/driver</b>	<b>0.09</b>	<b>0.04</b>	<b>0.10</b>	<b>0.04</b>
Earn a Living	1.30%	0.51%	0.70%	0.18%
Family & Personal Business	1.63%	0.51%	3.96%	1.09%
Civic, Educational & Religious	0.73%	0.20%	0.69%	0.19%
Social & Recreational	1.09%	0.38%	0.78%	0.31%
Other	0.15%	0.06%	0.06%	0.02%
Unreported	0.03%	0.04%	0.08%	0.01%
All	0.00%	0.00%	0.00%	0.00%
<b>Average VMT/driver</b>	<b>1.34</b>	<b>0.56</b>	<b>1.13</b>	<b>0.77</b>
Earn a Living	2.66%	0.97%	2.76%	0.39%
Family & Personal Business	1.58%	0.80%	4.68%	1.26%
Civic, Educational & Religious	0.78%	0.34%	0.65%	0.30%
Social & Recreational	2.71%	0.99%	1.50%	1.36%
Other	0.37%	0.11%	0.00%	0.13%
Unreported	0.15%	0.09%	0.01%	0.05%
All	0.00%	0.00%	0.00%	0.00%

**Table A4.13 STANDARD ERRORS for Vehicle Trips by Population Density and Household Income  
1995 and 2001 NHTS**

	New York City		Rest of NY Metro		Other Urban, Dens < 500 per square mile		Other Urban, Dens 500 -1,999 per square mile		Other Urban, Dens >=2,000 per square mile		Non-Urban Areas		Rest of US	
	Low Income	Non-Low	Low Income	Non- Low	Low Income	Non- Low	Low Income	Non- Low	Low Income	Non- Low	Low Income	Non- Low	Low Income	Non- Low
<b>2001</b>														
<b>Total VT per Driver</b>	<b>0.13</b>	<b>0.08</b>	<b>0.18</b>	<b>0.07</b>	<b>0.13</b>	<b>0.06</b>	<b>0.16</b>	<b>0.09</b>	<b>0.16</b>	<b>0.08</b>	<b>0.15</b>	<b>0.07</b>	<b>0.04</b>	<b>0.02</b>
Earn a Living	4.84%	1.44%	2.19%	1.05%	2.34%	0.85%	1.70%	1.21%	1.64%	0.95%	2.22%	1.00%	0.59%	0.23%
Family & Personal Business	4.45%	1.49%	2.24%	0.99%	2.98%	0.82%	2.29%	1.38%	2.34%	1.00%	2.73%	1.16%	0.67%	0.24%
Civic, Educational & Religious	1.95%	0.63%	1.18%	0.38%	1.03%	0.31%	2.41%	0.49%	2.05%	0.37%	1.00%	0.37%	0.30%	0.11%
Social & Recreational	2.72%	1.30%	2.33%	0.80%	2.54%	0.64%	1.98%	0.70%	1.98%	0.70%	2.16%	0.89%	0.42%	0.19%
Other	0.05%	0.26%	0.47%	0.13%	0.70%	0.08%	0.16%	0.11%	0.36%	0.12%	0.19%	0.07%	0.04%	0.03%
Unreported	0.07%	0.06%	.	0.08%	0.31%	0.04%	0.20%	0.04%	0.03%	0.03%	0.11%	0.12%	0.03%	0.01%
All	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>1995</b>														
<b>Total VT per Driver</b>	<b>0.18</b>	<b>0.09</b>	<b>0.26</b>	<b>0.09</b>	<b>0.22</b>	<b>0.08</b>	<b>0.21</b>	<b>0.08</b>	<b>0.21</b>	<b>0.08</b>	<b>0.16</b>	<b>0.08</b>	<b>0.06</b>	<b>0.02</b>
Earn a Living	2.47%	2.29%	0.92%	0.59%	1.99%	1.54%	1.47%	1.38%	0.71%	1.35%	1.35%	0.60%	0.31%	0.09%
Family & Personal Business	13.71%	3.94%	7.66%	2.26%	7.09%	2.29%	8.79%	2.28%	6.66%	2.21%	6.97%	2.02%	1.77%	0.58%
Civic, Educational & Religious	1.87%	0.75%	1.90%	0.35%	1.25%	0.31%	0.86%	0.35%	0.81%	0.26%	0.72%	0.37%	0.35%	0.11%
Social & Recreational	3.47%	1.18%	1.24%	0.58%	1.21%	0.45%	3.71%	0.40%	1.30%	0.49%	0.84%	0.67%	0.24%	0.14%
Other	.	0.03%	.	0.05%	.	0.03%	0.04%	0.04%	.	0.06%	0.27%	0.04%	0.02%	0.01%
Unreported	.	.	0.28%	0.01%	.	.	.	.	.	0.05%	0.18%	.	0.01%	0.01%
All	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

**Table A4.14 STANDARD ERRORS for Commute Statistics by Day of Week and Income Level**

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>Daily Trips per Worker</b>							
Low Income	0.28	0.50	0.50	0.44	0.39	0.41	0.43
Not Low Income	0.14	0.17	0.18	0.17	0.19	0.20	0.17
<b>Daily Commute Trips per Worker</b>							
Low Income	0.08	0.14	0.14	0.19	0.16	0.18	0.12
Not Low Income	0.04	0.07	0.07	0.07	0.07	0.07	0.08
<b>Percent Trips for Commute</b>							
Low Income	3.10%	2.89%	2.86%	3.58%	4.14%	2.93%	2.17%
Not Low Income	1.00%	1.16%	1.17%	1.53%	1.13%	1.18%	1.78%

**Table A4.15 STANDARD ERRORS for Summary Commutes Statistics by Mode, Population Density, and Household Income**

Population Density (Population per square mile)														
< 500		500-1999		2000-2999		4000-9999		10,000-19,999		20,000-49,999		50,000+		
NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	
Average Commute Length (miles)														
<b>Low Income Persons</b>														
Private	1.94	1.34	2.17	0.55	0.93	0.91	1.42	0.56	1.37	0.89	2.67	1.36	1.28	2.73
Transit	7.35	1.56	0.00	7.14	1.54	7.12	5.05	1.02	3.19	1.55	2.65	2.11	1.18	6.36
Other	0.00	3.25	22.02	3.49	17.87	0.05	2.51	0.89	1.21	0.40	0.48	1.95	8.59	
Walk	0.46	0.02	0.33	0.29	0.04	0.40	0.09	0.08	0.30	0.47	0.13	0.22	0.33	0.00
<b>Not Low Income Persons</b>														
Private	0.38	0.32	0.42	0.27	0.72	0.28	0.73	0.31	0.84	0.68	1.05	2.10	1.27	6.66
Transit	14.16	29.94	3.85	4.43	4.15	1.54	2.63	1.69	2.89	2.75	1.56	0.45	0.75	1.45
Other	14.94	54.33	11.78	112.09	8.31	35.49	3.88	87.91	1.27	101.93	2.35	0.49	1.20	
Walk	1.74	0.11	0.28	0.15	1.25	0.35	0.79	0.32	0.57	0.19	0.60	0.29	0.22	0.00
Commute Travel Time (minutes)														
<b>Low Income Persons</b>														
Private	2.13	1.96	3.67	0.77	3.95	1.36	2.83	1.18	2.41	3.71	3.31	2.18	9.85	6.20
Transit	27.60	14.08		9.73	25.76	5.44	6.25	8.98	8.66	4.71	6.11	3.31	5.19	4.52
Other	0.00	10.06	33.76	11.32	63.37	2.33	1.98	15.54	5.80	1.65	5.25	21.02	11.89	
Walk	17.94	1.35	167.33	11.54	14.94	4.19	3.10	1.45	4.96	3.10	4.78	2.49	7.26	0.00
<b>Not Low Income Persons</b>														
Private	0.58	0.40	0.66	0.39	1.04	0.38	1.07	0.40	1.61	1.07	2.24	1.74	2.18	3.80
Transit	18.22	14.48	3.72	4.52	6.43	5.29	7.14	3.12	5.09	7.15	3.47	3.68	3.79	2.41
Other	19.58	26.99	26.58	26.81	11.72	12.18	16.06	6.62	6.03	26.46	4.05	5.61	3.04	
Walk	2.91	1.55	3.01	2.25	2.27	2.09	2.47	1.19	4.64	2.12	4.31	2.82	1.48	0.75
Average Commute Speed (mph)														
<b>Low Income Persons</b>														
Private	4.38	1.12	1.69	1.07	4.07	1.77	4.45	1.23	2.49	3.01	4.99	2.65	3.67	4.23
Other	0.00	8.10	7.44	18.06	8.53	6.98	9.22	5.44	2.19	1.26	1.78	2.79	20.59	
Walk	1.81	0.57	3.15	0.23	2.86	0.45	0.62	0.33	1.15	0.36	0.41	0.54	0.82	0.00
<b>Not Low Income Persons</b>														
Private	0.52	0.38	0.66	0.48	0.92	0.44	1.12	0.47	1.41	0.97	1.97	3.92	1.53	12.70
Other	3.31	47.21	8.30	99.15	5.08	17.16	3.25	217.90	6.16	1.43	5.52	1.37	2.14	
Walk	4.52	0.92	1.26	0.37	7.52	0.68	4.06	1.57	0.57	0.48	1.17	0.43	0.22	0.00

**Table A4.16 STANDARD ERRORS for Personal Mobility Comparison between Those with and without Access to a Vehicle, New York State, 2001**

	2001	
	Zero-Vehicle Households	Households With Vehicles
<b>Percent person did not travel on travel day</b>		
Low-Income	1.67%	1.10%
Not Low-Income	1.71%	0.46%
<b>Avg. PT/person</b>		
Low-Income	0.11	0.08
Not Low-Income	0.14	0.04
<b>Average PMT/person</b>		
Low-Income	0.90	1.78
Not Low-Income	10.89	0.95
<b>Average Person trip length</b>		
Low-Income	0.38	0.50
Not Low-Income	3.16	0.24

**Table A4.17 STANDARD ERRORS for Percent Respondent Views of Significant Transportation Problems  
New York State vs. Rest of the U.S.  
2001 NHTS**

	New York State		Rest of U.S.	
	Low Income	Non- Low Income	Low Income	Non- Low Income
Transportation Concern				
Worrying about a traffic accident	2.59%	1.09%	1.06%	0.49%
Highway congestion	1.32%	0.79%	0.66%	0.34%
Lack of walkways/sidewalks	2.16%	1.18%	1.06%	0.52%
Rough pavement or potholes	1.44%	0.78%	0.69%	0.36%
Traffic or road congestion	3.12%	1.31%	1.30%	0.68%
Distracted drivers	3.11%	1.47%	1.38%	0.68%
Drunk drivers	2.70%	1.34%	1.41%	0.66%
Price of gasoline	1.56%	0.83%	0.86%	0.37%
Aggressive drivers on road	3.31%	1.49%	1.29%	0.78%
Drivers speeding	2.69%	1.48%	1.43%	0.64%
Number of large trucks on road	2.64%	1.49%	1.44%	0.68%

**Table A4.18 (FIGURE 4.21) STANDARD ERRORS for Trip Length by Income and Area,  
2001 NHTS**

	<b>Very Low Income</b>	<b>Not Very Low Income</b>
Manhattan	0.8846	1.8899
Rest of NYC	0.3843	1.3618
New York City	0.3354	1.1039
Other Urban (Excluding NYC)	0.8196	0.2236
Nassau,Suffolk	3.3485	0.5166
Putnam, Rockland, Westchester	0.7319	0.5734
NY Metro Total	0.5182	0.6523
Other Urban (Excluding NY Metro)	0.2488	0.2301
ALL Urban	0.3880	0.4390
Non-Urban Areas	0.6920	0.6677
Statewide	0.3512	0.3824
Rest of US	0.3263	0.1810



## **APPENDIX 4C**

### **HUD VERY LOW INCOME SUMMARY TABLES**

**1995 and 2001**



**Table A4C.1. 1995 HUD Very Low Income Cutoffs, New York State**

TYPE	NAME	FY95MFI	1 PERSON	2 PERSON	3 PERSON	4 PERSON	5 PERSON	6 PERSON	7 PERSON	8 PERSON
PMSA	Buffalo-Niagara Falls, NY	39000	13650	15600	17550	19500	21050	22600	24200	25750
PMSA	Dutchess County, NY	54800	19200	21900	24650	27400	29600	31800	34000	36150
PMSA	Nassau-Suffolk, NY	63400	22200	25350	28550	31700	34250	36750	39300	41850
PMSA	New York, NY	43000	17150	19600	22050	24500	26450	28400	30400	32350
PMSA	Newburgh, NY-PA	48800	17100	19500	21950	24400	26350	28300	30250	32200
MSA	Albany-Schenectady-Troy, NY	43800	15350	17500	19700	21900	23650	25400	27150	28900
MSA	Binghamton, NY	39900	13950	15950	17950	19950	21550	23150	24750	26350
MSA	Elmira, NY	35600	12450	14250	16000	17800	19200	20650	22050	23500
MSA	Glens Falls, NY	37800	13250	15100	17000	18900	20400	21900	23450	24950
MSA	Jamestown, NY	33300	12300	14050	15800	17550	18950	20350	21750	23150
MSA	Rochester, NY	45400	15900	18150	20450	22700	24500	26350	28150	29950
MSA	Syracuse, NY	41400	14500	16550	18650	20700	22350	24000	25650	27300
MSA	Utica-Rome, NY	35200	12300	14100	15850	17600	19000	20400	21800	23250
AREA	Westchester County, NY	66900	23400	26750	30100	33450	36150	38800	41500	44150
COUNTY	Allegany County	31200	12300	14050	15800	17550	18950	20350	21750	23150
COUNTY	Cattaraugus County	31300	12300	14050	15800	17550	18950	20350	21750	23150
COUNTY	Chenango County	34500	12300	14050	15800	17550	18950	20350	21750	23150
COUNTY	Clinton County	35400	12400	14150	15950	17700	19100	20550	21950	23350
COUNTY	Columbia County	39100	13700	15650	17600	19550	21100	22700	24250	25800
COUNTY	Cortland County	36300	12700	14500	16350	18150	19600	21050	22500	23950
COUNTY	Delaware County	31700	12300	14050	15800	17550	18950	20350	21750	23150
COUNTY	Essex County	33100	12300	14050	15800	17550	18950	20350	21750	23150
COUNTY	Franklin County	30100	12300	14050	15800	17550	18950	20350	21750	23150
COUNTY	Fulton County	32400	12300	14050	15800	17550	18950	20350	21750	23150
COUNTY	Greene County	35400	12400	14150	15950	17700	19100	20550	21950	23350
COUNTY	Hamilton County	30600	12300	14050	15800	17550	18950	20350	21750	23150
COUNTY	Jefferson County	32800	12300	14050	15800	17550	18950	20350	21750	23150
COUNTY	Lewis County	32500	12300	14050	15800	17550	18950	20350	21750	23150
COUNTY	Otsego County	34900	12300	14050	15800	17550	18950	20350	21750	23150
COUNTY	Schuyler County	32800	12300	14050	15800	17550	18950	20350	21750	23150
COUNTY	Seneca County	37000	12950	14800	16650	18500	20000	21450	22950	24400
COUNTY	St. Lawrence County	32200	12300	14050	15800	17550	18950	20350	21750	23150
COUNTY	Steuben County	33600	12300	14050	15800	17550	18950	20350	21750	23150
COUNTY	Sullivan County	37700	13200	15100	16950	18850	20350	21850	23350	24900
COUNTY	Tompkins County	42100	14750	16850	18950	21050	22750	24400	26100	27800

**Table A4C.1. 1995 HUD Very Low Income Cutoffs, New York State**

TYPE	NAME	FY95MFI	1 PERSON	2 PERSON	3 PERSON	4 PERSON	5 PERSON	6 PERSON	7 PERSON	8 PERSON
COUNTY	Ulster County	44500	15600	17800	20000	22250	24050	25800	27600	29350
COUNTY	Wyoming County	35000	12300	14050	15800	17550	18950	20350	21750	23150
COUNTY	Yates County	32300	12300	14050	15800	17550	18950	20350	21750	23150

**Table A4C.2. 2001 HUD Very Low Income Cutoffs, New York State**

TYPE	NAME	FY95MFI	1 PERSON	2 PERSON	3 PERSON	4 PERSON	5 PERSON	6 PERSON	7 PERSON	8 PERSON
PMSA	Buffalo-Niagara Falls, NY	48400	16950	19350	21800	24200	26150	28050	30000	31950
PMSA	Dutchess County, NY	63400	22200	25350	28550	31700	34250	36750	39300	41850
PMSA	Nassau-Suffolk, NY	78700	27550	31500	35400	39350	42500	45650	48800	51950
PMSA	New York, NY	59100	20700	23650	26600	29550	31900	34300	36650	39000
PMSA	Newburgh, NY-PA	55800	19550	22300	25100	27900	30150	32350	34600	36850
MSA	Albany-Schenectady-Troy, NY	53000	18550	21200	23850	26500	28600	30750	32850	35000
MSA	Binghamton, NY	44700	15650	17900	20100	22350	24150	25950	27700	29500
MSA	Elmira, NY	43200	15100	17300	19450	21600	23350	25050	26800	28500
MSA	Glens Falls, NY	44200	15450	17700	19900	22100	23850	25650	27400	29150
MSA	Jamestown, NY	39600	14500	16550	18650	20700	22350	24000	25650	27300
MSA	Rochester, NY	52900	18500	21150	23800	26450	28550	30700	32800	34900
MSA	Syracuse, NY	47900	16750	19150	21550	23950	25850	27800	29700	31600
MSA	Utica-Rome, NY	40500	14500	16550	18650	20700	22350	24000	25650	27300
AREA	Rockland County, NY	85400	29400	33600	37800	42000	45350	48700	52100	55450
AREA	Westchester County, NY	85800	30050	34300	38600	42900	46350	49750	53200	56650
COUNTY	Allegany County	37000	14500	16550	18650	20700	22350	24000	25650	27300
COUNTY	Cattaraugus County	38200	14500	16550	18650	20700	22350	24000	25650	27300
COUNTY	Chenango County	40000	14500	16550	18650	20700	22350	24000	25650	27300
COUNTY	Clinton County	44200	15450	17700	19900	22100	23850	25650	27400	29150
COUNTY	Columbia County	48700	17050	19500	21900	24350	26300	28250	30200	32150
COUNTY	Cortland County	44300	15500	17700	19950	22150	23900	25700	27450	29250
COUNTY	Delaware County	39000	14500	16550	18650	20700	22350	24000	25650	27300
COUNTY	Essex County	39000	14500	16550	18650	20700	22350	24000	25650	27300
COUNTY	Franklin County	37600	14500	16550	18650	20700	22350	24000	25650	27300
COUNTY	Fulton County	38700	14500	16550	18650	20700	22350	24000	25650	27300
COUNTY	Greene County	44200	15450	17700	19900	22100	23850	25650	27400	29150
COUNTY	Hamilton County	36900	14500	16550	18650	20700	22350	24000	25650	27300
COUNTY	Jefferson County	38600	14500	16550	18650	20700	22350	24000	25650	27300
COUNTY	Lewis County	38000	14500	16550	18650	20700	22350	24000	25650	27300
COUNTY	Otsego County	42600	14900	17050	19150	21300	23000	24700	26400	28100
COUNTY	St. Lawrence County	38600	14500	16550	18650	20700	22350	24000	25650	27300
COUNTY	Schuyler County	38300	14500	16550	18650	20700	22350	24000	25650	27300

**Table A4C.2. 2001 HUD Very Low Income Cutoffs, New York State**

TYPE	NAME	FY95MFI	1 PERSON	2 PERSON	3 PERSON	4 PERSON	5 PERSON	6 PERSON	7 PERSON	8 PERSON
COUNTY	Seneca County	44800	15700	17900	20150	22400	24200	26000	27800	29550
COUNTY	Steuben County	42000	14700	16800	18900	21000	22700	24350	26050	27700
COUNTY	Sullivan County	45100	15800	18050	20300	22550	24350	26150	27950	29750
COUNTY	Tompkins County	52400	18350	20950	23600	26200	28300	30400	32500	34600
COUNTY	Ulster County	44500	15600	17800	20050	22250	24050	25800	27600	29350
COUNTY	Wyoming County	41700	14600	16700	18750	20850	22500	24200	25850	27500
COUNTY	Yates County	39900	14500	16550	18650	20700	22350	24000	25650	27300

Table A4C.3. Persons 5+ and Households by HUD Low Income and Very Low Income Status, 2001 NHTS

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons 5+</b>	<b>1,428,557</b>	<b>6,010,400</b>	<b>7,438,957</b>	<b>7,909,564</b>	<b>2,516,956</b>	<b>1,181,859</b>	<b>11,137,773</b>	<b>4,210,748</b>	<b>15,348,521</b>	<b>2,045,872</b>	<b>17,394,393</b>	<b>240,182,520</b>
Very Low Income	335,804	2,190,996	2,526,800	1,340,959	346,927	240,798	3,114,525	753,235	3,867,759	375,350	4,243,110	48,410,575
Low Income*	525,093	3,319,118	3,844,211	2,513,912	740,423	330,518	4,915,152	1,442,970	6,358,123	782,674	7,140,797	91,003,447
Not Low Income	735,057	2,225,389	2,960,446	4,768,017	1,547,374	750,482	5,258,303	2,470,161	7,728,464	1,153,223	8,881,687	133,399,071
Unreported	168,407	465,893	634,301	627,634	229,158	100,858	964,317	297,617	1,261,935	109,975	1,371,909	15,780,002
<b>% Persons 5+</b>												
Very Low Income	23.51%	36.45%	33.97%	16.95%	13.78%	20.37%	27.96%	17.89%	25.20%	18.35%	24.39%	20.16%
Low Income*	36.76%	55.22%	51.68%	31.78%	29.42%	27.97%	44.13%	34.27%	41.42%	38.26%	41.05%	37.89%
Not Low Income	51.45%	37.03%	39.80%	60.28%	61.48%	63.50%	47.21%	58.66%	50.35%	56.37%	51.06%	55.54%
Unreported	11.79%	7.75%	8.53%	7.94%	9.10%	8.53%	8.66%	7.07%	8.22%	5.38%	7.89%	6.57%
<b>HHS</b>	<b>751,869</b>	<b>2,323,819</b>	<b>3,075,688</b>	<b>3,241,542</b>	<b>933,098</b>	<b>470,801</b>	<b>4,479,587</b>	<b>1,837,643</b>	<b>6,317,230</b>	<b>865,978</b>	<b>7,183,208</b>	<b>100,182,138</b>
Very Low Income	163,749	824,876	988,626	676,180	164,417	109,146	1,262,189	402,617	1,664,806	190,328	1,855,134	23,136,196
Low Income*	244,927	1,250,526	1,495,453	1,161,230	296,740	148,228	1,940,420	716,263	2,656,683	350,553	3,007,236	40,710,234
Not Low Income	406,600	808,084	1,214,684	1,774,180	536,004	271,116	2,021,803	967,061	2,988,864	448,733	3,437,597	51,373,810
Unreported	100,342	265,210	365,551	306,131	100,355	51,457	517,363	154,319	671,682	66,692	738,375	8,098,094
<b>% HHS</b>												
Very Low Income	21.78%	35.50%	32.14%	20.86%	17.62%	23.18%	28.18%	21.91%	26.35%	21.98%	25.83%	23.09%
Low Income*	32.58%	53.81%	48.62%	35.82%	31.80%	31.48%	43.32%	38.98%	42.05%	40.48%	41.86%	40.64%
Not Low Income	54.08%	34.77%	39.49%	54.73%	57.44%	57.59%	45.13%	52.63%	47.31%	51.82%	47.86%	51.28%
Unreported	13.35%	11.41%	11.89%	9.44%	10.75%	10.93%	11.55%	8.40%	10.63%	7.70%	10.28%	8.08%

\* Low Income persons and households also contain those in the Very Low income category

Table A4C.4. Persons 5+ and Households by HUD Low Income and Very Low Income Status, 1995 NPTS

	Manhattan	Rest of NYC	New York City	Other Urban (Excluding NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	NY Metro Total	Other Urban (Excluding NY Metro)	ALL Urban	Non-Urban Areas	Statewide	Rest of US
<b>Persons 5+</b>	<b>1,432,998</b>	<b>5,358,983</b>	<b>6,791,981</b>	<b>7,917,005</b>	<b>2,467,001</b>	<b>1,166,000</b>	<b>10,424,982</b>	<b>4,284,004</b>	<b>14,708,986</b>	<b>2,098,002</b>	<b>16,806,988</b>	<b>224,868,012</b>
Very Low Income	353,182	1,617,951	1,971,133	1,059,801	334,087	137,695	2,442,915	588,019	3,030,934	360,898	3,391,832	35,499,832
Low Income*	544,174	2,566,281	3,110,455	2,022,101	552,258	218,984	3,881,697	1,250,859	5,132,556	730,573	5,863,129	70,270,507
Not Low Income	602,059	1,772,576	2,374,636	4,359,989	1,392,628	661,662	4,428,926	2,305,699	6,734,625	1,071,980	7,806,605	117,487,262
Unreported	286,765	1,020,126	1,306,891	1,534,915	522,115	285,355	2,114,360	727,445	2,841,805	295,449	3,137,254	37,110,242
<b>% Persons 5+</b>												
Very Low Income	24.65%	30.19%	29.02%	13.39%	13.54%	11.81%	23.43%	13.73%	20.61%	17.20%	20.18%	15.79%
Low Income*	37.97%	47.89%	45.80%	25.54%	22.39%	18.78%	37.23%	29.20%	34.89%	34.82%	34.89%	31.25%
Not Low Income	42.01%	33.08%	34.96%	55.07%	56.45%	56.75%	42.48%	53.82%	45.79%	51.10%	46.45%	52.25%
Unreported	20.01%	19.04%	19.24%	19.39%	21.16%	24.47%	20.28%	16.98%	19.32%	14.08%	18.67%	16.50%
<b>HHS</b>	<b>667,703</b>	<b>1,884,641</b>	<b>2,552,344</b>	<b>2,823,951</b>	<b>794,304</b>	<b>407,602</b>	<b>3,754,251</b>	<b>1,622,044</b>	<b>5,376,295</b>	<b>755,700</b>	<b>6,131,995</b>	<b>92,858,005</b>
Very Low Income	132,355	524,603	656,958	439,638	120,885	45,895	823,737	272,859	1,096,596	145,866	1,242,461	16,270,896
Low Income*	220,336	844,873	1,065,209	798,574	193,593	77,667	1,336,469	527,314	1,863,783	272,366	2,136,149	30,935,881
Not Low Income	303,393	660,014	963,407	1,469,088	426,746	228,931	1,619,085	813,410	2,432,495	367,637	2,800,132	46,568,019
Unreported	143,974	379,754	523,728	556,289	173,965	101,004	798,697	281,320	1,080,017	115,697	1,195,714	15,354,105
<b>% HHS</b>												
Very Low Income	19.82%	27.84%	25.74%	15.57%	15.22%	11.26%	21.94%	16.82%	20.40%	19.30%	20.26%	17.52%
Low Income*	33.00%	44.83%	41.73%	28.28%	24.37%	19.05%	35.60%	32.51%	34.67%	36.04%	34.84%	33.32%
Not Low Income	45.44%	35.02%	37.75%	52.02%	53.73%	56.17%	43.13%	50.15%	45.24%	48.65%	45.66%	50.15%
Unreported	21.56%	20.15%	20.52%	19.70%	21.90%	24.78%	21.27%	17.34%	20.09%	15.31%	19.50%	16.54%

\* Low Income persons and households also contain those in the Very Low income category





## **APPENDIX 5A**

### **WORK AT HOME AND TELECOMMUTER TABLES**



**Work Location**

	Manhattan	Rest of NYC	New York City	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Number of Workers</b>	<b>852,703</b>	<b>3,191,869</b>	<b>4,044,572</b>	<b>4,471,251</b>	<b>1,449,776</b>	<b>699,755</b>	<b>2,149,531</b>	<b>6,194,102</b>	<b>2,321,721</b>	<b>8,515,823</b>	<b>1,129,430</b>	<b>9,645,253</b>	<b>135,626,865</b>
Workplace	467,177	1,833,614	2,300,791	2,247,155	682,213	352,233	1,034,446	3,335,238	1,212,709	4,547,946	479,094	5,027,040	66,864,806
Works only at home	79,103	135,297	214,400	227,324	74,509	37,172	111,680	326,080	115,644	441,724	74,198	515,922	8,184,792
No fixed workplace	21,481	115,607	137,089	140,306	65,899	16,451	82,350	219,438	57,956	277,395	38,571	315,966	5,072,363
Home and work	84,697	123,977	208,674	288,833	105,046	60,348	165,394	374,068	123,439	497,507	44,854	542,361	6,971,073
Unreported	200,244	983,374	1,183,618	1,567,633	522,109	233,551	755,660	1,939,279	811,973	2,751,252	492,712	3,243,964	48,533,832
<b>Number of Workers</b>	<b>852,703</b>	<b>3,191,869</b>	<b>4,044,572</b>	<b>4,471,251</b>	<b>1,449,776</b>	<b>699,755</b>	<b>2,149,531</b>	<b>6,194,102</b>	<b>2,321,721</b>	<b>8,515,823</b>	<b>1,129,430</b>	<b>9,645,253</b>	<b>135,626,865</b>
Workplace	54.8%	57.4%	56.9%	50.3%	47.1%	50.3%	48.1%	53.8%	52.2%	53.4%	42.4%	52.1%	49.3%
Works only at home	9.3%	4.2%	5.3%	5.1%	5.2%	5.3%	5.2%	5.3%	5.0%	5.2%	6.6%	5.3%	6.0%
No fixed workplace	2.5%	3.6%	3.4%	3.1%	4.5%	2.4%	3.8%	3.5%	2.5%	3.3%	3.4%	3.3%	3.7%
Home and work	9.9%	3.9%	5.2%	7.2%	7.2%	8.6%	7.7%	6.0%	5.3%	5.8%	4.0%	5.6%	5.1%
Unreported	23.5%	30.8%	29.3%	35.1%	36.0%	33.4%	35.2%	31.3%	35.0%	32.3%	43.6%	33.6%	35.8%

**Socio-demographic profiles of Workers Working Only at Home**

	Manhattan	Rest of NYC	New York City	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Work Only at Home</b>	<b>79,103</b>	<b>135,297</b>	<b>214,400</b>	<b>227,324</b>	<b>74,509</b>	<b>37,172</b>	<b>111,680</b>	<b>326,080</b>	<b>115,644</b>	<b>441,724</b>	<b>74,198</b>	<b>515,922</b>	<b>8,184,792</b>
5-15 yrs.													0.0%
16-24 yrs.		13.0%	8.2%	5.2%	2.4%	4.0%	2.9%	6.4%	7.5%	6.7%	5.5%	6.5%	6.1%
25-34 yrs.	21.7%	13.8%	16.7%	10.8%	10.4%	17.4%	12.7%	15.4%	9.0%	13.7%	11.6%	13.4%	17.9%
35-44 yrs.	27.5%	26.2%	26.7%	36.9%	46.2%	25.2%	39.2%	31.0%	34.8%	32.0%	24.3%	30.9%	26.6%
45-64 yrs.	42.8%	40.1%	41.1%	33.7%	23.7%	36.7%	28.0%	36.6%	39.2%	37.3%	46.6%	38.6%	40.2%
65+	8.1%	5.4%	6.4%	11.0%	13.8%	16.5%	14.7%	9.2%	7.5%	8.8%	11.9%	9.2%	7.6%
Not Reported		1.5%	0.9%	2.2%	3.5%	0.3%	2.4%	1.4%	2.0%	1.6%	0.2%	1.4%	1.5%
<b>Work Only at Home</b>	<b>79,103</b>	<b>135,297</b>	<b>214,400</b>	<b>227,324</b>	<b>74,509</b>	<b>37,172</b>	<b>111,680</b>	<b>326,080</b>	<b>115,644</b>	<b>441,724</b>	<b>74,198</b>	<b>515,922</b>	<b>8,184,792</b>
Male	60.2%	63.6%	62.3%	59.3%	58.2%	64.5%	60.3%	61.6%	58.3%	60.8%	61.3%	60.8%	57.5%
Female	39.8%	36.4%	37.7%	40.7%	41.8%	35.5%	39.7%	38.4%	41.7%	39.2%	38.7%	39.2%	42.5%
<b>Work Only at Home</b>	<b>79,103</b>	<b>135,297</b>	<b>214,400</b>	<b>227,324</b>	<b>74,509</b>	<b>37,172</b>	<b>111,680</b>	<b>326,080</b>	<b>115,644</b>	<b>441,724</b>	<b>74,198</b>	<b>515,922</b>	<b>8,184,792</b>
White	78.1%	41.4%	55.0%	84.8%	87.8%	69.4%	81.7%	64.1%	87.8%	70.3%	94.7%	73.8%	81.3%
AfrAm,Black	8.5%	23.6%	18.0%	4.1%		9.1%	3.0%	12.9%	5.2%	10.9%	1.6%	9.5%	5.8%
Hisp, White/Hisp	7.6%	23.6%	17.7%	7.1%	10.9%	6.5%	9.5%	14.9%	4.9%	12.3%		10.5%	7.6%
Other	5.8%	11.4%	9.3%	3.9%	1.3%	15.0%	5.8%	8.1%	2.1%	6.6%	3.6%	6.1%	5.3%
<b>Work Only at Home</b>	<b>79,103</b>	<b>135,297</b>	<b>214,400</b>	<b>227,324</b>	<b>74,509</b>	<b>37,172</b>	<b>111,680</b>	<b>326,080</b>	<b>115,644</b>	<b>441,724</b>	<b>74,198</b>	<b>515,922</b>	<b>8,184,792</b>
< \$20,000	8.0%	14.4%	12.1%	4.4%		3.1%	1.0%	8.3%	7.6%	8.1%	8.0%	8.1%	9.8%
\$20-40,000	15.0%	21.5%	19.1%	13.2%	6.5%	2.9%	5.3%	14.4%	20.9%	16.1%	38.2%	19.3%	21.4%
\$40-60,000	15.7%	26.7%	22.6%	17.8%	15.1%	11.9%	14.1%	19.7%	21.5%	20.2%	24.6%	20.8%	20.2%
\$60-80,000	10.6%	5.8%	7.6%	21.8%	18.3%	35.5%	24.1%	13.2%	19.6%	14.9%	10.5%	14.2%	14.0%
> \$80,000	49.2%	20.5%	31.1%	35.0%	45.6%	43.3%	44.8%	35.8%	25.5%	33.1%	11.9%	30.1%	27.2%
Unreported	1.5%	11.1%	7.5%	7.8%	14.5%	3.1%	10.7%	8.6%	5.1%	7.7%	6.8%	7.6%	7.3%
<b>Work Only at Home</b>	<b>79,103</b>	<b>135,297</b>	<b>214,400</b>	<b>227,324</b>	<b>74,509</b>	<b>37,172</b>	<b>111,680</b>	<b>326,080</b>	<b>115,644</b>	<b>441,724</b>	<b>74,198</b>	<b>515,922</b>	<b>8,184,792</b>
Internet Access (past 6 mos.)	93.2%	75.8%	82.2%	82.7%	89.7%	67.5%	82.0%	82.1%	83.4%	82.5%	76.7%	81.6%	79.4%
No Internet Access (past 6 mos.)	6.8%	24.2%	17.8%	17.3%	10.3%	33.5%	18.0%	17.9%	16.6%	17.5%	23.3%	18.4%	20.6%
Unreported													0.0%
<b>Work Only at Home</b>	<b>79,103</b>	<b>135,297</b>	<b>214,400</b>	<b>227,324</b>	<b>74,509</b>	<b>37,172</b>	<b>111,680</b>	<b>326,080</b>	<b>115,644</b>	<b>441,724</b>	<b>74,198</b>	<b>515,922</b>	<b>8,184,792</b>
Access Internet Almost everyday	71.6%	49.7%	57.8%	48.6%	59.0%	42.2%	53.4%	56.3%	43.9%	53.0%	33.1%	50.2%	48.3%
Access Internet several times/week	8.1%	11.7%	10.4%	16.6%	15.7%	9.8%	13.7%	11.5%	19.4%	13.6%	15.3%	13.8%	12.8%
Access Internet Once a week	6.6%	7.2%	7.0%	7.9%	2.5%	10.5%	5.1%	6.3%	10.6%	7.5%	9.7%	7.8%	7.1%
Access Internet Once a month	6.4%	4.1%	4.9%	3.6%	2.6%	0.7%	1.9%	3.9%	5.1%	4.2%	10.5%	5.1%	6.8%
Never	0.6%	3.2%	2.2%	5.3%	8.5%	3.3%	6.7%	3.8%	3.9%	3.8%	8.0%	4.4%	4.4%
Unreported	6.8%	24.2%	17.8%	18.0%	11.8%	33.5%	19.1%	18.2%	17.0%	17.9%	23.3%	18.7%	20.7%

## Socio-demographic profiles of Workplace-based workers

	Manhattan	Rest of NYC	New York City	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Workplace-based Workers</b>	<b>467,177</b>	<b>1,833,614</b>	<b>2,300,791</b>	<b>2,247,155</b>	<b>682,213</b>	<b>352,233</b>	<b>1,034,446</b>	<b>3,335,238</b>	<b>1,212,709</b>	<b>4,547,946</b>	<b>479,094</b>	<b>5,027,040</b>	<b>66,864,806</b>
5-15 yrs.													0.0%
16-24 yrs.	6.8%	11.0%	10.1%	9.8%	6.9%	9.4%	7.7%	9.4%	11.5%	10.0%	9.9%	9.9%	11.5%
25-34 yrs.	31.7%	23.9%	25.5%	21.8%	20.5%	20.6%	20.5%	23.9%	22.8%	23.6%	20.9%	23.4%	24.8%
35-44 yrs.	27.5%	31.1%	30.4%	30.4%	32.2%	28.1%	30.8%	30.5%	30.1%	30.4%	27.7%	30.1%	27.1%
45-64 yrs.	27.0%	30.3%	29.6%	34.1%	36.9%	37.7%	37.2%	31.9%	31.4%	31.8%	37.8%	32.4%	32.9%
65+	4.8%	2.3%	2.8%	2.5%	2.0%	3.2%	2.4%	2.7%	2.5%	2.6%	2.7%	2.6%	2.6%
Not Reported	2.1%	1.5%	1.6%	1.5%	1.6%	1.0%	1.4%	1.5%	1.7%	1.6%	1.1%	1.5%	1.0%
<b>Workplace-based Workers</b>	<b>467,177</b>	<b>1,833,614</b>	<b>2,300,791</b>	<b>2,247,155</b>	<b>682,213</b>	<b>352,233</b>	<b>1,034,446</b>	<b>3,335,238</b>	<b>1,212,709</b>	<b>4,547,946</b>	<b>479,094</b>	<b>5,027,040</b>	<b>66,864,806</b>
Male	47.5%	48.9%	48.6%	49.9%	51.9%	51.7%	51.8%	49.6%	48.3%	49.3%	49.4%	49.3%	50.4%
Female	52.5%	51.1%	51.4%	50.1%	48.1%	48.3%	48.2%	50.4%	51.7%	50.7%	50.6%	50.7%	49.6%
<b>Workplace-based Workers</b>	<b>467,177</b>	<b>1,833,614</b>	<b>2,300,791</b>	<b>2,247,155</b>	<b>682,213</b>	<b>352,233</b>	<b>1,034,446</b>	<b>3,335,238</b>	<b>1,212,709</b>	<b>4,547,946</b>	<b>479,094</b>	<b>5,027,040</b>	<b>66,864,806</b>
White	54.2%	37.4%	40.8%	78.7%	78.8%	58.4%	71.8%	50.4%	84.5%	59.5%	91.3%	62.5%	74.1%
AfrAm,Black	16.2%	26.6%	24.4%	8.2%	5.1%	15.1%	8.5%	19.5%	8.0%	16.4%	1.6%	15.0%	11.1%
Hisp, White/Hisp	24.6%	25.7%	25.4%	9.2%	11.5%	21.2%	14.8%	22.1%	4.5%	17.4%	2.7%	16.0%	9.4%
Other	5.1%	10.4%	9.3%	3.9%	4.7%	5.4%	4.9%	8.0%	3.0%	6.7%	4.4%	6.4%	5.5%
<b>Workplace-based Workers</b>	<b>467,177</b>	<b>1,833,614</b>	<b>2,300,791</b>	<b>2,247,155</b>	<b>682,213</b>	<b>352,233</b>	<b>1,034,446</b>	<b>3,335,238</b>	<b>1,212,709</b>	<b>4,547,946</b>	<b>479,094</b>	<b>5,027,040</b>	<b>66,864,806</b>
< \$20,000	10.8%	16.1%	15.0%	6.1%	2.0%	6.0%	3.4%	11.4%	8.4%	10.6%	9.9%	10.5%	8.9%
\$20-40,000	12.5%	26.8%	23.9%	17.7%	8.8%	16.2%	11.3%	20.0%	23.1%	20.8%	29.8%	21.7%	22.9%
\$40-60,000	18.4%	17.5%	17.7%	18.9%	16.4%	13.6%	15.4%	17.0%	21.9%	18.3%	28.6%	19.3%	23.5%
\$60-80,000	15.4%	15.9%	15.8%	18.9%	21.3%	15.3%	19.2%	16.8%	18.7%	17.3%	15.4%	17.2%	17.5%
> \$80,000	38.6%	20.1%	23.8%	32.9%	45.3%	42.7%	44.5%	30.2%	23.0%	28.3%	12.9%	26.8%	23.2%
Unreported	4.2%	3.7%	3.8%	5.5%	6.2%	6.2%	6.2%	4.6%	4.9%	4.7%	3.3%	4.5%	4.0%
<b>Workplace-based Workers</b>	<b>467,177</b>	<b>1,833,614</b>	<b>2,300,791</b>	<b>2,247,155</b>	<b>682,213</b>	<b>352,233</b>	<b>1,034,446</b>	<b>3,335,238</b>	<b>1,212,709</b>	<b>4,547,946</b>	<b>479,094</b>	<b>5,027,040</b>	<b>66,864,806</b>
Internet Access (past 6 mos.)	85.6%	66.9%	70.7%	83.3%	85.9%	78.4%	83.3%	74.6%	83.2%	76.9%	80.3%	77.2%	82.9%
No Internet Access (past 6 mos.)	14.4%	33.1%	29.3%	16.6%	14.1%	21.1%	16.5%	25.3%	16.7%	23.0%	19.5%	22.7%	17.0%
Unreported				0.1%		0.5%	0.2%	0.1%	0.1%	0.1%	0.2%	0.1%	0.1%
<b>Workplace-based Workers</b>	<b>467,177</b>	<b>1,833,614</b>	<b>2,300,791</b>	<b>2,247,155</b>	<b>682,213</b>	<b>352,233</b>	<b>1,034,446</b>	<b>3,335,238</b>	<b>1,212,709</b>	<b>4,547,946</b>	<b>479,094</b>	<b>5,027,040</b>	<b>66,864,806</b>
Access Internet Almost everyday	55.1%	34.4%	38.6%	40.9%	43.2%	42.6%	43.0%	40.0%	39.1%	39.7%	38.0%	39.6%	43.3%
Access Internet several times/week	20.8%	12.4%	14.1%	19.2%	19.5%	17.6%	18.8%	15.5%	19.4%	16.6%	18.4%	16.8%	18.6%
Access Internet Once a week	4.2%	7.7%	7.0%	11.5%	12.0%	8.7%	10.9%	8.2%	12.0%	9.2%	10.9%	9.4%	9.5%
Access Internet Once a month	3.0%	8.4%	7.3%	7.5%	6.9%	4.7%	6.2%	7.0%	8.6%	7.4%	9.5%	7.6%	7.2%
Never	2.6%	4.0%	3.7%	4.3%	4.2%	4.9%	4.5%	3.9%	4.1%	4.0%	3.5%	3.9%	4.2%
Unreported	14.4%	33.1%	29.3%	16.7%	14.1%	21.6%	16.7%	25.4%	16.8%	23.1%	19.7%	22.8%	17.2%

## Socio-demographic profiles of Workers Working at Home and Workplace

	Manhattan	Rest of NYC	New York City	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Work at Home and Workplace</b>	<b>84,697</b>	<b>123,977</b>	<b>208,674</b>	<b>288,833</b>	<b>105,046</b>	<b>60,348</b>	<b>165,394</b>	<b>374,068</b>	<b>123,439</b>	<b>497,507</b>	<b>44,854</b>	<b>542,361</b>	<b>6,971,073</b>
5-15 yrs.													
16-24 yrs.		10.5%	6.3%	1.7%		1.6%	0.6%	3.7%	3.2%	3.6%	1.0%	3.4%	5.6%
25-34 yrs.	46.9%	25.1%	34.0%	23.0%	26.7%	20.1%	24.3%	29.7%	21.4%	27.6%	17.7%	26.8%	22.8%
35-44 yrs.	23.2%	23.4%	23.3%	30.8%	30.1%	38.5%	33.2%	27.7%	27.5%	27.6%	20.8%	27.1%	30.3%
45-64 yrs.	24.5%	35.9%	31.3%	38.1%	41.4%	27.7%	36.4%	33.5%	40.4%	35.2%	54.0%	36.8%	37.0%
65+	4.6%	1.1%	2.5%	4.5%		10.9%	4.0%	3.2%	5.3%	3.7%	4.5%	3.8%	3.5%
Not Reported	0.7%	4.0%	2.6%	1.9%	1.8%	1.2%	1.6%	2.2%	2.3%	2.2%	2.1%	2.2%	1.0%
<b>Work at Home and Workplace</b>	<b>84,697</b>	<b>123,977</b>	<b>208,674</b>	<b>288,833</b>	<b>105,046</b>	<b>60,348</b>	<b>165,394</b>	<b>374,068</b>	<b>123,439</b>	<b>497,507</b>	<b>44,854</b>	<b>542,361</b>	<b>6,971,073</b>
Male	65.2%	47.8%	54.8%	59.0%	60.6%	58.7%	59.9%	57.1%	57.9%	57.3%	49.0%	56.6%	56.0%
Female	34.8%	52.2%	45.2%	41.0%	39.4%	41.3%	40.1%	42.9%	42.1%	42.7%	51.0%	43.4%	44.0%
<b>Work at Home and Workplace</b>	<b>84,697</b>	<b>123,977</b>	<b>208,674</b>	<b>288,833</b>	<b>105,046</b>	<b>60,348</b>	<b>165,394</b>	<b>374,068</b>	<b>123,439</b>	<b>497,507</b>	<b>44,854</b>	<b>542,361</b>	<b>6,971,073</b>
White	77.0%	65.4%	70.1%	85.1%	81.7%	78.9%	80.7%	74.8%	91.0%	78.8%	92.0%	79.9%	81.5%
AfrAm, Black		10.3%	6.1%	2.0%	1.2%	2.2%	1.6%	4.1%	2.4%	3.7%		3.4%	6.3%
Hisp, White/Hisp	10.5%	12.1%	11.4%	7.3%	10.9%	9.5%	10.4%	11.0%	3.0%	9.0%		8.3%	6.1%
Other	12.5%	12.3%	12.4%	5.7%	6.1%	9.3%	7.3%	10.1%	3.6%	8.5%	8.0%	8.5%	6.1%
<b>Work at Home and Workplace</b>	<b>84,697</b>	<b>123,977</b>	<b>208,674</b>	<b>288,833</b>	<b>105,046</b>	<b>60,348</b>	<b>165,394</b>	<b>374,068</b>	<b>123,439</b>	<b>497,507</b>	<b>44,854</b>	<b>542,361</b>	<b>6,971,073</b>
< \$20,000	4.3%	7.5%	6.2%	3.3%	0.9%	0.9%	0.9%	3.9%	6.4%	4.5%	6.4%	4.6%	4.2%
\$20-40,000	6.7%	12.2%	10.0%	6.8%	6.6%	5.8%	6.3%	8.3%	7.6%	8.1%	23.0%	9.4%	13.2%
\$40-60,000	5.5%	10.7%	8.6%	15.3%	10.4%	8.8%	9.8%	9.1%	22.6%	12.5%	28.1%	13.8%	16.8%
\$60-80,000	11.8%	11.4%	11.6%	16.3%	21.6%	8.1%	16.7%	13.8%	15.8%	14.3%	25.4%	15.2%	16.7%
> \$80,000	66.3%	53.5%	58.7%	54.0%	57.2%	72.8%	62.9%	60.5%	42.0%	55.9%	13.8%	52.5%	44.4%
Unreported	5.3%	4.7%	5.0%	4.4%	3.4%	3.7%	3.5%	4.3%	5.6%	4.6%	3.3%	4.5%	4.7%
<b>Work at Home and Workplace</b>	<b>84,697</b>	<b>123,977</b>	<b>208,674</b>	<b>288,833</b>	<b>105,046</b>	<b>60,348</b>	<b>165,394</b>	<b>374,068</b>	<b>123,439</b>	<b>497,507</b>	<b>44,854</b>	<b>542,361</b>	<b>6,971,073</b>
Internet Access (past 6 mos.)	98.5%	86.7%	91.5%	94.0%	92.3%	97.4%	94.2%	92.7%	93.7%	92.9%	93.8%	93.0%	92.5%
No Internet Access (past 6 mos.)	1.5%	13.3%	8.5%	6.0%	7.7%	2.6%	5.8%	7.3%	6.2%	7.0%	6.2%	7.0%	7.5%
Unreported				0.0%					0.1%	0.0%		0.0%	
<b>Work at Home and Workplace</b>	<b>84,697</b>	<b>123,977</b>	<b>208,674</b>	<b>288,833</b>	<b>105,046</b>	<b>60,348</b>	<b>165,394</b>	<b>374,068</b>	<b>123,439</b>	<b>497,507</b>	<b>44,854</b>	<b>542,361</b>	<b>6,971,073</b>
Access Internet Almost everyday	84.4%	62.1%	71.2%	67.4%	66.8%	76.0%	70.1%	70.7%	63.6%	69.0%	61.1%	68.3%	66.6%
Access Internet several times/week	9.8%	17.1%	14.1%	14.1%	11.8%	16.8%	13.6%	13.9%	14.8%	14.1%	9.7%	13.8%	14.3%
Access Internet Once a week	4.2%	2.9%	3.4%	7.2%	9.1%	3.8%	7.1%	5.1%	7.2%	5.6%	9.3%	5.9%	6.5%
Access Internet Once a month		2.8%	1.7%	4.0%	4.0%	0.7%	2.8%	2.2%	5.5%	3.0%	9.1%	3.5%	3.1%
Never		1.8%	1.1%	1.3%	0.7%		0.5%	0.8%	2.3%	1.2%	4.6%	1.5%	2.1%
Unreported	1.5%	13.3%	8.5%	6.1%	7.7%	2.6%	5.8%	7.3%	6.5%	7.1%	6.2%	7.0%	7.5%

## Person Trips per Person (5+) by Mode of Transportation and Workplace

	Manhattan	Rest of NYC	New York City	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Work Only at Home</b>	<b>4.78</b>	<b>4.58</b>	<b>4.65</b>	<b>4.82</b>	<b>4.88</b>	<b>4.99</b>	<b>4.92</b>	<b>4.74</b>	<b>4.72</b>	<b>4.74</b>	<b>4.19</b>	<b>4.66</b>	<b>4.78</b>
POV-Driver	10.9%	37.9%	27.7%	76.6%	69.3%	85.2%	74.7%	44.4%	78.6%	53.3%	73.7%	55.9%	77.1%
POV-Passenger	2.4%	6.2%	4.8%	12.0%	14.1%	4.9%	11.0%	7.0%	13.0%	8.6%	18.5%	9.8%	13.8%
Taxi	11.8%	0.8%	5.0%	0.2%		0.8%	0.3%	3.3%	0.2%	2.5%	0.1%	2.2%	0.1%
Public	20.1%	19.2%	19.6%	0.3%		1.2%	0.4%	12.8%	0.2%	9.5%	0.2%	8.3%	0.4%
Walk	52.0%	35.0%	41.4%	9.1%	13.5%	6.9%	11.3%	30.7%	6.9%	24.5%	6.8%	22.2%	7.1%
Other	2.7%	0.9%	1.6%		3.1%	1.0%	2.4%	1.9%	1.1%	1.7%	0.8%	1.6%	1.5%
No Response				0.0%					0.0%	0.0%		0.0%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Workplace-based Workers</b>	<b>4.48</b>	<b>3.84</b>	<b>3.97</b>	<b>4.58</b>	<b>4.46</b>	<b>4.59</b>	<b>4.50</b>	<b>4.13</b>	<b>4.65</b>	<b>4.27</b>	<b>4.68</b>	<b>4.31</b>	<b>4.71</b>
POV-Driver	14.8%	35.3%	30.6%	77.1%	77.4%	70.5%	75.0%	45.6%	78.8%	55.2%	78.5%	57.7%	78.1%
POV-Passenger	7.4%	10.2%	9.5%	11.8%	10.4%	12.4%	11.1%	10.1%	12.5%	10.8%	14.7%	11.2%	13.6%
Taxi	3.7%	0.9%	1.6%	0.4%	0.4%	0.7%	0.5%	1.2%	0.2%	0.9%	0.1%	0.8%	0.1%
Public	23.2%	22.9%	23.0%	2.3%	3.4%	5.1%	3.9%	16.6%	0.9%	12.0%	0.1%	10.8%	1.2%
Walk	49.5%	28.4%	33.2%	7.1%	7.4%	8.7%	7.8%	24.7%	6.5%	19.4%	6.0%	18.0%	6.0%
Other	1.5%	2.2%	2.1%	1.3%	1.1%	2.4%	1.6%	1.9%	1.1%	1.7%	0.5%	1.5%	0.9%
No Response		0.0%	0.0%	0.1%	0.1%	0.2%	0.1%	0.0%	0.1%	0.1%	0.1%	0.1%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Work at Home and Workplace</b>	<b>4.43</b>	<b>5.01</b>	<b>4.77</b>	<b>4.92</b>	<b>4.95</b>	<b>4.98</b>	<b>4.96</b>	<b>4.86</b>	<b>4.86</b>	<b>4.86</b>	<b>5.77</b>	<b>4.93</b>	<b>5.39</b>
POV-Driver	20.5%	36.5%	30.5%	73.2%	73.0%	67.3%	70.9%	48.7%	76.3%	55.6%	79.4%	57.9%	76.6%
POV-Passenger	4.3%	7.3%	6.2%	11.0%	9.0%	11.6%	9.9%	7.9%	12.5%	9.0%	10.5%	9.2%	13.2%
Taxi	4.7%	0.9%	2.4%	0.2%		0.4%	0.2%	1.4%	0.1%	1.1%		1.0%	0.2%
Public	20.2%	16.1%	17.6%	4.0%	6.6%	6.4%	6.6%	12.6%	0.4%	9.6%		8.7%	0.7%
Walk	44.2%	37.4%	40.0%	10.5%	10.2%	14.1%	11.6%	27.2%	9.0%	22.7%	8.9%	21.3%	8.1%
Other	6.0%	1.8%	3.4%	0.9%	0.6%	0.2%	0.5%	2.1%	1.6%	1.9%	1.2%	1.9%	1.2%
No Response	0.1%		0.1%	0.3%	0.5%		0.3%	0.2%	0.1%	0.2%		0.2%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## Person Trips per Person (5+) by Trip Purpose and Workplace

	Manhattan	Rest of NYC	New York City	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Work Only at Home</b>	<b>4.78</b>	<b>4.58</b>	<b>4.65</b>	<b>4.82</b>	<b>4.88</b>	<b>4.99</b>	<b>4.92</b>	<b>4.74</b>	<b>4.72</b>	<b>4.74</b>	<b>4.19</b>	<b>4.66</b>	<b>4.78</b>
Earn a Living	18.8%	15.1%	16.5%	14.5%	19.0%	6.2%	14.7%	15.8%	14.2%	15.4%	12.1%	15.0%	18.6%
Family & Personal Business	46.6%	51.0%	49.3%	54.1%	55.5%	57.0%	56.0%	51.7%	52.2%	51.8%	52.0%	51.9%	49.5%
Civic, Educational & Religious	1.3%	1.9%	1.6%	3.1%	2.0%	2.5%	2.2%	1.8%	3.9%	2.4%	4.8%	2.7%	4.3%
Social & Recreational	32.0%	28.5%	29.8%	26.9%	21.5%	32.6%	25.2%	28.2%	28.6%	28.3%	30.0%	28.5%	26.3%
Other	1.3%	3.4%	2.6%	1.0%	1.3%	1.3%	1.3%	2.1%	0.8%	1.8%	0.6%	1.6%	1.2%
Unreported	0.1%	0.2%	0.2%	0.4%	0.7%	0.5%	0.6%	0.3%	0.2%	0.3%	0.4%	0.3%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Workplace-based Workers</b>	<b>4.48</b>	<b>3.84</b>	<b>3.97</b>	<b>4.58</b>	<b>4.46</b>	<b>4.59</b>	<b>4.50</b>	<b>4.13</b>	<b>4.65</b>	<b>4.27</b>	<b>4.68</b>	<b>4.31</b>	<b>4.71</b>
Earn a Living	34.7%	38.2%	37.4%	33.4%	35.6%	34.7%	35.3%	36.7%	31.9%	35.3%	32.7%	35.0%	32.9%
Family & Personal Business	34.9%	37.6%	37.0%	41.0%	40.5%	41.1%	40.7%	38.2%	41.2%	39.1%	41.0%	39.3%	41.6%
Civic, Educational & Religious	2.6%	4.4%	4.0%	3.2%	2.5%	3.1%	2.7%	3.6%	3.6%	3.6%	2.6%	3.5%	3.9%
Social & Recreational	25.3%	17.9%	19.6%	21.1%	20.0%	18.9%	19.6%	19.6%	22.3%	20.4%	22.9%	20.7%	20.8%
Other	2.3%	1.7%	1.8%	1.1%	1.2%	2.1%	1.6%	1.7%	0.8%	1.5%	0.6%	1.4%	0.7%
Unreported	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Work at Home and Workplace</b>	<b>4.43</b>	<b>5.01</b>	<b>4.77</b>	<b>4.92</b>	<b>4.95</b>	<b>4.98</b>	<b>4.96</b>	<b>4.86</b>	<b>4.86</b>	<b>4.86</b>	<b>5.77</b>	<b>4.93</b>	<b>5.39</b>
POV-Driver	34.6%	24.8%	28.5%	32.6%	38.3%	27.0%	34.2%	31.1%	30.5%	30.9%	29.7%	30.8%	28.1%
POV-Passenger	33.1%	49.8%	43.5%	40.5%	33.9%	45.1%	38.0%	41.0%	44.0%	41.8%	52.4%	42.8%	44.9%
Taxi	3.4%	2.5%	2.8%	2.1%	2.5%	1.3%	2.1%	2.5%	2.2%	2.4%	1.0%	2.3%	3.3%
Public	26.0%	22.4%	23.7%	23.1%	23.5%	24.4%	23.9%	23.8%	22.0%	23.4%	15.2%	22.6%	22.6%
Walk	2.7%	0.4%	1.3%	1.5%	1.6%	2.2%	1.8%	1.5%	1.0%	1.4%	1.7%	1.4%	1.0%
Other	0.2%	0.2%	0.2%	0.2%	0.1%		0.1%	0.1%	0.3%	0.2%		0.2%	0.1%
No Response	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
All													

## Person Trips per Person (5+) by Time of Day and Workplace

	Manhattan	Rest of NYC	New York City	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Work Only at Home</b>	<b>4.78</b>	<b>4.58</b>	<b>4.65</b>	<b>4.82</b>	<b>4.88</b>	<b>4.99</b>	<b>4.92</b>	<b>4.74</b>	<b>4.72</b>	<b>4.74</b>	<b>4.19</b>	<b>4.66</b>	<b>4.78</b>
10 pm-1 am	7.2%	5.5%	6.2%	2.2%	1.6%	2.7%	1.9%	4.7%	2.5%	4.1%	1.2%	3.7%	2.7%
1-6 am	1.2%	1.1%	1.1%	1.1%	1.4%	0.6%	1.2%	1.2%	1.1%	1.1%	0.7%	1.1%	1.1%
6-9 am	7.1%	8.4%	7.9%	12.2%	13.4%	5.7%	10.8%	8.9%	13.6%	10.1%	12.7%	10.5%	11.4%
9 am-1 pm	24.8%	28.2%	26.9%	33.8%	35.1%	36.5%	35.6%	30.0%	31.9%	30.5%	30.9%	30.5%	29.6%
1-4 pm	28.1%	21.7%	24.1%	24.1%	24.3%	28.7%	25.8%	24.7%	22.4%	24.1%	21.8%	23.8%	22.6%
4-7 pm	18.4%	20.7%	19.8%	17.6%	14.7%	19.2%	16.2%	18.5%	19.0%	18.6%	21.2%	19.0%	20.5%
7-10 pm	13.2%	14.5%	14.0%	8.4%	7.7%	6.6%	7.3%	11.6%	9.4%	11.0%	11.4%	11.1%	12.0%
Unreported				0.7%	1.8%		1.2%	0.4%	0.1%	0.3%	0.2%	0.3%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Workplace-based Workers</b>	<b>4.48</b>	<b>3.84</b>	<b>3.97</b>	<b>4.58</b>	<b>4.46</b>	<b>4.59</b>	<b>4.50</b>	<b>4.13</b>	<b>4.65</b>	<b>4.27</b>	<b>4.68</b>	<b>4.31</b>	<b>4.71</b>
10 pm-1 am	5.4%	4.6%	4.8%	3.8%	4.4%	3.1%	3.9%	4.5%	3.7%	4.3%	4.0%	4.2%	3.4%
1-6 am	1.0%	2.8%	2.4%	2.3%	2.7%	1.5%	2.3%	2.4%	2.4%	2.4%	2.7%	2.4%	2.6%
6-9 am	15.1%	17.7%	17.1%	16.1%	17.6%	17.5%	17.6%	17.2%	14.9%	16.6%	15.5%	16.4%	16.5%
9 am-1 pm	20.1%	21.8%	21.4%	21.1%	20.4%	21.9%	20.9%	21.2%	21.3%	21.3%	20.8%	21.2%	22.0%
1-4 pm	20.1%	18.0%	18.4%	18.9%	18.6%	18.6%	18.6%	18.5%	19.2%	18.7%	20.6%	18.9%	18.7%
4-7 pm	26.4%	24.1%	24.6%	24.3%	22.9%	24.0%	23.3%	24.1%	25.2%	24.5%	24.0%	24.4%	24.6%
7-10 pm	12.1%	11.1%	11.3%	13.3%	13.4%	13.3%	13.3%	12.0%	13.3%	12.4%	12.5%	12.4%	12.3%
Unreported		0.0%	0.0%	0.1%	0.1%	0.3%	0.1%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Work at Home and Workplace</b>	<b>4.43</b>	<b>5.01</b>	<b>4.77</b>	<b>4.92</b>	<b>4.95</b>	<b>4.98</b>	<b>4.96</b>	<b>4.86</b>	<b>4.86</b>	<b>4.86</b>	<b>5.77</b>	<b>4.93</b>	<b>5.39</b>
10 pm-1 am	7.7%	1.9%	4.1%	3.1%	2.7%	4.5%	3.3%	3.8%	2.7%	3.5%	1.6%	3.3%	2.8%
1-6 am	0.5%	0.6%	0.6%	1.1%	1.3%	0.1%	0.8%	0.7%	1.4%	0.9%	0.6%	0.8%	1.5%
6-9 am	15.2%	12.9%	13.8%	14.8%	15.6%	14.7%	15.3%	14.4%	14.2%	14.4%	16.6%	14.6%	13.5%
9 am-1 pm	21.6%	21.1%	21.3%	25.9%	25.4%	24.6%	25.1%	23.0%	26.9%	24.0%	23.0%	23.9%	27.1%
1-4 pm	19.0%	24.7%	22.5%	20.2%	23.3%	16.5%	20.8%	21.8%	19.4%	21.2%	19.4%	21.0%	19.7%
4-7 pm	22.0%	20.1%	20.8%	23.1%	22.4%	23.3%	22.7%	21.7%	23.7%	22.2%	24.5%	22.4%	22.0%
7-10 pm	14.0%	18.8%	17.0%	11.7%	8.9%	16.5%	11.7%	14.6%	11.8%	13.9%	14.3%	13.9%	13.3%
Unreported				0.1%	0.4%		0.2%	0.1%		0.1%		0.1%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## Vehicle Trips per Driver by Trip Purpose and Workplace

	Manhattan	Rest of NYC	New York City	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Work Only at Home</b>	<b>0.56</b>	<b>2.28</b>	<b>1.57</b>	<b>3.83</b>	<b>3.47</b>	<b>4.64</b>	<b>3.84</b>	<b>2.42</b>	<b>3.83</b>	<b>2.82</b>	<b>3.23</b>	<b>2.88</b>	<b>3.82</b>
Earn a Living	5.4%	13.9%	12.6%	16.9%	24.1%	6.3%	17.2%	15.4%	16.6%	15.9%	14.3%	15.6%	20.9%
Family & Personal Business	58.4%	48.6%	50.1%	56.9%	56.3%	61.4%	58.3%	55.0%	55.6%	55.3%	55.8%	55.3%	52.7%
Civic, Educational & Religious		1.3%	1.1%	3.5%	2.9%	2.8%	2.9%	2.2%	4.0%	2.9%	4.6%	3.2%	4.0%
Social & Recreational	36.2%	27.2%	28.5%	21.8%	15.2%	28.8%	20.4%	23.7%	23.2%	23.5%	24.0%	23.6%	21.7%
Other		9.0%	7.6%	0.4%	0.5%	0.2%	0.4%	3.3%	0.4%	2.2%	0.6%	1.9%	0.7%
Unreported				0.5%	1.0%	0.5%	0.8%	0.5%	0.1%	0.4%	0.6%	0.4%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Workplace-based Workers</b>	<b>0.88</b>	<b>1.84</b>	<b>1.64</b>	<b>3.68</b>	<b>3.55</b>	<b>3.45</b>	<b>3.52</b>	<b>2.33</b>	<b>3.81</b>	<b>2.78</b>	<b>3.77</b>	<b>2.89</b>	<b>3.80</b>
Earn a Living	39.7%	35.7%	36.1%	36.3%	37.1%	36.7%	37.0%	36.6%	35.7%	36.2%	37.2%	36.4%	36.8%
Family & Personal Business	32.7%	42.5%	41.4%	42.2%	41.9%	41.8%	41.9%	41.7%	42.5%	42.0%	42.2%	42.0%	42.4%
Civic, Educational & Religious	0.1%	4.4%	3.9%	3.0%	2.7%	2.7%	2.7%	3.2%	3.3%	3.2%	2.4%	3.1%	3.6%
Social & Recreational	26.2%	16.0%	17.1%	17.9%	17.7%	18.1%	17.8%	17.5%	18.0%	17.7%	17.7%	17.7%	16.7%
Other	1.3%	1.2%	1.2%	0.5%	0.5%	0.6%	0.5%	0.8%	0.5%	0.7%	0.3%	0.6%	0.4%
Unreported		0.3%	0.3%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.1%	0.2%	0.2%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Work at Home and Workplace</b>	<b>0.96</b>	<b>2.07</b>	<b>1.60</b>	<b>3.64</b>	<b>3.61</b>	<b>3.35</b>	<b>3.52</b>	<b>2.50</b>	<b>3.80</b>	<b>2.83</b>	<b>4.58</b>	<b>2.98</b>	<b>4.24</b>
Earn a Living	48.3%	29.2%	34.0%	35.4%	40.4%	26.1%	35.4%	34.9%	35.4%	35.1%	33.1%	34.8%	32.4%
Family & Personal Business	44.1%	55.7%	52.7%	40.9%	34.5%	48.1%	39.2%	43.9%	43.1%	43.6%	52.6%	44.8%	45.9%
Civic, Educational & Religious		0.2%	0.1%	1.9%	1.6%	1.1%	1.4%	1.0%	2.6%	1.5%	1.0%	1.5%	2.9%
Social & Recreational	6.4%	15.0%	12.8%	20.3%	21.5%	23.5%	22.2%	19.0%	17.9%	18.6%	12.0%	17.8%	18.1%
Other	1.2%		0.3%	1.2%	1.8%	1.3%	1.6%	1.2%	0.7%	1.0%	1.4%	1.1%	0.6%
Unreported				0.2%	0.2%		0.1%	0.1%	0.2%	0.1%		0.1%	0.1%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## Vehicle Trips per Driver by Time of Day and Workplace

	Manhattan	Rest of NYC	New York City	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Work Only at Home</b>	<b>0.56</b>	<b>2.28</b>	<b>1.57</b>	<b>3.83</b>	<b>3.47</b>	<b>4.64</b>	<b>3.84</b>	<b>2.42</b>	<b>3.83</b>	<b>2.82</b>	<b>3.23</b>	<b>2.88</b>	<b>3.82</b>
10 pm-1 am		6.2%	5.3%	1.4%	1.3%	2.0%	1.5%	3.0%	1.2%	2.3%	0.8%	2.1%	2.6%
1-6 am		1.1%	0.9%	1.0%	2.1%	0.2%	1.3%	1.2%	0.7%	1.0%	0.6%	0.9%	1.1%
6-9 am		8.1%	6.9%	13.0%	14.8%	5.0%	11.0%	9.4%	15.0%	11.5%	14.4%	12.0%	12.2%
9 am-1 pm	23.6%	29.1%	28.2%	34.7%	34.2%	38.1%	35.7%	32.7%	33.7%	33.1%	33.4%	33.1%	31.2%
1-4 pm	44.7%	19.0%	22.9%	24.6%	26.0%	29.1%	27.2%	25.5%	22.2%	24.2%	20.6%	23.6%	23.3%
4-7 pm	29.2%	15.8%	17.8%	17.8%	14.7%	19.5%	16.6%	17.1%	19.0%	17.8%	19.2%	18.0%	20.0%
7-10 pm	2.5%	20.8%	18.0%	6.7%	4.4%	6.1%	5.1%	10.3%	8.2%	9.5%	10.7%	9.7%	9.7%
Unreported				0.8%	2.6%		1.6%	1.0%	0.1%	0.6%	0.3%	0.6%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Workplace-based Workers</b>	<b>0.88</b>	<b>1.84</b>	<b>1.64</b>	<b>3.68</b>	<b>3.55</b>	<b>3.45</b>	<b>3.52</b>	<b>2.33</b>	<b>3.81</b>	<b>2.78</b>	<b>3.77</b>	<b>2.89</b>	<b>3.80</b>
10 pm-1 am	5.2%	5.6%	5.6%	3.7%	4.3%	2.9%	3.9%	4.6%	3.5%	4.2%	4.2%	4.2%	3.0%
1-6 am	3.1%	2.9%	2.9%	2.5%	3.0%	1.6%	2.5%	2.7%	2.4%	2.6%	3.1%	2.7%	2.6%
6-9 am	16.2%	18.9%	18.6%	17.2%	18.0%	17.7%	17.9%	18.2%	16.6%	17.5%	17.1%	17.5%	18.2%
9 am-1 pm	24.5%	19.1%	19.7%	21.3%	20.1%	23.0%	21.1%	20.5%	21.5%	20.9%	21.2%	20.9%	21.9%
1-4 pm	17.8%	18.1%	18.1%	18.8%	18.5%	17.3%	18.1%	18.1%	19.3%	18.6%	20.7%	18.9%	18.7%
4-7 pm	26.0%	23.8%	24.0%	24.2%	22.6%	24.2%	23.2%	23.5%	25.0%	24.1%	23.0%	24.0%	24.7%
7-10 pm	7.2%	11.5%	11.1%	12.5%	13.4%	13.1%	13.3%	12.3%	11.8%	12.1%	10.6%	11.9%	10.9%
Unreported		0.0%	0.0%	0.0%		0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Work at Home and Workplace</b>	<b>0.96</b>	<b>2.07</b>	<b>1.60</b>	<b>3.64</b>	<b>3.61</b>	<b>3.35</b>	<b>3.52</b>	<b>2.50</b>	<b>3.80</b>	<b>2.83</b>	<b>4.58</b>	<b>2.98</b>	<b>4.24</b>
10 pm-1 am	2.6%	1.2%	1.6%	2.9%	3.0%	3.3%	3.1%	2.6%	2.7%	2.6%	1.1%	2.4%	2.6%
1-6 am				0.8%	1.3%	0.1%	0.9%	0.6%	0.7%	0.6%	0.7%	0.7%	1.5%
6-9 am	29.2%	15.2%	18.7%	14.8%	13.6%	15.1%	14.1%	15.7%	15.7%	15.7%	16.6%	15.8%	15.1%
9 am-1 pm	25.8%	26.5%	26.3%	26.6%	28.6%	26.1%	27.7%	27.2%	25.1%	26.5%	22.7%	26.0%	27.0%
1-4 pm	9.2%	26.0%	21.8%	20.9%	25.1%	16.1%	22.0%	21.9%	19.4%	21.1%	20.6%	21.0%	19.9%
4-7 pm	32.8%	16.2%	20.4%	23.1%	20.8%	23.2%	21.7%	21.2%	24.9%	22.5%	24.9%	22.8%	22.0%
7-10 pm	0.4%	15.0%	11.3%	10.8%	7.1%	16.0%	10.2%	10.6%	11.5%	10.9%	13.4%	11.2%	11.9%
Unreported				0.2%	0.5%		0.3%	0.2%		0.1%		0.1%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%



**Work Location**

	Manhattan	Rest of NYC	New York City	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Number of Workers</b>	<b>845,535</b>	<b>2,558,667</b>	<b>3,404,202</b>	<b>4,298,475</b>	<b>1,374,323</b>	<b>632,253</b>	<b>2,006,575</b>	<b>5,410,777</b>	<b>2,291,900</b>	<b>7,702,677</b>	<b>1,071,958</b>	<b>8,774,635</b>	<b>122,922,732</b>
Work at work location	765,019	2,378,221	3,143,240	3,964,064	1,259,968	559,732	1,819,700	4,962,940	2,144,364	7,107,304	963,952	8,071,256	112,708,795
Work from home	56,275	92,474	148,749	218,914	68,247	47,845	116,091	264,841	102,823	367,663	77,166	444,829	7,223,606
No fixed work place	22,709	75,850	98,558	89,069	30,040	21,430	51,470	150,028	37,599	187,627	26,933	214,560	2,596,776
Unreported	1,532	12,122	13,654	26,428	16,068	3,246	19,314	32,968	7,115	40,083	3,907	43,990	393,555
<b>Number of Workers</b>	<b>845,535</b>	<b>2,558,667</b>	<b>3,404,202</b>	<b>4,298,475</b>	<b>1,374,323</b>	<b>632,253</b>	<b>2,006,575</b>	<b>5,410,777</b>	<b>2,291,900</b>	<b>7,702,677</b>	<b>1,071,958</b>	<b>8,774,635</b>	<b>122,922,732</b>
Work at work location	90.5%	92.9%	92.3%	92.2%	91.7%	88.5%	90.7%	91.7%	93.6%	92.3%	89.9%	92.0%	91.7%
Work from home	6.7%	3.6%	4.4%	5.1%	5.0%	7.6%	5.8%	4.9%	4.5%	4.8%	7.2%	5.1%	5.9%
No fixed work place	2.7%	3.0%	2.9%	2.1%	2.2%	3.4%	2.6%	2.8%	1.6%	2.4%	2.5%	2.4%	2.1%
Unreported	0.2%	0.5%	0.4%	0.6%	1.2%	0.5%	1.0%	0.6%	0.3%	0.5%	0.4%	0.5%	0.3%

**Socio-demographic profiles of Workers Working at Home**

	Manhattan	Rest of NYC	New York City	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Work from Home</b>	<b>56,275</b>	<b>92,474</b>	<b>148,749</b>	<b>218,914</b>	<b>68,247</b>	<b>47,845</b>	<b>116,091</b>	<b>264,841</b>	<b>102,823</b>	<b>367,663</b>	<b>77,166</b>	<b>444,829</b>	<b>7,223,606</b>
5-15 yrs.													
16-24 yrs.	2.0%	5.5%	4.2%	4.8%	5.5%	6.6%	5.9%	5.0%	3.5%	4.5%	5.5%	4.7%	5.7%
25-34 yrs.	19.8%	28.1%	25.0%	19.1%	20.4%	13.4%	17.5%	21.7%	21.0%	21.5%	19.5%	21.1%	21.1%
35-44 yrs.	49.5%	30.4%	37.7%	29.0%	26.3%	25.7%	26.0%	32.6%	32.3%	32.5%	21.8%	30.6%	31.4%
45-64 yrs.	22.0%	28.5%	26.1%	39.0%	40.4%	39.7%	40.1%	32.2%	37.7%	33.8%	43.0%	35.4%	34.5%
65+	6.6%	7.4%	7.1%	8.1%	7.4%	14.5%	10.3%	8.5%	5.6%	7.7%	10.3%	8.2%	7.3%
Not Reported													
<b>Work from Home</b>	<b>56,275</b>	<b>92,474</b>	<b>148,749</b>	<b>218,914</b>	<b>68,247</b>	<b>47,845</b>	<b>116,091</b>	<b>264,841</b>	<b>102,823</b>	<b>367,663</b>	<b>77,166</b>	<b>444,829</b>	<b>7,223,606</b>
Male	55.8%	49.7%	52.0%	61.3%	64.2%	58.3%	61.8%	56.3%	60.9%	57.6%	65.5%	58.9%	57.5%
Female	44.3%	50.3%	48.0%	38.7%	35.8%	41.7%	38.2%	43.7%	39.1%	42.5%	34.5%	41.1%	42.5%
<b>Work from Home</b>	<b>56,275</b>	<b>92,474</b>	<b>148,749</b>	<b>218,914</b>	<b>68,247</b>	<b>47,845</b>	<b>116,091</b>	<b>264,841</b>	<b>102,823</b>	<b>367,663</b>	<b>77,166</b>	<b>444,829</b>	<b>7,223,606</b>
White	76.3%	59.5%	65.8%	92.3%	90.0%	88.8%	89.5%	76.2%	95.5%	81.6%	94.9%	83.9%	87.4%
AfrAm,Black	10.2%	20.3%	16.5%	1.8%	4.3%		2.6%	10.4%	1.0%	7.7%		6.4%	5.1%
Hisp, White/Hisp	3.8%	2.2%	2.8%	2.5%	3.6%	6.4%	4.7%	3.7%		2.6%		2.2%	3.4%
Other	9.7%	18.1%	14.9%	3.3%	2.0%	4.8%	3.2%	9.8%	3.5%	8.0%	5.1%	7.5%	4.1%
<b>Work from Home</b>	<b>56,275</b>	<b>92,474</b>	<b>148,749</b>	<b>218,914</b>	<b>68,247</b>	<b>47,845</b>	<b>116,091</b>	<b>264,841</b>	<b>102,823</b>	<b>367,663</b>	<b>77,166</b>	<b>444,829</b>	<b>7,223,606</b>
< \$20,000	15.6%	15.9%	15.8%	9.5%	2.5%	5.2%	3.6%	10.4%	16.3%	12.1%	11.9%	12.0%	15.8%
\$20-40,000	17.1%	26.1%	22.7%	19.8%	13.3%	12.1%	12.8%	18.4%	27.7%	21.0%	30.6%	22.7%	26.8%
\$40-60,000	11.3%	15.7%	14.1%	20.6%	28.4%	20.1%	25.0%	18.8%	15.8%	18.0%	16.5%	17.7%	21.4%
\$60-80,000	9.9%	5.6%	7.3%	17.2%	16.7%	21.5%	18.7%	12.3%	15.5%	13.2%	5.2%	11.8%	8.0%
> \$80,000	15.4%	3.0%	7.7%	9.4%	10.0%	17.5%	13.1%	10.1%	5.1%	8.7%	10.3%	9.0%	5.2%
Unreported	30.5%	33.7%	32.5%	23.5%	29.1%	23.6%	26.9%	30.0%	19.6%	27.1%	25.4%	26.8%	22.9%

*Socio-demographic profiles of Workplace-based workers*

	Manhattan	Rest of NYC	New York City	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Workplace-based Workers</b>	<b>765,019</b>	<b>2,378,221</b>	<b>3,143,240</b>	<b>3,964,064</b>	<b>1,259,968</b>	<b>559,732</b>	<b>1,819,700</b>	<b>4,962,940</b>	<b>2,144,364</b>	<b>7,107,304</b>	<b>963,952</b>	<b>8,071,256</b>	<b>112,708,795</b>
5-15 yrs.													
16-24 yrs.	10.3%	13.5%	12.7%	13.1%	13.7%	8.1%	12.0%	12.4%	14.0%	12.9%	13.2%	12.9%	15.8%
25-34 yrs.	38.0%	35.4%	36.0%	25.1%	22.8%	25.3%	23.6%	31.5%	26.3%	29.9%	26.7%	29.5%	27.5%
35-44 yrs.	22.7%	22.1%	22.2%	27.8%	27.9%	25.3%	27.1%	24.0%	28.5%	25.4%	30.2%	25.9%	27.1%
45-64 yrs.	27.3%	26.7%	26.8%	30.8%	31.5%	37.2%	33.2%	29.2%	28.7%	29.0%	27.4%	28.8%	27.2%
65+	1.6%	2.4%	2.2%	3.3%	4.1%	4.2%	4.1%	2.9%	2.5%	2.8%	2.5%	2.8%	2.4%
Not Reported													
<b>Workplace-based Workers</b>	<b>765,019</b>	<b>2,378,221</b>	<b>3,143,240</b>	<b>3,964,064</b>	<b>1,259,968</b>	<b>559,732</b>	<b>1,819,700</b>	<b>4,962,940</b>	<b>2,144,364</b>	<b>7,107,304</b>	<b>963,952</b>	<b>8,071,256</b>	<b>112,708,795</b>
Male	52.3%	51.9%	52.0%	53.7%	54.9%	53.0%	54.3%	52.8%	53.3%	53.0%	53.6%	53.0%	53.5%
Female	47.7%	48.1%	48.0%	46.3%	45.1%	47.0%	45.7%	47.2%	46.7%	47.0%	46.4%	47.0%	46.5%
<b>Workplace-based Workers</b>	<b>765,019</b>	<b>2,378,221</b>	<b>3,143,240</b>	<b>3,964,064</b>	<b>1,259,968</b>	<b>559,732</b>	<b>1,819,700</b>	<b>4,962,940</b>	<b>2,144,364</b>	<b>7,107,304</b>	<b>963,952</b>	<b>8,071,256</b>	<b>112,708,795</b>
White	63.1%	35.9%	42.5%	85.7%	82.6%	77.3%	81.0%	56.6%	89.7%	66.6%	94.4%	69.9%	78.7%
AfrAm,Black	17.8%	33.7%	29.8%	6.9%	7.9%	10.2%	8.6%	22.0%	5.5%	17.1%	1.9%	15.2%	11.4%
Hisp, White/Hisp	13.0%	16.8%	15.9%	2.6%	4.7%	4.1%	4.5%	11.7%	1.0%	8.5%	1.4%	7.6%	5.1%
Other	6.1%	13.6%	11.8%	4.8%	4.9%	8.4%	5.9%	9.6%	3.8%	7.9%	2.3%	7.2%	4.8%
<b>Workplace-based Workers</b>	<b>765,019</b>	<b>2,378,221</b>	<b>3,143,240</b>	<b>3,964,064</b>	<b>1,259,968</b>	<b>559,732</b>	<b>1,819,700</b>	<b>4,962,940</b>	<b>2,144,364</b>	<b>7,107,304</b>	<b>963,952</b>	<b>8,071,256</b>	<b>112,708,795</b>
< \$20,000	9.3%	17.0%	15.1%	7.8%	4.2%	6.4%	4.9%	11.4%	10.3%	11.1%	13.9%	11.4%	12.2%
\$20-40,000	25.6%	29.5%	28.5%	20.4%	14.1%	13.4%	13.9%	23.2%	25.9%	24.0%	36.0%	25.4%	29.4%
\$40-60,000	16.3%	18.1%	17.6%	21.6%	18.1%	16.7%	17.7%	17.6%	24.9%	19.8%	24.6%	20.4%	22.2%
\$60-80,000	9.6%	8.7%	8.9%	14.6%	19.8%	12.3%	17.5%	12.1%	12.2%	12.1%	8.1%	11.6%	11.3%
> \$80,000	3.9%	5.3%	5.0%	7.9%	11.4%	7.4%	10.2%	6.9%	5.9%	6.6%	2.8%	6.1%	4.9%
Unreported	35.3%	21.4%	24.8%	27.7%	32.3%	43.7%	35.8%	28.9%	20.8%	26.4%	14.5%	25.0%	20.0%

*Person Trips per Person (5+) by Mode of Transportation and Workplace*

	Manhattan	Rest of NYC	New York City	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Home-Based Worker</b>	<b>3.81</b>	<b>4.18</b>	<b>4.04</b>	<b>4.48</b>	<b>4.15</b>	<b>4.71</b>	<b>4.38</b>	<b>4.19</b>	<b>4.59</b>	<b>4.30</b>	<b>4.51</b>	<b>4.34</b>	<b>4.76</b>
POV-Driver	11.3%	50.2%	36.4%	81.6%	86.2%	76.4%	81.8%	57.2%	81.3%	64.4%	73.7%	66.1%	78.4%
POV-Passenger	2.3%	15.6%	10.9%	12.1%	7.7%	13.1%	10.1%	10.5%	14.1%	11.6%	21.9%	13.5%	15.7%
Taxi	18.3%	0.6%	6.9%	0.1%		0.2%	0.1%	3.8%	0.0%	2.7%		2.2%	0.1%
Public	26.8%	7.9%	14.6%	0.1%				7.9%	0.1%	5.6%		4.6%	0.5%
Walk	35.3%	18.4%	24.4%	4.1%	4.6%	8.7%	6.4%	16.2%	1.5%	11.8%	1.4%	9.9%	2.5%
Other	4.3%	0.4%	1.8%	0.3%	0.6%	0.1%	0.4%	1.1%	0.1%	0.8%	0.6%	0.8%	0.9%
No Response	1.8%	6.9%	5.1%	1.9%	1.0%	1.4%	1.2%	3.3%	2.7%	3.1%	2.4%	3.0%	1.9%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Workplace-based Workers</b>	<b>4.31</b>	<b>3.99</b>	<b>4.06</b>	<b>4.56</b>	<b>4.62</b>	<b>4.19</b>	<b>4.49</b>	<b>4.22</b>	<b>4.62</b>	<b>4.34</b>	<b>4.53</b>	<b>4.36</b>	<b>4.79</b>
POV-Driver	11.1%	35.6%	29.2%	75.3%	72.8%	71.9%	72.6%	46.1%	77.5%	56.2%	79.3%	59.1%	77.2%
POV-Passenger	6.3%	11.3%	10.0%	14.3%	15.6%	12.3%	14.7%	11.9%	13.9%	12.5%	14.5%	12.8%	14.8%
Taxi	6.3%	1.6%	2.8%	0.3%	0.5%	0.8%	0.6%	1.9%	0.2%	1.4%	0.0%	1.2%	0.1%
Public	26.3%	22.5%	23.4%	2.3%	2.9%	4.9%	3.5%	15.6%	1.3%	11.0%	0.5%	9.7%	1.1%
Walk	43.0%	21.6%	27.2%	4.0%	4.1%	6.4%	4.7%	18.4%	3.3%	13.6%	2.3%	12.2%	3.2%
Other	1.7%	1.9%	1.8%	1.0%	1.3%	0.5%	1.0%	1.5%	0.9%	1.3%	0.7%	1.2%	1.0%
No Response	5.3%	5.6%	5.5%	2.9%	2.9%	3.2%	3.0%	4.5%	2.9%	4.0%	2.7%	3.8%	2.5%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Person Trips per Person (5+) by Trip Purpose and Workplace*

	Manhattan	Rest of NYC	New York City	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Home-Based Worker</b>	<b>3.81</b>	<b>4.18</b>	<b>4.04</b>	<b>4.48</b>	<b>4.15</b>	<b>4.71</b>	<b>4.38</b>	<b>4.19</b>	<b>4.59</b>	<b>4.30</b>	<b>4.51</b>	<b>4.34</b>	<b>4.76</b>
Earn a Living	17.7%	23.5%	21.4%	21.8%	16.8%	22.4%	19.3%	20.5%	24.5%	21.7%	20.7%	21.5%	23.6%
Family & Personal Business	43.5%	50.8%	48.2%	54.4%	60.1%	54.5%	57.6%	52.5%	50.9%	52.0%	46.8%	51.1%	51.5%
Civic, Educational & Religious	5.1%	1.7%	2.9%	2.4%	1.2%	3.9%	2.4%	2.7%	2.4%	2.6%	4.4%	2.9%	4.2%
Social & Recreational	33.7%	23.7%	27.3%	21.4%	21.9%	19.2%	20.7%	24.2%	22.1%	23.6%	27.9%	24.4%	20.5%
Other		0.3%	0.2%	0.0%				0.1%	0.1%	0.1%	0.3%	0.1%	0.2%
Unreported													0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Workplace-based Workers</b>	<b>4.31</b>	<b>3.99</b>	<b>4.06</b>	<b>4.56</b>	<b>4.62</b>	<b>4.19</b>	<b>4.49</b>	<b>4.22</b>	<b>4.62</b>	<b>4.34</b>	<b>4.53</b>	<b>4.36</b>	<b>4.79</b>
Earn a Living	32.0%	34.3%	33.7%	32.8%	30.3%	37.9%	32.5%	33.2%	33.0%	33.2%	34.6%	33.3%	33.2%
Family & Personal Business	40.2%	42.8%	42.1%	43.8%	44.9%	39.2%	43.3%	42.6%	44.3%	43.1%	42.5%	43.0%	43.2%
Civic, Educational & Religious	3.8%	5.0%	4.7%	3.6%	4.5%	3.8%	4.3%	4.5%	3.1%	4.1%	3.1%	3.9%	3.9%
Social & Recreational	24.0%	18.0%	19.5%	19.6%	20.0%	18.9%	19.7%	19.6%	19.5%	19.5%	19.7%	19.6%	19.7%
Other	0.1%	0.0%	0.1%	0.1%	0.2%	0.1%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
Unreported				0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Person Trips per Person (5+) by Time of Day and Workplace*

	Manhattan	Rest of NYC	New York City	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Home-Based Worker</b>	<b>3.81</b>	<b>4.18</b>	<b>4.04</b>	<b>4.48</b>	<b>4.15</b>	<b>4.71</b>	<b>4.38</b>	<b>4.19</b>	<b>4.59</b>	<b>4.30</b>	<b>4.51</b>	<b>4.34</b>	<b>4.76</b>
10 pm-1 am	3.0%	6.5%	5.3%	3.0%	5.0%	2.2%	3.8%	4.6%	2.1%	3.8%	2.6%	3.6%	3.1%
1-6 am	0.4%	1.3%	1.0%	1.2%	2.7%	0.3%	1.6%	1.3%	0.6%	1.1%	0.9%	1.1%	1.0%
6-9 am	9.2%	9.4%	9.3%	11.0%	11.7%	12.6%	12.1%	10.6%	9.8%	10.4%	6.7%	9.7%	12.0%
9 am-1 pm	27.8%	23.9%	25.3%	27.1%	23.7%	23.7%	25.6%	25.4%	28.7%	26.4%	27.9%	28.5%	28.3%
1-4 pm	30.9%	25.4%	27.4%	25.1%	19.5%	29.8%	24.1%	25.9%	26.1%	26.0%	20.9%	25.0%	21.9%
4-7 pm	19.6%	22.1%	21.2%	20.9%	19.3%	20.7%	19.9%	20.6%	21.9%	21.0%	18.0%	20.5%	21.6%
7-10 pm	9.2%	11.3%	10.6%	11.9%	14.7%	10.6%	12.9%	11.6%	10.9%	11.4%	12.7%	11.6%	12.0%
Unreported				0.0%		0.1%	0.0%	0.0%		0.0%	0.3%	0.1%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Workplace-based Workers</b>	<b>4.31</b>	<b>3.99</b>	<b>4.06</b>	<b>4.56</b>	<b>4.62</b>	<b>4.19</b>	<b>4.49</b>	<b>4.22</b>	<b>4.62</b>	<b>4.34</b>	<b>4.53</b>	<b>4.36</b>	<b>4.79</b>
10 pm-1 am	7.1%	5.5%	5.9%	4.6%	5.1%	4.1%	4.8%	5.5%	4.5%	5.2%	3.9%	5.0%	4.2%
1-6 am	1.5%	2.0%	1.9%	2.2%	2.6%	1.7%	2.3%	2.1%	2.1%	2.1%	2.6%	2.1%	2.6%
6-9 am	12.9%	15.8%	15.0%	14.7%	14.0%	16.9%	14.8%	15.0%	14.7%	14.9%	15.1%	14.9%	15.2%
9 am-1 pm	22.7%	21.6%	21.9%	22.2%	23.0%	20.4%	22.2%	22.0%	22.1%	22.0%	24.3%	22.3%	22.1%
1-4 pm	18.7%	20.3%	19.9%	19.8%	20.8%	20.8%	20.8%	20.2%	18.9%	19.8%	20.4%	19.9%	19.3%
4-7 pm	21.1%	22.7%	22.3%	23.7%	21.7%	25.2%	22.7%	22.4%	24.5%	23.1%	22.5%	23.0%	24.2%
7-10 pm	16.1%	12.1%	13.1%	12.8%	12.9%	10.9%	12.3%	12.8%	13.2%	12.9%	11.3%	12.7%	12.4%
Unreported		0.1%	0.1%	0.0%				0.1%	0.1%	0.1%	0.1%	0.1%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Vehicle Trips per Driver by Trip Purpose and Workplace*

	Manhattan	Rest of NYC	New York City	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Home-Based Worker</b>	<b>0.56</b>	<b>2.79</b>	<b>1.93</b>	<b>3.80</b>	<b>3.76</b>	<b>3.71</b>	<b>3.74</b>	<b>2.83</b>	<b>3.88</b>	<b>3.15</b>	<b>3.36</b>	<b>3.19</b>	<b>3.87</b>
Earn a Living	12.6%	21.4%	20.4%	24.1%	19.0%	25.7%	21.8%	21.3%	26.7%	23.3%	23.1%	23.3%	25.9%
Family & Personal Business	72.5%	61.7%	62.9%	53.8%	59.5%	50.1%	55.6%	58.1%	51.9%	55.8%	51.4%	54.9%	53.2%
Civic, Educational & Religious		2.9%	2.5%	1.9%	0.5%	2.9%	1.5%	1.9%	2.4%	2.1%	4.5%	2.6%	3.8%
Social & Recreational	14.9%	13.5%	13.6%	20.1%	21.0%	21.3%	21.2%	18.6%	18.9%	18.7%	21.1%	19.2%	17.0%
Other		0.6%	0.5%	0.0%				0.2%	0.1%	0.1%		0.1%	0.1%
Unreported													0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Workplace-based Workers</b>	<b>0.69</b>	<b>2.02</b>	<b>1.70</b>	<b>3.63</b>	<b>3.63</b>	<b>3.15</b>	<b>3.48</b>	<b>2.48</b>	<b>3.77</b>	<b>2.92</b>	<b>3.73</b>	<b>3.03</b>	<b>3.86</b>
Earn a Living	26.4%	34.4%	33.6%	35.4%	32.6%	40.5%	34.8%	34.3%	35.8%	35.0%	38.3%	35.6%	36.1%
Family & Personal Business	46.3%	44.6%	44.8%	44.7%	46.0%	40.2%	44.3%	44.5%	45.0%	44.7%	42.7%	44.4%	43.7%
Civic, Educational & Religious	24.3%	17.1%	17.8%	16.8%	17.5%	16.8%	17.3%	17.5%	16.4%	17.0%	16.2%	16.9%	16.7%
Social & Recreational	3.0%	3.9%	3.9%	3.1%	3.8%	2.5%	3.5%	3.6%	2.7%	3.2%	2.7%	3.1%	3.4%
Other		0.0%	0.0%	0.1%	0.1%		0.1%	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%
Unreported				0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## Vehicle Trips per Driver by Time of Day and Workplace

	Manhattan	Rest of NYC	New York City	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	NY Metro Total	Other Urban (Non-NY Metro)	All Urban Areas	Non-Urban Areas	Statewide	Rest of US
<b>Home-Based Worker</b>	<b>0.56</b>	<b>2.79</b>	<b>1.93</b>	<b>3.80</b>	<b>3.76</b>	<b>3.71</b>	<b>3.74</b>	<b>2.83</b>	<b>3.88</b>	<b>3.15</b>	<b>3.36</b>	<b>3.19</b>	<b>3.87</b>
10 pm-1 am	3.7%	2.6%	2.7%	2.2%	4.2%	1.2%	3.0%	2.9%	1.3%	2.3%	2.3%	2.3%	2.8%
1-6 am		0.2%	0.1%	1.3%	3.1%	0.4%	2.0%	1.4%	0.5%	1.0%	0.8%	1.0%	1.0%
6-9 am	8.9%	9.2%	9.2%	12.2%	12.7%	15.0%	13.7%	12.1%	10.6%	11.6%	7.5%	10.7%	12.8%
9 am-1 pm	4.3%	27.5%	24.9%	28.7%	27.0%	25.6%	26.5%	25.9%	31.1%	27.9%	37.9%	29.9%	29.0%
1-4 pm	61.2%	30.2%	33.7%	23.9%	18.2%	28.7%	22.5%	26.4%	25.3%	26.0%	20.8%	24.9%	22.6%
4-7 pm	14.9%	18.1%	17.7%	20.5%	18.3%	21.7%	19.7%	19.0%	21.4%	19.9%	18.6%	19.6%	21.0%
7-10 pm	7.1%	12.2%	11.7%	11.3%	16.5%	7.3%	12.6%	12.3%	9.8%	11.3%	12.0%	11.5%	10.9%
Unreported				0.0%		0.1%	0.1%	0.0%		0.0%		0.0%	
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Workplace-based Workers</b>	<b>0.69</b>	<b>2.02</b>	<b>1.70</b>	<b>3.63</b>	<b>3.63</b>	<b>3.15</b>	<b>3.48</b>	<b>2.48</b>	<b>3.77</b>	<b>2.92</b>	<b>3.73</b>	<b>3.03</b>	<b>3.86</b>
10 pm-1 am	10.0%	7.5%	7.7%	4.5%	5.0%	4.1%	4.8%	5.9%	4.3%	5.2%	3.5%	4.9%	3.9%
1-6 am	11.1%	16.4%	15.9%	15.8%	15.0%	17.5%	15.7%	15.8%	15.9%	15.8%	16.3%	15.9%	16.3%
6-9 am	32.0%	21.1%	22.1%	22.5%	23.5%	21.7%	23.0%	22.7%	22.0%	22.4%	23.6%	22.6%	21.8%
9 am-1 pm	17.6%	18.3%	18.2%	18.9%	19.4%	19.5%	19.4%	19.0%	18.4%	18.7%	20.3%	19.0%	19.3%
1-4 pm	19.0%	21.6%	21.4%	24.0%	22.4%	24.1%	22.9%	22.3%	24.9%	23.5%	22.9%	23.4%	24.6%
4-7 pm	10.2%	12.9%	12.6%	12.2%	12.3%	11.1%	12.0%	12.2%	12.3%	12.3%	10.6%	12.0%	11.6%
7-10 pm	0.2%	2.3%	2.1%	2.2%	2.5%	1.9%	2.3%	2.2%	2.2%	2.2%	2.8%	2.3%	2.6%
Unreported				0.0%					0.0%	0.0%	0.1%	0.0%	0.0%
All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## **APPENDIX 5B**

### **STANDARD ERROR TABLES FOR CHAPTER 5**



**Table A5.3 STANDARD ERRORS for Distribution of Labor Force by Work Location  
New York State vs. the Rest of the Country  
1995 and 2001 NHTS**

	2001		1995	
	Statewide	Rest of US	Statewide	Rest of US
<b>Number of Workers</b>	<b>83,673</b>	<b>531,117</b>	<b>119,004</b>	<b>855,791</b>
Workplace	90,328 (0.8%)	615,866 (0.4%)	116,084 (1.3%)	833,174 (0.7%)
Works only at home	28,467 (0.3%)	206,073 (0.2%)	25,719 (0.3%)	234,214 (0.2%)
No fixed workplace	27,290 (0.3%)	160,659 (0.1%)	21,679 (0.2%)	150,760 (0.1%)
Home and work	27,517 (0.3%)	191,835 (0.1%)		
Unreported	76,773 (0.7%)	528,207 (0.4%)	8,886 (0.1%)	47,484 (0.0%)

**Table A5.4A STANDARD ERRORS for Socio-Demographic Profiles of Home-Based Workers  
2001 NHTS**

	<b>New York State</b>	<b>Rest of U.S.</b>
<b>Persons 5 years old or older</b>	<b>51,662</b>	<b>303,559</b>
Does Not Work at Home	88,994	577,911
Work at Home	28,467	206,073
Not a Worker	76,926	637,044
<b>Home-Based Workers by Age</b>	<b>28,467</b>	<b>206,073</b>
16-24 yrs.	1.07%	0.62%
25-34 yrs.	1.89%	0.91%
35-44 yrs.	2.72%	1.13%
45-64 yrs.	2.56%	1.19%
65+	1.42%	0.67%
Not Reported	0.51%	0.39%
<b>Home-Based Workers by Gender</b>	<b>28,467</b>	<b>206,073</b>
Male	2.63%	1.13%
Female	2.63%	1.13%
<b>Home-Based Workers by Race</b>	<b>28,467</b>	<b>206,073</b>
White	2.68%	1.13%
African American	2.01%	0.75%
Hispanic, White/Hispanic	1.69%	0.88%
Other	1.59%	0.56%
<b>Home-Based Workers by Income</b>	<b>28,467</b>	<b>206,073</b>
< \$20,000	1.36%	0.92%
\$20-40,000	2.12%	1.12%
\$40-60,000	2.02%	1.23%
\$60-80,000	1.61%	0.90%
> \$80,000	2.50%	1.16%
Unreported	1.47%	0.76%
<b>Home-Based Workers by Internet Access</b>	<b>28,467</b>	<b>206,073</b>
Internet Access (past 6 mos.)	2.05%	1.06%
No Internet Access (past 6 mos.)	2.05%	1.06%
<b>Home-Based Workers by Internet Assess Frequency</b>	<b>28,467</b>	<b>206,073</b>
Access Internet Almost everyday	2.85%	1.31%
Access Internet several times/week	1.76%	0.85%
Access Internet Once a week	1.86%	0.64%
Access Internet Once a month	1.11%	0.69%
Never	1.11%	0.50%
Unreported	2.12%	1.07%



**Table A5.4B STANDARD ERRORS for Socio-Demographic Profiles of Home-Based Workers  
1995 NHTS**

	<b>New York State</b>	<b>Rest of U.S.</b>
<b>Persons 5 years old or older</b>	<b>191,928</b>	<b>1,734,473</b>
Does Not Work at Home	117,864	1,042,212
Work at Home	25,719	237,958
Not a Worker	140,393	1,065,145
<b>Home-Based Workers by Age</b>	<b>25,719</b>	<b>237,958</b>
16-24 yrs.	1.19%	1.02%
25-34 yrs.	2.17%	2.24%
35-44 yrs.	2.00%	3.02%
45-64 yrs.	1.45%	3.43%
65+	1.41%	1.06%
Not Reported		
<b>Home-Based Workers by Gender</b>	<b>25,719</b>	<b>237,958</b>
Male	4.27%	5.31%
Female	0.81%	3.94%
<b>Home-Based Workers By Race</b>	<b>25,719</b>	<b>237,958</b>
White	5.21%	8.02%
African American	1.63%	1.00%
Hispanic, White/Hispanic	0.84%	0.95%
Other	1.60%	0.69%
<b>Home-Based Workers by Income</b>	<b>25,719</b>	<b>237,958</b>
< \$20,000	1.76%	1.86%
\$20-40,000	2.01%	2.77%
\$40-60,000	1.97%	2.49%
\$60-80,000	1.58%	1.09%
> \$80,000	2.01%	1.59%
Unreported	2.25%	1.68%

**Table A5.6 STANDARD ERRORS for Daily Person Trips per Worker by Trip Purpose and Work Location  
2001 NHTS**

	Working at home only		Working at workplace		Working at home and workplace	
	New York State	Rest of U.S.	New York State	Rest of U.S.	New York State	Rest of U.S.
<b>Daily Person Trips by Purpose</b>	<b>0.16</b>	<b>0.08</b>	<b>0.05</b>	<b>0.03</b>	<b>0.16</b>	<b>0.08</b>
Earn a Living	1.25%	0.80%	0.63%	0.31%	1.69%	0.83%
Family & Personal Business	1.91%	0.90%	0.66%	0.33%	1.71%	0.94%
Civic, Educational & Religious	0.54%	0.37%	0.27%	0.13%	0.56%	0.31%
Social & Recreational	1.47%	0.84%	0.46%	0.25%	1.43%	0.70%
Other	0.24%	0.22%	0.22%	0.05%	0.32%	0.15%
Unreported	0.11%	0.02%	0.03%	0.01%	0.06%	0.03%
All	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

**Table A5.8 STANDARD ERRORS for Daily Vehicle Trips per Worker by Trip Purpose and Work Location  
2001 NHTS**

	Working at home only		Working at workplace		Telecommuting	
	New York State	Rest of U.S.	New York State	Rest of U.S.	New York State	Rest of U.S.
<b>Daily Vehicle Trips</b>	<b>0.16</b>	<b>0.08</b>	<b>0.05</b>	<b>0.03</b>	<b>0.15</b>	<b>0.09</b>
Earn a Living	1.52%	0.94%	0.71%	0.36%	2.20%	0.98%
Family & Personal Business	2.04%	1.00%	0.64%	0.35%	1.91%	1.05%
Civic, Educational & Religious	0.71%	0.38%	0.27%	0.13%	0.38%	0.34%
Social & Recreational	1.80%	0.80%	0.48%	0.24%	1.57%	0.70%
Other	0.18%	0.14%	0.10%	0.04%	0.30%	0.11%
Unreported	0.16%	0.01%	0.03%	0.01%	0.05%	0.04%
All	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>Daily VMT</b>	<b>2.46</b>	<b>2.51</b>	<b>0.85</b>	<b>0.48</b>	<b>4.63</b>	<b>2.23</b>
Earn a Living	3.60%	2.36%	1.42%	0.56%	6.42%	2.33%
Family & Personal Business	4.19%	1.70%	0.93%	0.60%	3.54%	1.48%
Civic, Educational & Religious	0.87%	0.38%	0.22%	0.14%	0.36%	0.36%
Social & Recreational	3.32%	2.52%	1.33%	0.64%	5.11%	2.69%
Other	0.45%	0.21%	0.15%	0.12%	0.31%	0.59%
Unreported	0.09%	0.10%	0.10%	0.09%	0.92%	0.09%
All	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

**Table A5.9 STANDARD ERRORS for Commute Patterns\* of Workers by Work Locations  
2001 NHTS**

	Telecommute		Non-telecommute	
	New York State	Rest of U.S.	New York State	Rest of U.S.
2001 Commute Statistics				
Commute person trips per worker	0.0741	0.0304	0.0168	0.0076
Commute PMT per worker (miles)	1.3136	2.0733	0.2407	0.1636
Length of one-way commute (miles)	0.9434	1.8088	0.1952	0.1269
Average time spent commuting one-way (minutes)	3.6997	1.574	1.3016	0.3434

\* Based on trips reported in the travel day.

**Table A5.10 STANDARD ERRORS for Summary Travel Statistics of Workers by Work Location and Area  
2001 NHTS**

	Manhattan	Rest of NYC	Other Urban (Non-NYC)	Nassau, Suffolk	Putnam, Rockland, Westchester	Rest of NY Metro (Outside NYC)	Other Urban (Non-NY Metro)	Non-Urban Areas	Statewide	Rest of U.S.
<b>Number of Workers</b>	<b>32,474</b>	<b>70,423</b>	<b>41,342</b>	<b>34,688</b>	<b>14,536</b>	<b>38,724</b>	<b>25,389</b>	<b>22,490</b>	<b>83,673</b>	<b>531,117</b>
Workplace-based	31,299	64,916	42,555	32,698	15,875	37,528	22,304	17,924	90,328	615,866
Home-Based	12,224	17,875	16,164	12,172	5,806	13,202	8,152	7,391	28,467	206,073
No fixed workplace	7,181	22,360	15,950	14,586	2,818	15,264	5,991	5,846	27,290	160,659
Telecommute	10,310	19,339	16,811	11,870	6,685	13,487	7,273	5,208	27,517	191,835
Unreported	22,976	58,753	38,610	29,312	13,866	31,137	22,872	17,873	76,773	528,207
<b>% Workers with Work Location Information</b>										
Workplace-based	2.49%	1.41%	0.91%	2.43%	1.69%	1.78%	0.71%	1.53%	0.73%	0.32%
Home-Based	1.76%	0.80%	0.55%	1.31%	1.22%	0.95%	0.52%	1.15%	0.45%	0.24%
No fixed workplace	1.11%	1.03%	0.52%	1.48%	0.62%	1.04%	0.39%	0.88%	0.42%	0.18%
Telecommute	1.59%	0.87%	0.57%	1.25%	1.42%	0.97%	0.49%	0.81%	0.43%	0.22%
Total	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>Daily Person Trips</b>										
Workplace-based	0.18	0.11	0.06	0.15	0.13	0.11	0.06	0.12	0.05	0.03
Home-Based	0.57	0.33	0.25	0.51	0.59	0.40	0.23	0.32	0.16	0.08
Telecommute	0.24	0.37	0.20	0.48	0.33	0.32	0.17	0.42	0.16	0.08
<b>Daily Vehicle Trips</b>										
Workplace-based	0.18	0.12	0.06	0.15	0.17	0.11	0.06	0.11	0.05	0.03
Home-Based	0.25	0.35	0.24	0.49	0.64	0.40	0.22	0.32	0.16	0.08
Telecommute	0.23	0.31	0.17	0.41	0.30	0.28	0.18	0.39	0.15	0.09

**Table A5.11 STANDARD ERRORS for Comparison of Socio-demographic Profiles of  
Home-Based Workers Living In Manhattan and Non-Urban New York Areas  
2001 NHTS**

	<b>Manhattan</b>	<b>Non-Urban Areas</b>
<b>Home-Based Workers</b>	<b>12,224</b>	<b>7,391</b>
16-24 yrs.		2.65%
25-34 yrs.	6.55%	3.30%
35-44 yrs.	8.22%	4.42%
45-64 yrs.	6.99%	5.25%
65+	3.43%	2.96%
Not Reported		0.21%
<b>Gender</b>		
Male	7.42%	4.84%
Female	7.42%	4.84%
<b>Race</b>		
White	7.73%	2.62%
African American, Black	4.93%	1.65%
Hispanic	4.00%	
Other	3.74%	2.15%
<b>Income</b>		
< \$20,000	4.03%	2.91%
\$20-40,000	5.52%	6.08%
\$40-60,000	4.92%	5.48%
\$60-80,000	4.86%	2.98%
> \$80,000	7.62%	3.24%
Unreported	1.06%	2.65%
<b>Accessing Internet</b>		
Internet Access (past 6 mos.)	3.69%	4.05%
No Internet Access (past 6 mos.)	3.69%	4.05%
<b>Frequency in Accessing Internet</b>		
Access Internet Almost everyday	6.55%	4.85%
Access Internet several times/week	4.34%	3.10%
Access Internet Once a week	4.49%	3.21%
Access Internet Once a month	3.85%	3.17%
Never	0.64%	2.44%
Unreported	3.69%	4.05%