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PLACE OF WORK AND MEANS OF TRANSPORTATION TO WORK: 1960

(The tables presented here are preprints of tables 216, 302, and 303 from Final Report PC(1)-1D, which is scheduled to be published in several months and which will contain additional summary information on the detailed characteristics of the population)

About 83 percent of the workers living in the central cities of standard metropolitan statistical areas (SMSA's) of 100,000 or more at the time of the 1960 Census also worked in these central cities, about 9 percent commuted to the outlying suburban ring, and approximately 2 percent worked outside the area (table 302). Of the workers living in the ring of these SMSA's, about 58 percent worked in the ring, 33 percent in the central cities, and 5 percent worked outside their SMSA of residence.

Although the major part of the working population of central cities of the combined SMSA's work in these cities, there is an appreciable variation from area to area. There was no SMSA in which less than one-half of the resident workers of central cities worked in these cities. There were, for example, 3 SMSA's, Huntsville, Jersey City, and Newark in which this percentage ranged between 50 and 60. At the other extreme, the figure for the Newport News-Hampton SMSA was 93 percent, and there were 7 other SMSA's in which it fell between 90 and 93 percent.

The variability among areas in the percentage of the resident working population of the ring that also worked in the ring was somewhat greater. This percentage ranged from 20 for the Rochester SMSA to 79 for the Trenton SMSA. The high percentages have occurred

either in SMSA's which have considerable industrial development in the ring, such as Trenton or Pittsburgh, or in areas in which the population of the ring was relatively small and essentially rural, such as the El Paso and Lubbock areas.

In the aggregate, the number of workers who were residents of the central city but commuted to the ring was relatively small. There were, however, 7 SMSA's in which the percentage of commuters to the ring ranged from 25 to 40 percent. These areas were by and large relatively small, and with one exception had sizable military installations in the ring. In contrast, there were 8 SMSA's in which the percentage of workers commuting to the ring was less than 3, among them the New York SMSA.

Workers who live in the ring and work in the central city are in a sense the concrete manifestation of the public image of the commuter or suburbanite. In the aggregate they account for about one-third of the working population of the rings of SMSA's, but this proportion is highly variable among individual SMSA's. For 4 areas--Rochester, Winston-Salem, Durham, and Muskegon-Muskegon Heights--it ranged between 65 and 75 percent. At the other extreme there were 3 SMSA's--Jersey City, Paterson-Clifton-Passaic, and Trenton--in which



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fewer than 10 percent of the workers living in the ring worked in the central city. It will be noted that these 3 SMSA's are adjacent to the very large New York and Philadelphia SMSA's and that, in each case, a larger number of residents of the ring worked outside the smaller SMSA than worked in its central city.

The SMSA's with the highest percentages of commuters from the ring exemplify the situation which is implicit in a great deal of the discussion of suburbanization and commutation. Employment opportunities are concentrated in the central city, a large proportion of the suburban population commutes to work, and the proportion of the workers living in the ring who also work there is relatively small. In contrast, the SMSA's with the smallest proportion of commuters from the ring lie in the heart of the extensive and undifferentiated urbanized areas of the east coast, and in this megalopolitan setting the differentiation between central city and ring loses much of its meaning.

The workers who commute from the ring to the central city were in some respects different from other workers in SMSA's. The percentages of males among the commuters was higher than that for other workers (73 vs. 66 percent) as was the percentage in the age group 25 to 44 years (52 vs. 45 percent). Likewise, the proportion using private automobile or carpool was greater among the commuters (table 216). The percentages of managers, officials, and proprietors; clerical and sales workers; and craftsmen, foremen, and kindred

workers were higher among the persons who commuted to the central city than among all other workers. The percentage of service workers, however, was somewhat lower.

The New York SMSA was the only SMSA in which more than one-half of the workers (about 55 percent) used public transportation in going to work. This percentage ranged between 25 and 44 for the Jersey City, New Orleans, Chicago, Philadelphia, Newark, and Boston SMSA's, and was less than 25 percent for all other SMSA's (table 303). The lowest percentages of workers using public transportation occurred in the smaller SMSA's such as Eugene (1.4 percent) and Bay City (1.2 percent).

All of the statistics in this report were obtained from a 25-percent sample, consisting of one household out of every four (and of one person out of every four persons not in households). There may be differences between comparable distributions in this report and in other reports of the 1960 Census of Population because of sampling variability or errors in processing. Definitions of the terms used in this report, explanations of collection and processing procedures, and a statement on sampling variability may be found in the introduction to any of the reports in the PC(1)-D series.

An outline of the publication program for the 1960 Census of Population may be obtained free of charge from the Bureau of the Census, Washington 25, D.C., or from any U.S. Department of Commerce Field Office.

Table 302.--PLACE OF WORK OF WORKERS DURING THE CENSUS WEEK, FOR STANDARD METROPOLITAN STATISTICAL AREAS OF 100,000 OR MORE: 1960--Con.

(Statistics include members of the Armed Forces)

Standard metropolitan statistical area	Total workers 14 years old and over	Living in central city						Living in SMSA ring							
		Total	Working in central city		Working in SMSA ring		Working outside SMSA of residence	Place of work not reported	Total	Working in central city		Working in SMSA ring		Working outside SMSA of residence	Place of work not reported
			Number	Per cent	Number	Per cent				Number	Per cent	Number	Per cent		
Steubenville-Weirton, Ohio-W.Va.....	55,323	21,578	18,567	86.0	2,036	9.4	332	643	33,745	12,088	35.8	17,253	51.1	3,406	998
Stockton, Calif.....	86,773	29,878	21,104	70.6	6,411	21.5	821	1,542	56,895	16,843	29.6	31,879	56.0	2,870	5,303
Syracuse, N.Y.....	206,546	85,989	67,871	78.9	12,335	14.3	1,111	4,672	120,557	41,405	34.3	69,532	57.7	5,482	4,138
Tacoma, Wash.....	117,918	52,401	39,820	76.0	8,165	15.6	3,091	1,325	65,517	29,145	44.5	30,661	46.8	4,633	1,078
Tampa-St. Petersburg, Fla.....	255,290	155,820	131,060	84.1	12,075	7.7	2,777	9,908	99,470	31,208	31.4	57,738	58.0	4,204	6,320
Terre Haute, Ind.....	37,545	26,328	21,806	82.8	2,265	8.6	970	1,287	11,217	5,483	48.9	4,620	41.2	643	471
Toledo, Ohio.....	163,972	116,370	96,773	83.2	9,703	8.3	5,750	4,144	47,602	24,899	52.3	18,015	37.8	3,268	1,420
Topeka, Kans.....	55,263	46,620	36,689	78.7	6,076	13.0	1,250	2,605	8,643	3,219	37.2	5,126	59.3	137	161
Trenton, N.J.....	106,616	44,987	32,825	73.0	5,730	12.7	3,933	2,499	61,629	3,484	5.7	48,777	79.1	7,248	2,120
Tucson, Ariz.....	88,860	71,790	54,118	75.4	13,036	18.2	1,979	2,657	17,070	6,431	37.7	9,784	57.3	513	342
Tulsa, Okla.....	153,196	102,039	85,069	83.4	8,843	8.7	1,848	6,279	51,157	17,566	34.3	29,250	57.1	2,052	2,309
Tuscaloosa, Ala.....	34,232	20,379	15,967	78.4	3,338	16.4	566	508	13,833	5,247	37.9	7,473	53.9	778	355
Utica-Rome, N.Y.....	117,859	54,472	45,402	83.3	5,596	10.3	730	2,744	63,387	19,042	30.0	39,890	62.9	2,324	2,131
Waco, Texas.....	55,311	36,284	30,371	84.3	4,075	11.2	924	714	19,027	7,779	40.9	10,283	54.0	621	364
Washington, D.C.-Md.-Va.....	830,830	344,812	269,945	78.3	36,719	10.6	5,251	32,897	486,018	213,283	43.9	237,587	48.9	15,066	20,082
Waterbury, Conn.....	70,878	42,481	33,103	77.9	5,007	11.8	2,583	1,788	28,397	8,888	31.3	14,048	49.5	4,633	828
Waterloo, Iowa.....	43,600	26,191	21,737	90.6	1,110	4.2	449	895	17,409	7,497	43.1	9,126	52.4	555	231
West Palm Beach, Fla.....	85,243	22,921	16,585	72.4	4,584	20.0	396	1,356	62,322	12,239	19.6	45,581	73.1	1,721	2,781
Wheeling, W.Va.-Ohio.....	61,377	19,245	15,096	78.4	2,088	10.8	1,081	980	42,132	7,138	16.9	29,059	69.0	4,648	1,287
Wichita, Kans.....	126,715	98,175	71,355	72.7	21,209	21.6	1,782	3,829	28,540	10,394	35.7	15,726	55.1	896	1,724
Wichita Falls, Texas.....	51,238	41,327	37,820	91.5	1,690	4.1	777	1,040	9,911	3,083	31.1	6,296	63.5	352	180
Wilkes-Barre-Hasleton, Pa.....	119,366	34,496	25,612	74.2	3,444	10.0	2,007	3,433	84,870	22,003	25.9	47,644	56.1	9,018	6,202
Wilmington, Del.-N.J.....	135,451	38,132	26,999	70.4	5,494	14.3	1,007	4,832	97,119	27,532	28.4	37,584	59.3	9,015	2,985
Winston-Salem, N.C.....	74,281	42,840	38,518	89.9	1,605	3.7	799	1,918	31,441	23,906	69.7	7,046	22.4	1,511	978
Worcester, Mass.....	121,217	71,046	61,069	86.0	3,743	5.3	3,721	2,513	50,171	20,383	40.6	21,619	43.1	6,535	1,634
York, Pa.....	94,368	21,974	16,264	74.0	4,396	20.0	660	634	72,394	17,960	24.8	45,029	62.2	7,569	1,836
Youngstown-Warren, Ohio.....	173,185	78,834	61,778	78.4	13,398	17.0	1,265	2,393	94,351	38,720	41.0	45,697	48.4	7,845	2,089

Table 303.—PERCENT OF WORKERS USING PUBLIC TRANSPORTATION DURING THE CENSUS WEEK, BY PLACE OF WORK, FOR STANDARD METROPOLITAN STATISTICAL AREAS OF 100,000 OR MORE: 1960

(Statistics include members of the Armed Forces and exclude workers not reporting means of transportation. Percent not shown where less than 0.1 or where base is less than 200)

Standard metropolitan statistical area	Total workers using public transportation ¹	Living in central city				Living in SMSA ring			
		Total ¹	Working in central city	Working in SMSA ring	Working outside SMSA of residence	Total ¹	Working in central city ¹	Working in SMSA ring	Working outside SMSA of residence
Total.....	18.7	27.7	29.7	12.1	16.9	6.7	15.0	4.6	14.7
Ablene, Texas.....	1.9	2.5	2.8	1.0	0.3	...	0.2
Akron, Ohio.....	9.1	12.9	14.1	6.5	2.8	4.0	5.6	2.6	2.5
Albany-Schenectady-Troy, N.Y.....	12.4	19.8	21.1	13.6	14.0	6.6	11.1	3.2	5.1
Albuquerque, N. Mex.....	5.8	6.3	7.0	1.7	4.7	3.9	6.2	0.7	7.7
Allentown-Bethlehem-Easton, Pa.-N.J.	6.4	9.6	10.0	7.6	7.6	3.8	7.6	1.5	4.7
Altoona, Pa.....	7.4	11.3	12.0	4.9	17.5	3.1	5.4	1.6	4.1
Amarillo, Texas.....	3.4	3.6	3.8	2.7	1.4	0.3	0.4	0.1	...
Ann Arbor, Mich.....	2.0	3.3	3.2	2.9	6.4	1.1	1.4	0.4	3.5
Asheville, N.C.....	10.5	14.6	16.3	8.4	4.2	6.7	9.3	5.3	9.4
Atlanta, Ga.....	17.6	30.1	31.9	14.9	4.9	5.6	9.6	2.1	2.7
Atlantic City, N.J.....	15.1	29.1	28.7	31.8	37.5	6.7	15.3	2.1	8.9
Augusta, Ga.-S.C.....	5.4	14.2	15.9	7.3	5.8	1.5	3.9	0.7	1.8
Austin, Texas.....	7.5	8.6	8.8	2.9	3.7	0.6	0.9	0.3	1.3
Bakersfield, Calif.....	2.1	4.1	4.5	2.9	2.6	1.6	2.9	0.8	1.9
Baltimore, Md.....	19.6	30.2	32.6	14.1	18.4	7.3	13.6	3.4	5.4
Baton Rouge, La.....	7.2	8.7	9.5	2.7	1.3	3.7	4.4	2.3	2.2
Bay City, Mich.....	1.2	1.8	1.9	1.0	1.5	0.4	0.5	0.4	0.3
Beaumont-Port Arthur, Texas.....	4.9	7.7	9.2	2.8	4.3	0.2	0.5	0.1	1.8
Binghamton, N.Y.....	6.2	10.0	10.3	9.1	4.8	4.0	4.6	3.7	2.5
Birmingham, Ala.....	14.8	20.0	21.0	14.0	6.1	7.8	10.3	5.8	4.2
Boston, Mass.....	25.1	43.5	46.4	31.5	24.9	18.0	40.3	9.5	5.4
Bridgeport, Conn.....	13.5	19.4	21.2	11.1	15.7	8.4	12.4	4.1	11.6
Brookton, Mass.....	4.6	5.8	7.4	1.2	3.6	3.4	6.5	0.5	5.0
Brownsville-Harlingen-San Benito, Texas.....	4.8	6.3	6.5	5.4	7.2	1.1	2.4	0.5	5.2
Buffalo, N.Y.....	16.9	28.2	31.3	13.6	14.6	9.0	13.2	6.6	6.2
Canton, Ohio.....	6.7	13.6	15.7	6.4	2.8	3.1	3.8	2.9	2.2
Cedar Rapids, Iowa.....	5.5	7.7	7.9	1.4	2.6	0.7	1.0	0.1	3.7
Champaign-Urbana, Ill.....	2.2	3.4	3.5	1.9	6.3	0.6	0.2	0.6	2.3
Charleston, S.C.....	11.2	19.5	19.8	18.8	10.0	7.1	9.0	6.5	4.1
Charleston, W.Va.....	10.8	17.4	19.5	8.7	4.0	6.6	11.7	4.1	3.5
Charlotte, N.C.....	13.8	17.7	19.1	7.3	2.8	1.7	1.8	1.2	3.3
Chattanooga, Tenn.-Ga.....	11.1	20.1	20.4	18.9	10.4	3.5	4.7	2.3	2.0
Chicago, Ill.....	31.9	43.1	44.9	21.4	13.4	16.2	36.3	6.0	5.2
Cincinnati, Ohio-Ky.....	17.7	24.1	25.8	12.7	8.1	12.1	18.5	7.2	5.8
Cleveland, Ohio.....	22.5	31.5	32.8	18.1	7.5	14.2	20.2	8.3	4.2
Colorado Springs, Colo.....	4.8	7.3	8.3	3.8	4.8	1.9	3.2	0.5	1.5
Columbia, S.C.....	7.5	14.9	16.7	7.6	4.0	3.7	7.2	2.0	2.4
Columbus, Ga.-Ala.....	8.9	11.6	14.7	4.9	3.7	5.7	10.8	2.6	1.5
Columbus, Ohio.....	14.9	19.2	20.5	7.6	4.4	5.1	6.9	3.5	2.9
Corpus Christi, Texas.....	5.2	6.4	7.5	0.7	2.3	0.9	1.9	0.5	1.3
Dallas, Texas.....	11.4	16.5	17.3	4.0	4.1	2.1	2.3	2.1	0.8
Davenport-Rock Island-Moline, Iowa-Ill.....	5.8	7.5	8.3	3.3	5.2	2.0	3.8	0.9	2.2
Dayton, Ohio.....	10.3	21.1	23.0	8.8	7.8	3.5	6.2	1.7	2.3
Decatur, Ill.....	3.6	5.2	5.5	1.5	4.1	0.4	0.6	...	2.9
Denver, Colo.....	9.6	15.3	16.7	4.1	5.4	2.8	5.1	0.9	1.7
Des Moines, Iowa.....	10.5	12.2	13.2	3.1	2.4	3.4	5.1	1.7	3.8
Detroit, Mich.....	13.1	22.9	25.1	13.3	7.9	5.1	9.6	2.8	2.2
Duluth-Superior, Minn.-Wis.....	8.3	12.7	13.4	3.2	7.5	3.2	3.3	3.2	4.9
Durham, N.C.....	11.2	15.2	15.8	12.7	5.6	1.9	2.1	0.9	2.8
El Paso, Texas.....	12.5	14.2	13.9	5.0	30.0	2.8	4.8	1.9	9.6
Erie, Pa.....	5.2	8.1	8.4	4.8	9.8	1.6	1.4	1.5	4.6
Eugene, Oreg.....	1.4	1.9	2.0	1.2	1.6	1.2	2.1	0.7	1.8
Evansville, Ind.-Ky.....	5.7	7.5	8.0	2.1	5.4	1.4	0.9	1.5	2.6
Fall River, Mass.-R.I.....	6.2	7.0	7.8	3.8	2.8	4.0	6.4	1.1	2.1
Fargo-Moorhead, N. Dak.-Minn.....	3.4	4.6	4.7	1.3	4.6	0.7	2.5	0.2	2.1
Flint, Mich.....	4.6	7.5	8.4	1.8	3.4	1.1	1.7	0.4	0.3
Fort Lauderdale-Hollywood, Fla.....	3.9	5.8	6.2	3.2	5.3	2.7	2.8	2.9	2.2
Fort Wayne, Ind.....	7.8	10.7	11.4	5.4	6.1	0.7	0.9	0.3	1.4
Fort Worth, Texas.....	7.1	10.5	11.2	4.3	4.0	1.2	1.7	0.7	1.7
Fresno, Calif.....	2.9	4.9	5.2	4.0	3.0	1.5	2.2	1.1	2.9
Galveston-Texas City, Texas.....	8.6	11.2	11.5	4.0	6.8	1.9	3.2	0.9	0.5
Gary-Hammond-East Chicago, Ind.....	9.8	13.3	12.4	7.4	29.2	4.4	4.9	1.1	18.2
Grand Rapids, Mich.....	7.1	10.9	12.0	5.5	2.9	3.2	4.9	2.1	1.2
Green Bay, Wis.....	5.0	7.1	7.5	2.0	9.2	2.7	5.3	0.7	1.6
Greensboro-High Point, N.C.....	7.8	10.1	10.4	8.1	2.7	1.0	1.3	0.3	2.0
Greenville, S.C.....	5.8	12.7	14.5	7.8	4.7	2.7	6.6	1.3	1.5
Hamilton-Middletown, Ohio.....	6.0	8.7	9.4	4.0	4.7	1.8	2.8	0.5	1.6
Harrisburg, Pa.....	9.1	22.4	25.8	9.8	5.9	4.8	9.7	2.8	2.6
Hartford, Conn.....	15.3	29.4	31.9	22.8	10.5	8.5	16.9	4.1	5.5
Honolulu, Hawaii.....	11.0	15.7	16.6	8.0	4.6	2.3	2.7	1.7	3.0
Houston, Texas.....	11.0	13.4	13.8	7.3	2.9	3.2	5.4	1.5	1.1
Huntington-Ashland, W.Va.-Ky.-Ohio.....	8.8	13.1	14.0	7.0	6.8	4.4	6.3	3.0	4.1
Huntsville, Ala.....	2.7	3.8	4.2	0.2	1.3	0.5	...	0.7	...
Indianapolis, Ind.....	12.3	15.9	16.6	7.6	7.6	4.5	6.2	1.8	2.3
Jackson, Mich.....	2.6	4.7	5.2	1.5	5.5	1.2	2.1	0.2	1.6
Jackson, Miss.....	8.7	10.5	11.1	7.1	2.9	0.7	1.0	0.1	4.1
Jacksonville, Fla.....	10.2	17.4	18.1	14.4	8.0	4.2	6.1	1.8	4.0
Jersey City, N.J.....	39.6	45.8	38.4	41.7	62.7	34.8	37.7	23.0	54.0
Johnstown, Pa.....	10.6	26.6	26.9	27.1	4.8	6.1	11.6	4.7	3.3
Kalamazoo, Mich.....	3.2	4.6	4.3	7.4	1.9	1.8	2.1	1.5	1.4

¹ Includes persons with place of work not reported.

Table 203.—PERCENT OF WORKERS USING PUBLIC TRANSPORTATION DURING THE CENSUS WEEK, BY PLACE OF WORK, FOR STANDARD METROPOLITAN STATISTICAL AREAS OF 100,000 OR MORE: 1960—Con.

(Statistics include members of the Armed Forces and exclude workers not reporting means of transportation. Percent not shown where less than 0.1 or where base is less than 200)

Standard metropolitan statistical area	Total workers using public transportation ¹	Living in central city				Living in SMSA ring			
		Total ¹	Working in central city	Working in SMSA ring	Working outside SMSA of residence	Total ¹	Working in central city	Working in SMSA ring	Working outside SMSA of residence
Kansas City, Mo.-Kans.	12.4	20.3	22.1	9.8	5.8	5.3	8.5	2.9	2.8
Kenosha, Wis.	7.0	9.0	8.9	8.3	10.2	2.2	1.5	...	6.0
Knoxville, Tenn.	10.2	21.0	22.0	16.0	12.3	5.1	7.3	3.9	3.2
Lake Charles, La.	4.6	6.5	7.6	3.8	1.9	3.0	6.3	1.3	1.8
Lancaster, Pa.	5.0	13.7	14.4	9.8	13.3	2.5	5.5	1.5	2.0
Lansing, Mich.	2.5	5.1	4.9	7.6	0.9	0.8	1.5	0.2	1.2
Las Vegas, Nev.	3.0	3.4	2.4	5.0	16.4	2.5	3.5	1.7	6.1
Lawrence-Haverhill, Mass.-N.H.	6.4	6.8	7.8	2.2	8.0	5.6	9.1	1.3	9.2
Lexington, Ky.	12.1	17.3	18.3	16.4	4.4	7.4	11.4	2.3	1.9
Lima, Ohio	4.5	7.6	9.0	3.7	4.4	1.1	2.1	0.3	2.4
Lincoln, Nebr.	7.5	8.5	9.4	2.8	3.5	1.0	2.4	0.3	3.9
Little Rock-North Little Rock, Ark.	10.6	13.3	14.1	6.2	3.2	4.0	5.6	2.2	3.9
Lorain-Elyria, Ohio	5.4	8.0	8.7	2.9	7.6	2.5	2.2	0.6	6.2
Los Angeles-Long Beach, Calif.	8.0	13.1	14.9	6.1	6.6	4.1	7.5	2.6	2.2
Louisville, Ky.-Ind.	13.9	21.1	22.6	8.5	6.9	5.2	6.6	4.2	3.3
Lovell, Mass.	6.9	8.7	9.7	5.7	6.5	4.2	8.4	1.2	3.2
Lubbock, Texas	2.7	3.2	3.5	0.5	1.1	0.2	1.1	...	3.2
Lynchburg, Va.	11.0	18.5	19.5	4.6	8.6	2.6	4.3	1.3	3.5
Macon, Ga.	10.6	18.4	20.7	11.5	6.0	5.3	12.9	1.9	1.7
Madison, Wis.	8.4	12.3	13.0	3.4	6.5	2.5	4.7	0.5	3.1
Memphis, Tenn.	19.3	22.7	23.6	9.3	5.7	3.1	4.5	1.5	2.7
Miami, Fla.	13.3	23.7	22.2	30.4	8.6	8.0	9.0	7.5	3.8
Milwaukee, Wis.	22.4	29.8	30.9	21.5	12.0	9.4	14.2	5.2	5.3
Minneapolis-St. Paul, Minn.	14.5	21.1	22.2	8.7	6.4	6.4	8.0	4.0	4.3
Mobile, Ala.	10.7	12.2	12.6	8.3	4.7	7.2	10.0	5.3	3.2
Monroe, La.	7.4	12.6	14.0	4.9	4.2	1.5	3.1	0.7	0.5
Montgomery, Ala.	9.2	10.9	11.7	3.3	3.9	1.4	2.0	0.7	1.3
Muncie, Ind.	3.6	5.3	5.9	1.4	2.9	0.7	0.9	0.5	0.6
Naukegon-Naukegon Heights, Mich.	3.7	5.7	6.0	2.9	4.2	2.0	2.5	0.5	2.3
Nashville, Tenn.	15.6	27.7	28.3	26.9	7.5	6.4	9.5	2.9	2.9
Newark, N.J.	25.3	41.9	44.6	35.6	39.6	20.4	35.0	11.2	39.8
New Bedford, Mass.	8.5	10.0	10.4	6.3	5.6	4.7	6.1	2.0	3.3
New Britain, Conn.	8.2	11.2	12.9	10.0	5.3	2.7	7.4	0.9	2.3
New Haven, Conn.	17.0	22.6	24.3	18.2	10.6	11.7	18.4	5.4	6.6
New London-Groton-Norwich, Conn.	4.2	6.8	7.6	3.7	5.7	1.8	3.3	0.8	5.9
New Orleans, La.	32.0	39.6	41.0	23.4	9.1	11.4	15.5	8.8	2.2
Newport News-Hampton, Va.	12.7	13.8	14.0	6.3	12.1	1.8	0.5	2.9	1.6
New York, N.Y.	54.8	65.3	67.1	23.3	39.4	22.9	56.1	7.7	12.8
Norfolk-Portsmouth, Va.	13.8	15.9	16.2	11.7	9.1	7.3	11.6	4.1	2.4
Ogden, Utah	3.9	4.6	4.5	3.0	6.3	2.5	3.4	1.6	2.8
Oklahoma City, Okla.	4.4	6.3	6.6	1.7	3.0	1.1	1.8	0.3	1.7
Omaha, Neb.-Iowa	14.2	18.1	19.2	6.2	4.9	6.2	10.5	3.8	3.1
Orlando, Fla.	4.1	9.6	10.7	6.7	2.0	1.8	4.2	0.6	1.1
Patterson-Clifton-Passaic, N.J.	21.0	20.7	20.3	17.0	28.3	21.1	15.3	7.6	43.3
Pensacola, Fla.	3.5	7.2	8.4	5.1	2.2	1.9	3.9	1.1	2.2
Peoria, Ill.	7.4	14.1	15.0	11.9	4.0	3.4	3.6	2.5	3.1
Philadelphia, Pa.-N.J.	27.5	43.8	45.5	25.6	27.0	13.4	34.2	6.8	7.5
Phoenix, Ariz.	4.0	4.7	5.1	1.9	2.4	1.7	2.9	1.4	2.9
Pittsburgh, Pa.	19.6	34.2	36.2	20.1	11.5	14.5	32.2	11.2	5.7
Portland, Maine	12.0	14.1	14.9	11.3	6.9	8.8	14.6	3.2	8.3
Portland, Oreg.-Wash.	10.4	16.9	18.2	4.8	4.6	4.4	9.0	1.3	2.3
Providence-Pawtucket, R.I.-Mass.	9.1	15.2	17.0	6.3	12.7	5.8	12.6	2.4	5.2
Provo-Orem, Utah	1.6	0.8	0.6	1.4	1.2	2.5	0.3	3.2	0.9
Pueblo, Colo.	5.0	5.7	6.1	4.9	3.0	2.5	3.1	2.0	...
Racine, Wis.	7.6	10.9	11.5	4.2	8.9	1.3	1.8	0.6	1.7
Raleigh, N.C.	6.6	10.7	11.7	2.8	3.1	0.7	0.8	0.6	1.3
Reading, Pa.	11.6	21.1	21.0	23.5	14.7	6.2	13.4	3.7	2.9
Richmond, Va.	20.3	32.9	35.0	10.6	10.8	5.4	7.1	1.9	4.5
Romney, Va.	14.3	19.7	21.7	7.0	6.9	5.1	8.6	4.2	1.3
Rochester, N.Y.	16.0	24.1	24.8	12.4	7.2	5.8	7.1	1.4	3.2
Rockford, Ill.	6.9	9.4	9.8	3.4	6.0	2.8	3.7	0.8	3.0
Sacramento, Calif.	5.8	11.4	13.5	2.6	5.9	1.9	3.6	0.9	1.5
Saginaw, Mich.	3.0	4.9	4.9	4.4	3.7	0.9	1.4	0.3	0.1
St. Louis, Mo.-Ill.	16.9	31.7	32.7	21.1	14.6	8.0	14.1	4.5	6.3
Salt Lake City, Utah	8.3	12.6	13.8	4.5	2.8	3.2	4.3	1.9	2.1
San Antonio, Texas	10.6	12.8	14.7	3.5	4.1	0.9	1.7	0.6	5.0
San Bernardino-Riverside-Ontario, Calif.	1.6	3.5	4.4	1.7	1.3	0.8	1.2	0.6	1.8
San Diego, Calif.	6.0	8.1	8.2	6.8	7.5	2.5	3.9	1.6	3.1
San Francisco-Oakland, Calif.	18.3	32.8	35.3	13.4	11.5	7.5	19.6	3.0	3.7
San Jose, Calif.	5.2	7.2	8.4	1.9	17.9	4.2	3.9	0.9	19.9
Santa Barbara, Calif.	2.5	3.8	3.8	3.4	7.6	1.7	1.0	1.9	3.9
Savannah, Ga.	14.5	16.9	18.4	9.7	8.7	4.1	6.3	2.9	...
Spartanburg, Pa.	9.8	14.2	14.9	8.6	10.0	5.7	11.3	3.1	6.4
Seattle, Wash.	11.5	18.8	20.0	6.2	7.2	2.9	5.5	1.1	2.2
Shreveport, La.	14.2	20.2	21.4	9.6	5.4	4.4	8.1	2.2	2.1
Sioux City, Iowa	9.4	11.0	11.5	5.1	3.9	0.3	0.8	0.1	...
South Bend, Ind.	6.1	8.4	8.5	8.5	6.0	2.9	4.1	2.0	1.6
Spokane, Wash.	8.3	11.2	13.3	1.6	4.4	2.3	5.1	0.6	2.4
Springfield, Ill.	7.0	10.9	10.6	3.1	4.8	2.4	3.6	1.3	2.1
Springfield, Mo.	6.3	7.9	8.2	2.7	6.9	0.7	0.7	0.3	3.7

¹ Includes persons with place of work not reported.

Table 303.--PERCENT OF WORKERS USING PUBLIC TRANSPORTATION DURING THE CENSUS WEEK, BY PLACE OF WORK, FOR STANDARD METROPOLITAN STATISTICAL AREAS OF 100,000 OR MORE: 1960--Con.

(Statistics include members of the Armed Forces and exclude workers not reporting means of transportation. Percent not shown where less than 0.1 or where base is less than 200)

Standard metropolitan statistical area	Total workers using public transportation ¹	Living in central city				Living in SMSA ring			
		Total ¹	Working in central city	Working in SMSA ring	Working outside SMSA of residence	Total ¹	Working in central city	Working in SMSA ring	Working outside SMSA of residence
Springfield, Ohio.....	6.8	10.1	11.5	7.5	1.6	0.8	1.0	0.5	0.9
Springfield-Chicopee-Holyoke, Mass.....	9.5	13.1	13.8	8.1	7.7	3.8	6.1	2.5	4.5
Stamford, Conn.....	19.7	15.7	9.0	11.6	50.2	24.4	3.7	1.8	64.0
Stevensville-Weirton, Ohio-W.Va.....	15.1	28.5	29.7	20.8	7.3	6.6	8.7	4.5	9.4
Stockton, Calif.....	3.8	6.6	7.1	5.2	6.4	2.2	4.2	1.2	2.0
Syracuse, N.Y.....	11.6	22.0	24.0	12.2	13.4	4.4	9.8	1.3	3.9
Tacoma, Wash.....	6.8	11.6	13.7	4.2	4.5	2.0	4.4	0.7	2.0
Tampa-St. Petersburg, Fla.....	6.9	9.9	10.6	3.8	5.4	2.0	2.3	1.8	1.9
Terre Haute, Ind.....	5.2	6.5	6.8	1.9	7.7	2.1	2.2	2.0	1.9
Toledo, Ohio.....	11.0	14.3	15.9	4.9	4.2	2.9	4.5	1.2	1.2
Topeka, Kans.....	5.8	6.8	7.7	1.1	5.9	0.5	1.0	0.2	...
Trenton, N.J.....	11.5	17.2	17.7	13.9	17.6	7.4	5.8	5.8	18.1
Tucson, Ariz.....	3.5	3.7	4.4	1.3	2.6	2.5	2.5	2.5	1.2
Tulsa, Okla.....	7.6	10.7	11.6	3.1	2.6	1.5	3.7	0.3	0.4
Tuscaloosa, Ala.....	5.8	7.2	8.3	3.1	3.5	3.8	5.1	2.9	4.4
Utica-Ronsa, N.Y.....	7.0	11.7	12.0	8.6	13.5	3.1	5.7	1.8	3.8
Waco, Texas.....	4.6	6.1	6.9	1.0	2.6	1.5	2.5	0.8	3.6
Washington, D.C.-Md.-Va.....	23.7	41.6	43.3	32.2	19.3	11.6	18.4	5.8	5.7
Waterbury, Conn.....	12.3	18.3	19.3	18.5	6.2	3.5	7.3	1.6	1.8
Waterloo, Iowa.....	5.2	8.0	8.4	2.2	2.7	1.0	1.7	0.3	1.5
West Palm Beach, Fla.....	4.2	9.7	9.6	10.4	6.6	2.2	3.8	1.6	5.5
Wheeling, W.Va.-Ohio.....	12.6	20.5	21.9	17.6	6.4	9.1	24.2	5.7	6.3
Wichita, Kans.....	4.5	5.6	7.0	1.1	2.2	0.6	1.0	0.4	0.5
Wichita Falls, Texas.....	2.3	2.7	2.8	0.7	1.5	0.3	0.8	0.1	...
Wilkes-Barre-Hazleton, Pa.....	10.0	12.4	12.6	11.8	10.9	9.1	15.7	6.8	5.4
Wilmington, Del.-N.J.....	10.5	23.8	25.3	16.5	21.5	5.6	11.3	2.7	7.6
Winston-Salem, N.C.....	9.7	15.5	16.0	11.5	4.7	1.8	2.2	0.6	1.1
Worcester, Mass.....	12.1	17.4	18.6	8.9	7.2	4.6	8.2	1.9	2.7
York, Pa.....	3.7	8.8	9.7	6.0	3.7	2.2	3.4	1.7	2.2
Youngstown-Warren, Ohio.....	8.8	15.3	16.9	8.6	8.2	3.5	6.6	1.3	1.3

¹ Includes persons with places of work not reported.