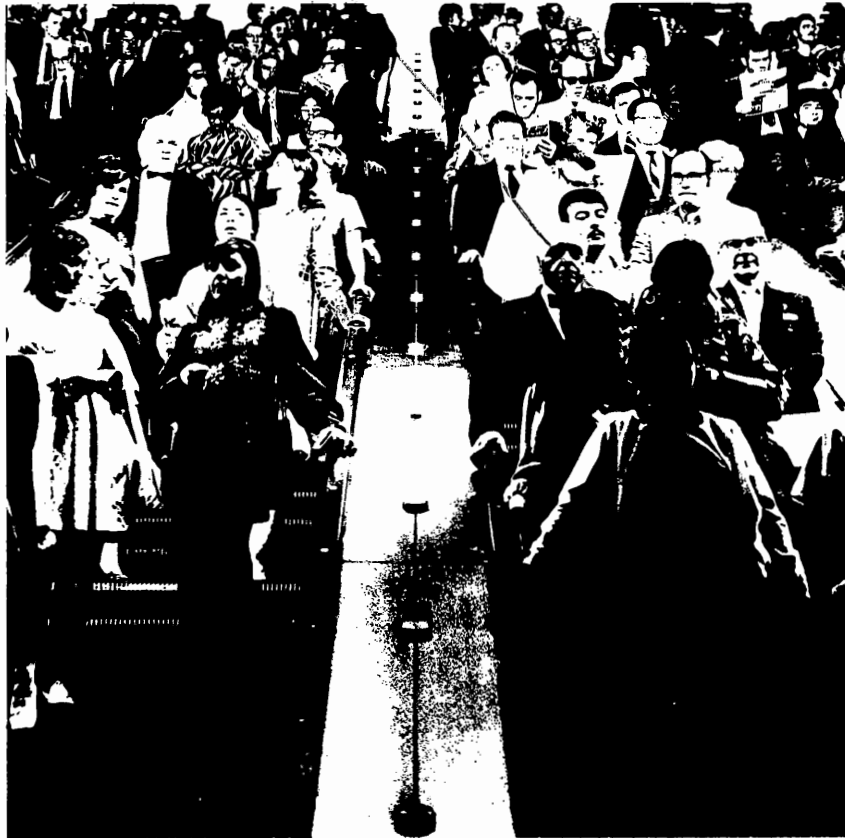


# PATH Passenger Survey 1974



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Planning and Development  
Department

Edward S. Olcott, Director  
(212) 466-8633  
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May 28, 1976

Mr. Irving Ludmer, Chief  
Manpower Statistics & Analysis  
New Jersey State Dept. of Labor & Industry  
Labor & Industry Building  
John Fitch Plaza  
Trenton, New Jersey 08625

Dear Mr. Ludmer:

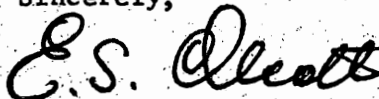
I am enclosing a copy of a PATH Passenger Survey Report which summarizes for PATH passengers only the results of the 1974 Rail/PATH Origin and Destination survey. Information pertaining to the rail portion of the survey will be covered in separate reports.

This survey was conducted in the Spring of 1974 as an integral part of a comprehensive New Jersey Railroad Passenger Survey which covered more than 100,000 rail patrons who were making eastbound trips on a typical weekday. The survey, which was the largest of its kind ever undertaken, was conducted by the Port Authority with the cooperation of the New Jersey Department of Transportation, the Tri-State Regional Planning Commission and the New Jersey commuter railroads.

This report describes the trip characteristics of passengers boarding at the seven New Jersey PATH stations. The information contained in the report includes origins and destinations of passengers, secondary travel modes, purpose and frequency of trips, residence and the sex, age and income of passengers. The information is divided into typical weekday, peak period and peak hour classifications. In addition there is an Appendix which includes a series of detailed matrix tables showing the origins and destinations for passengers boarding at the New Jersey Stations for each of the three time classifications.

I hope you will find this report a useful source of information.

Sincerely,



Edward S. Olcott  
Director of Planning and Development

Encl.

**PATH Passenger  
Origin and Destination Survey  
1974**

The Port Authority of New York and New Jersey  
Planning and Development Department  
Central Research and Statistics Division

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# I. Introduction

The Port Authority Trans-Hudson (PATH) System is an interstate rapid rail transit system which connects the Central Business District of Manhattan with the communities of Hoboken, Jersey City and Newark in New Jersey. The system measures fourteen miles long and contains thirteen stations including two rail transfer terminals enabling it to serve rail commuters from the suburbs as well as the local patrons who reside near the stations.

The Port Authority Trans-Hudson Corporation, which is a subsidiary of the Port Authority of New York and New Jersey, was created in 1962 when, through legislation adopted by the States of New York and New Jersey, the Port Authority was given responsibility to acquire, operate and rehabilitate the former Hudson Tubes.

In order to improve and modernize the PATH system, data describing the travel characteristics of its 100,000 weekday passengers was required. Thus, in November 1962, the first of several origin and destination surveys was conducted. During the period between 1967 and 1969, when the ridership grew to 143,000 daily patrons, several surveys were conducted to determine the impact of this expanded growth which resulted primarily from the State of New Jersey's Aldene Plan and the abandonment of the Erie Lackawanna Railway's ferry service. Throughout the years the data obtained from these surveys have provided valuable information on PATH passengers and trip characteristics which has been extensively used by the Port Authority and many other transportation agencies and research organizations for both planning and promotional purposes.

While these surveys produced valuable data describing the PATH passenger market, they did not provide sufficient information covering the full trip characteristics of the rail passengers whose commuter rail lines

connect with the PATH system. Therefore, in the Spring of 1974, the Port Authority, with the cooperation of the New Jersey Department of Transportation, the Tri-State Regional Planning Commission and the New Jersey commuter railroads, sponsored a comprehensive survey of the New Jersey railroad (including PATH) passengers. This survey covered more than 100,000 rail patrons who were making eastbound trips on a typical weekday. It obtained data which describes the patrons' entire trips -- not just the PATH portions. Information such as access to rail stations, travel times at various points on the trips, parking costs at rail stations, transfer information and much more was gathered in addition to the traditional data obtained in an origin and destination survey.

The purpose of this report is to summarize the results of this survey for the New Jersey boarding PATH passengers only, including both the rail transferees and the local boarders. The results describing the characteristics of passengers using the commuter railroads will be presented in subsequent reports.

## II. Highlights

...On a typical weekday in 1974, 75,630 passengers boarded PATH at the seven New Jersey stations. Of these passengers, 66,045 were interstate riders destined for New York, while 9,585 were intrastate patrons who disembarked at other New Jersey stations.

...Downtown Manhattan between the Battery and Houston Street was the major area of destination for the PATH riders, attracting nearly half of the 75,630 New Jersey boarding passengers.

...47% of the PATH riders took a railroad to get to their PATH boarding station. Walking to the station was reported by 20%, while 17% took a bus, 12% arrived by automobile, and 4% used other means.

...Three out of four passengers disembarking at the New York stations walked to their final destinations after leaving PATH. The subway was used as a mode of departure by 23% of the exiting passengers.

...The purpose of trips was predominantly work related since 74% of the patrons were going to work and 10% were coming from work. In addition some 4% of the riders were on company business.

...Nearly 60% of the passengers began using PATH before 1971 -- as a matter of fact, 24% started traveling on PATH prior to 1963.

...Hudson County was the residence of one-third of the weekday passengers, with Jersey City alone accounting for 22%. Essex County ranked second representing some 15%. Less than 8% lived east of the Hudson River.

...Nearly 15% of the passengers were under 25 years of age, about 45% were between 25 and 44, and 31% were over 44 years old. Ten percent refused to give their age.

...The PATH patronage consisted of predominantly male riders, as reported by 70% of the patrons. The women accounted for 27%, while 3% did not respond.

...The annual income per passenger varied significantly among the stations. Nevertheless, for all passengers combined nearly half of the patrons reported annual incomes of \$15,000 or more, while 22% were in the \$10,000 - \$14,999 bracket and 24% fell into the under \$10,000 categories.

### III. Passenger Volumes

#### PASSENGER VOLUMES

On a typical weekday in 1974 there were nearly 143,000 passengers riding on the PATH system. This total includes 75,630 patrons boarding at the New Jersey stations and 66,990 boarding in New York. For ease of survey administration and because of relatively higher intrastate volumes, this survey was taken of PATH passengers traveling in an eastbound direction. It should be recognized, of course, that a very high percentage of the eastbound passengers also travel westbound so that, in effect, PATH's entire passenger market is well represented in the survey.

PATH's passengers are classified into two groups. First, are the interstate riders who were destined to New York and accounted for 66,045 trips or 87 percent of the weekday volume. Second, are the intrastate passengers who disembarked at other New Jersey stations and represented 13 percent of the total -- accounting for 9,585 trips.

There were strong peaking characteristics in the distribution of PATH boardings throughout a typical weekday. Two-thirds of the passengers boarded between 7 and 10 AM with 43% concentrated into the peak hour of 7:45 to 8:44 AM.

Eastbound Passenger Volumes  
Interstate and Intrastate Trips  
Typical Weekday - 1974

<u>New Jersey Boarding Station</u>	<u>Interstate</u>	<u>Intrastate</u>	<u>Total</u>
Newark	15 721	3 080	18 801
Harrison	1 237	832	2 069
Journal Square	13 319	2 712	16 031
Grove Street	5 288	1 211	6 499
Exchange Place	2 448	820	3 268
Pavonia Avenue	293	30	323
Hoboken	27 739	900	28 639
Total New Jersey	66 045	9 585	75 630

Eastbound Passenger Volumes  
by Time Period  
1974

<u>New Jersey Boarding Station</u>	<u>Typical Weekday</u>	<u>Peak Period (7-10AM)</u>		<u>Peak Hour (7:45-8:44AM)</u>	
		<u>Volume</u>	<u>Percent of Weekday</u>	<u>Volume</u>	<u>Percent of Weekday</u>
Newark	18 801	11 033	58.7	7 099	37.8
Harrison	2 069	721	34.8	406	19.6
Journal Square	16 031	8 579	53.5	4 892	30.5
Grove Street	6 499	3 022	46.5	1 657	25.5
Exchange Place	3 268	1 563	47.8	912	27.9
Pavonia Avenue	323	167	51.7	79	24.5
Hoboken	28 639	24 462	85.4	17 147	59.9
Total New Jersey	75 630	49 547	65.5	32 192	42.6

## **IV. Origins and Destinations of Passengers Boarding in New Jersey**

### ORIGINS OF PASSENGERS BOARDING IN NEW JERSEY

The trip origins of the passengers boarding PATH in New Jersey were spread widely throughout northeastern New Jersey and points in New York west of the Hudson River. The major origin was Jersey City, which accounted for 26% of the total trips and 19% of the peak period's volume. Essex County ranked second with Newark generating 8% and the remainder of the County representing 11% of the 75,630 weekday patrons.

The peak period origins differed significantly from those of the typical weekday. The areas adjacent to the PATH stations -- Hudson County and Newark -- represented 44% of the total day's passengers but only 30% of the peak period volume. On the other hand, the suburban areas contributed a higher proportion in the peak when the rail commuters were transferring to PATH to complete their journey-to-work trip to New York.

Origins of  
Passengers Boarding in New Jersey  
(Percentage Distribution)

<u>Zones of Origin</u>	<u>Peak Period 7-10 AM</u>	<u>Typical Weekday</u>
Rockland, Orange, Upstate NY	3.4	2.5
Bergen County	14.1	10.6
East	1.3	1.0
West	12.8	9.6
Passaic	2.6	2.0
Bayonne	3.2	3.0
Jersey City	18.8	26.1
South	6.7	7.8
Central	7.9	14.3
North	4.2	4.0
Hoboken	2.2	2.9
Other Hudson County	3.3	4.0
Newark	2.1	8.1
Other Essex County	12.7	11.0
Morris County	10.1	7.8
Union County	10.4	8.4
Somerset, Middlesex, Monmouth, Staten Island	13.9	10.9
Other West of Hudson River	3.2	2.7
TOTAL	100.0	100.0
Number of Passengers	49 547	75 630

ZONE OF ORIGIN BY BOARDING STATION

Rail commuters from the suburban areas boarded PATH at either Hoboken or Newark, which serve as rail transfer points. Erie Lackawanna passengers transfer at Hoboken while the Penn Central, CNJ and Reading Railway passengers transfer to PATH at Newark.

Local patrons who come from Jersey City and other points in Hudson County and the Newark area boarded at the station most convenient to their access mode. For example, 62% of the Jersey City passengers boarded at Journal Square.

Zone of Origin by Boarding Station  
Typical Weekday  
(Percentage Distribution)

Zone of Origin	New Jersey Boarding Stations							Total	Typical Weekday Passengers
	Newark	Harrison	Journal Square	Grove Street	Exchange Place	Pavonia Avenue	Hoboken		
Orange County	1.1	-	4.7	-	0.3	-	93.9	100.0	580
Rockland County	-	-	1.0	-	0.1	-	98.9	100.0	1 308
E. Bergen County	0.7	0.3	22.5	-	5.3	-	71.2	100.0	756
W. Bergen County	1.0	1.3	2.2	0.4	0.6	0.5	94.0	100.0	7 260
Bayonne	0.2	0.3	46.1	32.4	19.2	0.8	1.0	100.0	2 350
Jersey City	0.2	0.1	62.3	26.5	8.3	0.4	2.2	100.0	19 705
Kearny, E. Newark, Harrison	7.5	76.9	8.2	2.2	0.6	-	4.6	100.0	1 610
Hoboken	0.5	-	-	0.3	8.5	-	90.7	100.0	2 193
Union City, West New York, Weehawken	-	-	35.3	1.1	4.4	0.9	58.3	100.0	983
N. Bergen, Secaucus, Guttenberg	-	0.8	59.9	7.2	4.9	4.5	22.7	100.0	681
Passaic County	4.2	0.1	1.7	0.9	0.8	1.4	90.9	100.0	1 513
Newark	91.6	1.3	2.6	1.3	0.2	0.3	2.7	100.0	6 050
Other Essex	23.3	3.7	2.4	0.3	0.3	-	70.0	100.0	8 200
Union County	53.2	0.4	2.8	1.2	0.5	0.4	41.5	100.0	6 300
Middlesex County	83.4	0.8	8.5	3.4	3.0	-	0.9	100.0	2 950
Monmouth County	83.1	0.2	5.7	3.9	4.8	0.8	1.5	100.0	3 555
Morris County	2.3	1.4	0.4	0.2	-	-	95.7	100.0	5 817
Somerset County	44.3	-	1.2	-	0.6	0.4	53.5	100.0	1 740
Other New Jersey	67.0	1.4	3.8	3.0	5.7	1.1	18.0	100.0	1 621
Other	95.9	-	-	-	-	-	4.1	100.0	458
Total	24.9	2.7	21.2	8.6	4.3	0.4	37.9	100.0	-
Number of Passengers	18 801	2 060	16 031	6 499	3 260	300	22 139	-	7 700

DESTINATIONS OF PASSENGERS BOARDING IN NEW JERSEY

About 50% of the passengers boarding in New Jersey on a typical weekday were destined to downtown Manhattan between the Battery and Houston Street. The remainder of Manhattan attracted about 33% of the riders, while all the other areas east of the Hudson River accounted for only 5% of the total. Intrastate trips and patrons destined to other areas west of the Hudson River accounted for 12% of the 24 hour volume.

Destination of  
Passengers Boarding in New Jersey  
(Percentage Distribution)

<u>Zones of Destination</u>	<u>Peak Period 7-10 AM</u>	<u>Typical Weekday</u>
Battery to Reade - W. of Bway	15.6	13.3
Battery to Park Row - E. of Bway	41.2	31.6
Reade to Canal St. - W. of Bway	1.3	1.2
Park Row to Canal St. - E. of Bway	3.2	2.5
Canal Street - Houston Street	0.8	0.9
Houston Street - 14th Street	2.6	4.3
14th Street - 23rd Street*	2.7	3.0
23rd Street* - 34th Street	8.0	8.7
34th Street - 59th Street	16.5	14.0
North of 59th Street	1.3	3.1
Brooklyn	1.0	2.9
Other East of Hudson River	0.4	1.9
Zones West of Hudson River {	Intrastate Passengers	12.6
TOTAL	100.0	100.0
Number of Passengers	49 547	75 630

\*23rd Street is border East of Bway but 25th Street is border on West Side.

ZONE OF DESTINATION BY BOARDING STATION

Two-thirds of the interstate passengers boarded PATH at either Newark or Hoboken which represented 24% and 43% of the patrons, respectively. However, these same stations accounted for only 43% of the intrastate trips.

The primary boarding station in New Jersey for passengers destined to zones in Manhattan was Hoboken in nearly all cases, but for the zones outside of Manhattan, either Newark or Journal Square was the leading origin station.

Zone of Destination by Boarding Station  
Typical Weekday  
(Percentage Distribution)

Zone of Destination	New Jersey Boarding Stations							Total	Typical Weekday Passengers
	Newark	Harrison	Journal Square	Grove Street	Exchange Place	Pavonia Avenue	Hoboken		
Battery to Reade - W of Bway	28.6	2.0	19.9	6.9	4.9	0.3	37.4	100.0	10 035
Battery to Park Row - E of Bway	30.0	1.3	15.0	4.5	4.6	0.6	44.0	100.0	23 899
Reade to Canal - W of Bway	30.5	2.0	20.1	3.6	3.2	1.6	39.0	100.0	908
Park Row to Canal - E of Bway	33.2	1.9	10.3	6.5	1.9	1.0	45.2	100.0	1 891
Canal to Houston Street									
West of Broadway	22.2	1.4	11.8	12.7	0.5	-	51.4	100.0	454
East of Broadway	48.6	-	17.4	13.4	0.8	-	19.8	100.0	227
Houston to 14th Street									
West of Broadway	27.3	1.6	28.3	8.0	0.1	-	34.7	100.0	2 420
East of Broadway	21.4	0.9	29.2	14.6	3.5	-	30.4	100.0	832
14th to 25th St. - W of Bway	24.3	1.2	22.8	10.7	0.9	-	40.1	100.0	1 059
14th to 23rd St. - E of Bway	20.1	1.2	26.5	9.7	1.0	-	41.5	100.0	1 210
25th to 34th St. - W of 5th Ave	10.7	1.5	38.3	14.3	0.9	0.4	33.9	100.0	4 008
23rd to 34th St. - E of 5th Ave	8.7	1.6	25.3	10.6	1.8	0.4	51.6	100.0	2 571
34th to 59th Street	8.4	1.9	17.5	8.7	1.2	0.2	62.1	100.0	10 555
North of 59th Street	25.5	2.0	21.8	19.9	1.9	-	28.9	100.0	2 345
Bronx	30.7	2.7	29.2	24.9	3.7	-	8.8	100.0	350
Brooklyn	39.3	0.7	22.1	13.2	4.0	0.8	19.9	100.0	2 193
Queens	34.4	2.3	25.1	16.9	4.2	0.6	16.5	100.0	800
Nassau-Suffolk	19.6	-	40.2	12.8	6.9	-	20.5	100.0	222
Other East of Hudson River	35.8	-	19.4	-	19.4	-	25.4	100.0	66
Sub-Total Interstate	24.1	1.6	19.7	8.1	3.2	0.4	42.9	100.0	66 045
New Jersey Intrastate	33.4	7.4	28.3	13.1	7.7	0.3	9.8	100.0	9 585
Total	24.9	2.7	21.2	8.6	4.3	0.4	37.9	100.0	-
Number of Passengers	18 801	2 069	16 031	6 499	3 268	323	28 639	-	75 630

ZONE OF DESTINATION BY NEW YORK DISEMBARKING STATION

The World Trade Center terminal was the primary exiting station for interstate passengers, attracting 63% of the 66,045 weekday patrons -- most of whom were destined to zones below Canal Street. The five stations on the uptown branch of PATH were used predominately by passengers destined to areas adjacent to each of the stations. However, the 33rd Street Station, as well as the World Trade Center Station, was a major disembarking point for riders traveling to areas outside of Manhattan.

Zone of Destination by New York Disembarking Station  
Typical Weekday  
(Percentage Distribution)

Zone of Destination	New York Disembarking Stations						Total	Typical Weekday Passengers
	World Trade Center	Christopher Street	9th St	14th St	23rd St	33rd St		
Battery to Reade - W. of Bway	99.7	0.2	-	-	-	0.1	100.0	10 035
Battery to Park Row - E. of Bway	99.9	-	-	-	-	0.1	100.0	23 899
Reade to Canal - W. of Bway	90.5	6.0	3.0	-	-	0.5	100.0	908
Park Row to Canal - E. of Bway	99.6	0.2	0.1	-	-	0.1	100.0	1 891
Canal to Houston Street								
West of Broadway	40.8	52.4	3.3	2.6	-	0.9	100.0	454
East of Broadway	81.4	4.7	3.6	-	-	10.3	100.0	227
Houston to 14th Street								
West of Broadway	3.6	17.8	45.6	30.9	0.7	1.4	100.0	2 420
East of Broadway	10.8	1.0	55.9	26.2	1.2	4.9	100.0	832
14th to 25th St. - W. of Bway	2.9	0.9	4.2	44.7	44.8	2.5	100.0	1 059
14th to 23rd St. - E. of Bway	3.5	-	0.4	45.5	43.9	6.7	100.0	1 210
25th to 34th St. - W. of 5th Ave	3.4	0.3	-	-	5.2	91.1	100.0	4 008
23rd to 34th St. - E. of 5th Ave	3.7	-	0.4	0.6	35.1	60.2	100.0	2 571
34th to 59th Street	6.3	-	0.3	0.5	9.9	83.0	100.0	10 555
North of 59th Street	39.7	0.2	1.0	2.8	0.5	55.8	100.0	2 345
Bronx	60.5	-	-	-	1.2	38.3	100.0	350
Brooklyn	89.1	-	1.0	5.0	0.3	4.6	100.0	2 193
Queens	41.0	-	-	4.3	6.4	48.3	100.0	800
Nassau-Suffolk	12.7	-	-	-	-	87.3	100.0	222
Other East of Hudson River	76.5	-	-	5.3	-	18.2	100.0	66
Total	63.1	1.2	2.7	3.4	4.9	24.7	100.0	-
Number of Passengers	41 651	791	1 778	2 274	3 236	16 315	-	66 045

## V. Station to Station Movements of Passengers Boarding in New Jersey

### STATION TO STATION MOVEMENTS

On a typical weekday in 1974 there were four major station to station axes that accounted for more than half of the eastbound passenger flows on the PATH system. Movements from Hoboken to the World Trade Center and 33rd Street stations represented 21% and 11% of the total, respectively. Trips between Newark and the WTC terminal amounted to 17%, while the Journal Square to WTC axis was 10%. During the peak period these same four groups each accounted for even higher proportions of the patronage than it did for the entire day.

Station to Station Movements  
Passengers Boarding in New Jersey

Typical Weekday  
(Percentage Distribution)

Station of Destination	Station of Origin							Total
	Newark	Harrison	Journal Square	Grove Street	Exchange Place	Pavonia Avenue	Hoboken	
World Trade Center	16.9	1.0	9.5	3.6	2.9	0.3	20.9	55.1
Christopher Street	0.3	-	0.2	0.1	-	-	0.5	1.1
9th Street	0.5	-	0.8	0.2	-	-	0.8	2.3
14th Street	0.7	0.1	0.8	0.3	-	-	1.1	3.0
23rd Street	0.5	0.1	0.8	0.4	-	-	2.5	4.3
33rd Street	1.9	0.4	5.6	2.4	0.3	0.1	10.9	21.6
Intrastate	4.1	1.1	3.5	1.6	1.1	-	1.2	12.6
Total	24.9	2.7	21.2	8.6	4.3	0.4	37.9	100.0

1974 Typical Weekday Passengers: 75 630

Peak Period (7-10 AM)  
(Percentage Distribution)

Station of Destination	Station of Origin							Total
	Newark	Harrison	Journal Square	Grove Street	Exchange Place	Pavonia Avenue	Hoboken	
World Trade Center	18.3	0.9	9.8	3.1	2.8	0.3	28.7	63.9
Christopher Street	0.1	-	0.1	-	-	-	0.6	0.8
9th Street	0.3	-	0.3	0.1	-	-	0.6	1.3
14th Street	0.4	-	0.6	0.2	-	-	1.2	2.4
23rd Street	0.3	0.1	0.8	0.5	-	-	3.4	5.1
33rd Street	1.1	0.3	4.3	1.7	0.2	-	13.6	21.2
Intrastate	1.8	0.2	1.4	0.5	0.1	-	1.3	5.3
Total	22.3	1.5	17.3	6.1	3.1	0.3	49.4	100.0

Peak Period Passengers: 49 547

## VI. Secondary Travel Modes

### MODE OF ARRIVAL AT NEW JERSEY PATH STATIONS

Nearly half (47%) of the PATH passengers reported rail as the mode they used to get to their PATH boarding station. The railroad was used by 85% of the passengers boarding at Hoboken and by 54% at Newark. One-fifth of the passengers said that they walked from their origin to the station, while 17% took the bus and 12% arrived by car.

Mode of Arrival at New Jersey PATH Stations  
Typical Weekday

(Percentage Distribution)

<u>New Jersey Boarding Station</u>	<u>Walk</u>	<u>Taxi</u>	<u>Auto</u>	<u>Newark City Subway</u>	<u>Rail</u>	<u>Bus</u>	<u>Other*</u>	<u>Number of Passengers</u>
Newark	14.7	0.2	10.2	7.1	53.9	12.3	1.6	18 801
Harrison	39.4	0.6	52.0	-	-	6.2	1.8	2 069
Journal Square	38.0	0.6	16.5	-	-	43.7	1.2	16 031
Grove Street	47.5	1.1	22.2	-	-	27.6	1.6	6 499
Exchange Place	38.1	0.2	39.1	-	-	20.9	1.7	3 268
Pavonia Avenue	13.0	-	87.0	-	-	-	-	323
Hoboken	4.0	0.1	4.0	-	84.9	4.4	2.6	28 639
All N.J. Stations	20.0	0.4	12.3	1.8	46.5	17.1	1.9	75 630

\*"Other" includes rail transfers at Newark and Hoboken after 6 PM.

MODE OF DEPARTURE FROM NEW YORK DISEMBARKING STATION

Three out of four passengers disembarking at the New York stations walked to their final destinations after leaving PATH. This proportion varied among the stations with a low of 49% walking from 33rd Street to a high of 95% at Christopher Street.

The subway ranked second as the mode of departure from the station, accounting for 23% of the activity.

Mode of Departure from New York Disembarking Stations  
Typical Weekday

(Percentage Distribution)

<u>Disembarking Station</u>	<u>Walk</u>	<u>Taxi</u>	<u>Auto</u>	<u>Subway</u>	<u>Bus</u>	<u>Other*</u>	<u>Number of Passengers</u>
N.J. Intrastate	47.2	1.1	3.3	2.4	23.6	22.4	9 585
<u>N.Y. Stations</u>							
World Trade Center	82.8	0.5	0.1	15.2	1.0	0.4	41 651
Christopher Street	95.0	0.3	-	4.4	0.3	-	791
9th Street	91.2	1.3	-	5.7	1.8	-	1 778
14th Street	76.6	0.9	0.5	14.1	7.9	-	2 274
23rd Street	60.4	0.4	0.1	33.6	5.5	-	3 236
33rd Street	49.0	1.5	0.1	44.4	3.5	1.5	16 315
All N.Y. Stations	73.8	0.8	0.1	22.6	2.1	0.6	66 045

\* "Other" includes railroad as an exit mode since rail was not an option on the questionnaire.

## VII. Characteristics of Trips

### PURPOSE OF TRIPS -- PASSENGERS BOARDING IN NEW JERSEY

The purpose of trips made by New Jersey boarding passengers was predominantly work related. To illustrate, 74% of the patrons gave "to work" as their reason for making the trip. An additional 10% were returning from work, while some 4% were on company business. At each station at least 70% of the boarders were either going to or coming from work, but it is interesting to note that about 10% of the passengers boarding at both Grove Street and Journal Square Stations gave "recreation and shopping" as their trip purpose.

Purpose of Trips  
Passengers Boarding in New Jersey  
Typical Weekday

(Percentage Distribution)

<u>New Jersey Boarding Station</u>	<u>To Work</u>	<u>From Work</u>	<u>Company Business</u>	<u>School</u>	<u>Recreation &amp; Shopping</u>	<u>Other</u>	<u>Typical Weekday Passengers</u>
Newark	67.7	15.0	5.7	5.1	3.4	3.1	18 801
Harrison	50.4	34.0	3.8	1.1	6.6	4.1	2 069
Journal Square	63.9	11.9	3.8	3.9	10.9	5.6	16 031
Grove Street	58.8	15.3	3.7	4.7	10.1	7.4	6 499
Exchange Place	59.8	23.9	6.4	4.0	3.2	2.7	3 268
Pavonia Avenue	56.0	15.3	18.1	2.5	4.6	3.5	323
Hoboken	89.7	2.3	2.0	1.6	2.1	2.3	28 639
All N.J. Stations	74.0	10.2	3.7	3.3	5.1	3.7	75 630

PURPOSE OF TRIPS -- PASSENGERS DISEMBARKING IN NEW YORK

Since 87% of the passengers boarding in New Jersey were making interstate trips, the purpose of trip characteristics of the passengers disembarking in New York closely resembled that of the New Jersey boarders. However, there was more variation among the New York stations as shown by 9th Street having only 55% work oriented trips but the World Trade Center showing over 90%. Almost 12% of the passengers leaving PATH at the 33rd Street Station and 20% at 9th Street had "recreation and shopping" as their purpose.

Purpose of Trips  
 Passengers Disembarking in New York  
 Typical Weekday

(Percentage Distribution)

<u>New York Disem- barking Station</u>	<u>To Work</u>	<u>From Work</u>	<u>Company Business</u>	<u>School</u>	<u>Recreation &amp; Shopping</u>	<u>Other</u>	<u>Typical Weekday Passengers</u>
World Trade Center	85.4	5.6	3.5	1.6	1.6	2.3	41 651
Christopher Street	64.3	23.9	1.7	1.9	5.1	3.1	791
9th Street	45.8	9.2	0.9	11.6	20.2	12.3	1 778
14th Street	59.3	16.8	1.9	8.1	8.1	5.8	2 274
23rd Street	82.8	7.4	2.4	3.3	2.0	2.1	3 236
33rd Street	69.8	4.8	4.8	2.7	11.7	6.2	16 315
All N.Y. Stations	79.3	6.2	3.6	2.4	4.9	3.6	66 045

FREQUENCY OF TRIP

Reflecting the high proportion of work-related trips is the frequency characteristic which reveals a high usage rate of PATH. Over 85% of the riders used PATH four or more times a week. Only 8% reported using the system one to three times a week, and 6% made the trip less than once a week. There was no significant difference between the intrastate and interstate passengers in their frequent use of PATH.

Frequency of Trip  
Passengers Boarding in New Jersey  
Typical Weekday

N.J. Boarding Station	All Riders (Percentage Distribution)				Typical Weekday Passengers
	Trips per Week				
	5 or more	4	1 to 3	Less than 1	
Newark	80.4	4.6	9.1	5.9	18 801
Harrison	81.3	2.0	9.0	7.7	2 069
Journal Square	78.8	3.8	8.0	9.4	16 031
Grove Street	77.1	4.6	12.3	6.0	6 499
Exchange Place	87.5	2.8	4.6	5.1	3 268
Pavonia Avenue	80.2	-	5.3	14.5	323
Hoboken	84.1	5.8	6.8	3.3	28 639
All N.J. Stations	81.4	4.8	8.1	5.7	75 630

N.J. Boarding Station	Interstate Riders Only (Percentage Distribution)				Typical Weekday Passengers
	Trips per Week				
	5 or more	4	1 to 3	Less than 1	
Newark	80.0	4.7	9.4	5.9	15 721
Harrison	76.6	2.5	12.8	8.1	1 237
Journal Square	79.4	3.4	7.5	9.7	13 319
Grove Street	76.6	4.5	13.4	5.5	5 288
Exchange Place	87.7	3.4	4.2	4.7	2 448
Pavonia Avenue	79.4	-	5.3	15.3	293
Hoboken	83.9	5.9	6.9	3.3	27 739
All N.J. Stations	81.4	4.9	8.1	5.6	66 045

TIME PERIOD THAT PASSENGER STARTED USING PATH

The majority of PATH passengers are veteran riders since nearly 60% of them began using the system before 1971. In fact, nearly one-fourth of the current PATH riders began using the system prior to 1963. Of the 43% who started traveling on PATH after 1971, 10% have been riding only since the beginning of 1974 -- less than six months.

This pattern of length of time as a PATH rider was relatively stable throughout the day as can be seen by comparing the peak hour, peak period and all day statistics.

Time Period Started Using PATH  
New Jersey Boarders - Interstate Riders Only  
Typical Weekday  
(Percentage Distribution)

Time Period Started Using PATH	B o a r d i n g   S t a t i o n							Total	
	Newark	Harrison	Journal Square	Grove Street	Exchange Place	Pavonia Avenue	Hoboken		
Peak Hour 7:45-8:44AM	January 1974-May 1974	11.8	9.5	7.3	9.0	7.0	-	11.5	10.6
	January 1971-December 1973	36.1	32.5	31.7	32.9	25.1	-	33.0	33.1
	January 1968-December 1970	24.0	29.8	23.0	21.9	25.2	100.0	18.9	21.3
	January 1963-December 1967	16.7	14.8	14.4	12.5	18.1	-	14.2	14.8
	Prior To 1963	11.4	13.4	23.6	23.7	24.6	-	22.4	20.2
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Number of Passengers	6 576	381	4 536	1 521	893	79	16 721	30 707	
Peak Period 7-10 AM	January 1974-May 1974	10.8	14.7	7.0	9.8	7.5	-	10.5	9.9
	January 1971-December 1973	36.7	32.8	30.2	28.4	23.1	-	32.5	32.4
	January 1968-December 1970	22.5	28.2	21.1	21.7	23.4	73.4	19.6	21.0
	January 1963-December 1967	16.3	11.8	13.6	14.6	21.1	-	14.1	14.6
	Prior To 1963	13.7	12.5	28.1	25.5	24.9	26.6	23.3	22.1
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Number of Passengers	10 137	649	7 878	2 743	1 529	167	23 813	46 916	
24 Hours	January 1974-May 1974	12.8	20.1	8.2	9.9	9.5	-	10.5	10.6
	January 1971-December 1973	38.6	33.3	28.0	24.2	22.6	5.6	32.9	32.2
	January 1968-December 1970	20.0	24.9	18.2	20.5	20.4	46.3	19.1	19.5
	January 1963-December 1967	13.4	7.5	13.2	14.9	20.0	10.3	13.6	13.7
	Prior To 1963	15.2	14.2	32.4	30.5	27.5	37.8	23.9	24.0
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Number of Passengers	15 721	1 237	13 319	5 288	2 448	293	27 739	66 045	

#### USAGE OF PATH ON WEEKENDS

The weekday PATH passengers were not regular PATH riders on the weekends, nor were their families. Only 10% of the patrons and less than 5% of their families were frequent users on weekends. Furthermore, less than half of the people surveyed reported traveling occasionally on PATH on the weekend, while an even smaller 30% of the respondents' families were occasional users.

More than half of the weekday commuters who transferred to PATH from the railroads said that neither themselves nor their families ever use PATH on the weekends. In contrast, 40% or less of the local passengers said they "never" use PATH on weekends.

Usage of PATH on Weekends By  
Weekday Riders or Their Families

(Percentage Distribution)

Boarding Station	No. of Weekday Riders	By Weekday Rider					By Rider's Family				
		Total	Never	Occa- sionally	Fre- quently	No Response	Total	Never	Occa- sionally	Fre- quently	No Response
<b>Newark:</b>											
Rail Transfers*	10 130	100.0	52.6	40.5	3.9	3.0	100.0	57.9	22.9	0.9	18.3
Local boarders	8 671	100.0	34.3	45.5	15.0	5.2	100.0	38.5	24.6	4.4	32.5
Total	18 801	100.0	44.1	42.8	9.0	4.1	100.0	48.9	23.7	2.5	24.9
Harrison	2 069	100.0	35.5	46.4	12.0	6.1	100.0	42.7	27.6	3.4	26.3
Journal Square	16 031	100.0	21.7	56.8	15.7	5.8	100.0	28.3	38.2	7.2	26.3
Grove Street	6 499	100.0	17.4	50.9	22.9	8.8	100.0	23.3	35.7	11.6	29.4
Exchange Place	3 268	100.0	40.4	48.6	8.8	2.2	100.0	44.6	29.8	5.1	20.5
Pavonia	323	100.0	29.8	50.4	11.7	8.1	100.0	41.9	25.5	11.7	20.9
<b>Hoboken</b>											
Rail Transfers*	24 315	100.0	51.0	43.0	2.6	3.4	100.0	52.1	29.2	1.0	17.7
Local boarders	4 324	100.0	29.6	53.1	12.4	4.9	100.0	33.5	31.9	5.4	29.2
Total	28 639	100.0	47.8	44.5	4.1	3.6	100.0	49.3	29.6	1.7	19.4
All N.J. Stations	75 630	100.0	38.1	47.4	9.8	4.7	100.0	42.2	30.4	4.1	23.3

\* only rail transfers between 6AM and 6PM

NOTE: "No response" for rider's family is high because it includes not applicable since many passengers live alone and have no family at home.

## VIII. Characteristics of Passengers

### RESIDENCES OF PASSENGERS BOARDING IN NEW JERSEY

Hudson County ranked first (32%) among the residences for the weekday passengers, with Jersey City alone accounting for 22%. Essex County was second representing some 15%.

As might be expected, there was significant variation among the stations as to the residences for their boarding passengers. Newark and Hoboken, which serve the rail commuters, showed large proportions of their patrons living in the suburban areas, while the other stations were used primarily by people living near the stations.

Residences of Passengers Boarding in New Jersey  
by Boarding Station  
Typical Weekday  
(Percentage Distribution)

Zone of Residence	New Jersey Boarding Station							All Stations
	Newark	Harrison	Journal Square	Grove Street	Exchange Place	Pavonia Avenue	Hoboken	
Rockland and Orange County	-	0.1	0.3	-	0.5	0.7	6.3	2.6
Bergen County	1.3	6.3	3.0	0.9	9.8	14.0	24.6	11.1
Bayonne	0.6	0.4	6.5	11.6	15.9	6.6	0.1	3.2
Jersey City	5.5	7.4	65.0	63.7	24.4	18.8	1.4	22.1
Kearney, E. Newark, Harrison	0.8	28.5	0.9	0.4	0.5	-	0.2	1.2
Other Hudson County	1.6	0.7	4.8	1.4	12.7	14.0	8.0	5.2
Passaic County	0.4	0.1	0.3	0.4	0.7	4.1	4.8	2.1
Newark	9.2	4.6	1.3	1.9	0.6	5.9	0.3	3.0
Other Essex County	10.9	19.5	2.6	1.7	3.4	4.4	19.1	11.5
Union County	17.4	6.1	1.9	2.1	2.2	8.5	8.8	8.7
Middlesex County	12.4	7.2	2.3	1.7	3.7	-	0.2	4.1
Monmouth County	15.6	5.7	2.2	3.2	8.3	10.7	0.3	5.3
Morris County	1.1	4.8	0.7	0.3	2.2	1.5	18.7	7.9
Somerset County	4.4	1.0	0.5	0.1	1.1	2.6	3.1	2.5
Other New Jersey	5.5	2.5	0.9	1.5	3.6	6.3	1.2	2.4
Manhattan	5.0	2.7	3.5	4.3	4.0	-	1.7	3.2
Brooklyn	3.3	0.7	1.6	2.2	2.9	-	0.5	1.6
Queens	1.2	0.9	0.6	1.1	0.9	1.9	0.2	0.7
All Other Areas	3.8	0.8	1.1	1.5	2.6	-	0.5	1.6
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Number of Passengers	18 801	2 069	16 031	6 499	3 268	323	28 639	75 630

AGE AND SEX OF PASSENGERS

The distribution of weekday passengers according to their age group shows nearly 15% reported being under 25 years old, about 45% were between 25 and 44 and 31% were over 44 years of age. Ten percent refused to give their age.

The men outnumbered the women by approximately a 5 to 2 ratio -- 70% of the respondents were males whereas 27% were females; the balance didn't respond.

**Distribution of Passengers By Age Groups**  
**Passengers Boarding in New Jersey**  
**Typical Weekday**  
**(Percentage Distribution)**

<u>Boarding Station</u>	<u>Age Group</u>						<u>No Response</u>	<u>Number of Passengers</u>
	<u>Under 18</u>	<u>18-24</u>	<u>25-34</u>	<u>35-44</u>	<u>45-64</u>	<u>Over 64</u>		
Newark	0.7	9.7	29.0	19.3	28.7	3.0	9.6	18 801
Harrison	4.5	13.4	26.2	12.1	30.4	0.3	13.1	2 069
Journal Square	3.0	20.8	25.4	14.1	24.7	3.1	8.9	16 031
Grove Street	3.2	17.1	27.8	13.1	24.9	2.9	11.0	6 499
Exchange Place	5.6	15.1	27.0	16.5	23.5	0.5	11.8	3 268
Pavonia Avenue	-	7.1	29.7	27.9	13.1	-	22.2	323
Hoboken	0.6	7.3	25.2	21.9	32.1	2.8	10.1	28 639
All N.J. Stations	1.6	12.1	26.5	18.4	28.6	2.8	10.0	75 630

**Distribution of Passengers By Sex**  
**Passengers Boarding in New Jersey**  
**Typical Weekday**  
**(Percentage Distribution)**

<u>Boarding Station</u>	<u>S E X</u>			<u>Number of Passengers</u>
	<u>Male</u>	<u>Female</u>	<u>No Response</u>	
Newark	76.8	20.7	2.5	18 801
Harrison	68.3	26.6	5.1	2 069
Journal Square	51.1	45.0	3.9	16 031
Grove Street	56.9	39.5	3.6	6 499
Exchange Place	66.8	30.7	2.5	3 268
Pavonia Avenue	85.5	14.5	-	323
Hoboken	79.2	17.8	3.0	28 639
All N.J. Stations	70.0	26.9	3.1	75 630

ANNUAL INCOME OF PASSENGERS

The annual income for PATH passengers varied significantly among the stations. For example, at Hoboken, which consists primarily of rail transfers, half of the patrons reported an annual income of over \$20,000; whereas at Journal Square only 10% of the riders were this affluent. In contrast, at Hoboken only 13% earned under \$10,000 while at Journal Square more than 40% were in this income bracket.

Nevertheless, for all passengers combined only 24% fell into the under \$10,000 categories, while 22% were in the \$10,000 - \$14,999 bracket and nearly half of the passengers reported annual incomes of over \$15,000.

Distribution of Passengers By Annual Income  
 Passengers Boarding In New Jersey  
 Typical Weekday  
 (Percentage Distribution)

Boarding Stations	Annual Income Bracket							Number of Passengers
	Under \$7,500	\$7,500 \$9,999	\$10,000 \$14,999	\$15,000 \$19,999	\$20,000 \$24,999	Over \$24,999	No Response	
Newark	10.0	9.5	23.6	19.2	12.9	17.6	7.2	18 801
Harrison	16.8	10.0	22.5	16.8	11.7	9.2	13.0	2 069
Journal Square	21.3	19.8	26.5	13.3	5.2	5.4	8.5	16 031
Grove Street	21.2	20.0	28.3	12.5	3.5	4.9	9.6	6 499
Exchange Place	11.6	16.1	25.0	15.0	9.3	13.7	9.3	3 268
Pavonia Avenue	7.1	15.2	13.1	39.9	-	12.0	12.7	323
Hoboken	6.5	6.3	16.3	16.4	14.5	34.4	5.6	28 639
All N.J. Stations	12.2	11.7	21.8	16.2	10.8	20.0	7.3	75 630



## **IX. Passenger Trip Characteristics at Individual PATH Stations**

# NEWARK:

## Number of Passengers

1974 Typical Weekday Boardings -	18,801
Peak Period (7-10AM)	11,033
Peak Hour (7:45-8:44AM)	7,099

### Origin of Boarding Passengers

<u>Zone of Origin</u>	<u>Percentage Distribution</u>		
	<u>Typical Weekday</u>	<u>Peak Period 7-10 AM</u>	<u>Peak Hour 7:45-8:44AM</u>
Newark CBD	16.4	1.4	0.8
Other Newark	13.0	6.5	4.5
Other Essex County	10.1	10.2	7.7
Union County	17.8	24.5	25.3
Middlesex County	13.0	17.0	16.7
Monmouth County	15.5	22.5	27.3
Somerset County	4.0	6.0	7.2
All Other	10.2	11.9	10.5

### Mode of Arrival Typical Weekday

<u>Zone of Origin</u>	<u>Percentage Distribution</u>							<u>Number of Passengers</u>
	<u>Walk</u>	<u>Taxi</u>	<u>Auto</u>	<u>Newark Subway</u>	<u>Rail</u>	<u>Bus</u>	<u>Other*</u>	
Newark	48.6	0.6	13.3	15.2	-	21.7	0.6	5 527
Other Essex County	-	0.1	30.9	25.6	-	42.3	1.1	1 899
Union County	-	-	8.1	-	86.8	2.5	2.6	3 347
Middlesex, Monmouth, Somerset	-	-	1.5	-	96.0	0.5	2.0	6 110
All Other	-	-	11.6	-	74.8	10.4	3.2	1 918
All Zones	14.7	0.2	10.2	7.1	53.9	12.3	1.6	18 801

\*"Other" includes rail transfers after 6 PM.

Purpose of Passenger Trips  
Typical Weekday

<u>Purpose</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
To Work	67.7	12 728
From Work	15.0	2 820
Company Business	5.7	1 072
School	5.1	959
Recreation	2.0	376
Shopping	1.4	263
Other	3.1	583

PATH Station of Destination

<u>Station of Destination</u>	<u>Typical Weekday</u>		<u>Peak Period 7-10AM</u>	
	<u>Percent Distribution</u>	<u>Number of Passengers</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
New York Stations	83.6	15 721	91.9	10 137
World Trade Center	68.2	12 813	82.0	9 043
Christopher Street	1.1	207	0.6	63
9th Street	2.1	401	1.2	128
14th Street	2.7	516	1.7	194
23rd Street	1.9	348	1.6	181
33rd Street	7.6	1 436	4.8	528
N.J. Stations	16.4	3 080	8.1	896

Frequency of Passenger Trips by Station of Destination  
Typical Weekday

<u>New York Station of Destination</u>	<u>Percentage Distribution</u>				<u>Number of Passengers</u>
	<u>5 or more Per Week</u>	<u>4 Per Week</u>	<u>1 to 3 Per Week</u>	<u>Less Than Once a Week</u>	
World Trade Center	83.4	4.1	7.4	5.1	12 813
Christopher Street	55.3	12.6	18.4	13.7	207
9th Street	39.8	20.2	31.9	8.1	401
14th Street	88.8	1.0	6.8	3.4	516
23rd Street	64.2	12.6	18.2	5.0	348
33rd Street	65.5	4.3	17.8	12.4	1 436
N.Y. Stations	80.0	4.7	9.4	5.9	15 721

# HARRISON:

Number of Passengers  
 1974 Typical Weekday Boardings - 2,069  
 Peak Period (7-10AM) 721  
 Peak Hour (7:45-8:44AM) 406

## Origin of Boarding Passengers

<u>Zone of Origin</u>	<u>Percentage Distribution</u>		
	<u>Typical Weekday</u>	<u>Peak Period 7-10 AM</u>	<u>Peak Hour 7:45-8:44AM</u>
Hudson County	62.4	39.7	41.3
Kearny, E. Newark, Harrison	60.0	38.3	40.8
Other Hudson County	2.4	1.4	0.5
Bergen County	5.7	8.9	11.5
Essex County (Excl. Newark)	17.7	33.3	31.8
Newark	4.7	3.3	3.9
All Other	9.5	14.8	11.5

## Mode of Arrival Typical Weekday

<u>Zone of Origin</u>	<u>Percentage Distribution</u>					<u>Number of Passengers</u>
	<u>Walk</u>	<u>Taxi</u>	<u>Auto</u>	<u>Bus</u>	<u>Other</u>	
Kearny, E. Newark, Harrison	65.5	0.4	28.9	4.6	0.6	1 241
All Other	-	0.9	87.0	8.6	3.5	828
All Zones	39.4	0.6	52.0	6.2	1.8	2 069

Purpose of Passenger Trips  
Typical Weekday

<u>Purpose</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
To Work	50.4	1 043
From Work	34.0	703
Company Business	3.8	79
School	1.1	23
Recreation	4.5	93
Shopping	2.1	43
Other	4.1	85

PATH Station of Destination

<u>Station of Destination</u>	<u>Typical Weekday</u>		<u>Peak Period 7-10AM</u>	
	<u>Percent Distribution</u>	<u>Number of Passengers</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
New York Stations	59.8	1 237	90.0	649
World Trade Center	38.7	800	63.9	461
Christopher Street	-	-	-	-
9th Street	1.4	29	-	-
14th Street	1.8	37	1.8	13
23rd Street	2.0	41	3.3	24
33rd Street	15.9	330	21.0	151
N.J. Stations	40.2	832	10.0	72

Frequency of Passenger Trips by Station of Destination  
Typical Weekday

<u>New York Station of Destination</u>	<u>Percentage Distribution</u>				<u>Number of Passengers</u>
	<u>5 or more Per Week</u>	<u>4 Per Week</u>	<u>1 to 3 Per Week</u>	<u>Less Than Once a Week</u>	
World Trade Center	83.9	2.1	5.7	8.3	800
Christopher Street	-	-	-	-	-
9th Street	-	50.0	50.0	-	29
14th Street	45.0	-	55.0	-	37
23rd Street	100.0	-	-	-	41
33rd Street	66.2	-	23.5	10.3	330
N.Y. Stations	76.6	2.5	12.8	8.1	1 237

# JOURNAL SQUARE:

Number of Passengers  
 1974 Typical Weekday Boardings - 16,031  
 Peak Period (7-10AM) 8,579  
 Peak Hour (7:45-8:44AM) 4,892

## Origin of Boarding Passengers

<u>Zone of Origin</u>	<u>Percentage Distribution</u>		
	<u>Typical Weekday</u>	<u>Peak Period 7-10 AM</u>	<u>Peak Hour 7:45-8:44AM</u>
Hudson County			
South Jersey City	24.9	26.7	26.4
Central Jersey City	36.7	28.0	28.2
North Jersey City	16.8	20.4	20.3
Sub-Total Jersey City	78.4	75.1	74.9
Bayonne	6.6	6.8	7.0
Other Hudson County	5.6	6.5	5.9
Sub-Total Hudson County	90.6	88.4	87.8
Bergen County	2.0	2.8	2.4
Essex County	2.3	1.8	1.8
All Other	5.1	7.0	8.0

## Mode of Arrival Typical Weekday

<u>Zone of Origin</u>	<u>Percentage Distribution</u>					<u>Number of Passengers</u>
	<u>Walk</u>	<u>Taxi</u>	<u>Auto</u>	<u>Bus</u>	<u>Other</u>	
South Jersey City	14.2	0.8	14.3	69.9	0.8	3 992
Central Jersey City	77.0	0.9	6.7	15.0	0.4	5 883
North Jersey City	32.2	0.6	16.0	51.2	-	2 693
Sub-Total Jersey City	47.5	0.8	11.1	40.2	0.4	12 568
Other Hudson County	-	0.1	29.1	70.8	-	1 956
All Other	-	-	48.4	42.3	9.3	1 507
All Zones	38.0	0.6	16.5	43.7	1.2	16 031

Purpose of Passenger Trips  
Typical Weekday

<u>Purpose</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
To Work	63.9	10 244
From Work	11.9	1 908
Company Business	3.8	609
School	3.9	625
Recreation	4.2	673
Shopping	6.7	1 074
Other	5.6	898

PATH Station of Destination

<u>Station of Destination</u>	<u>Typical Weekday</u>		<u>Peak Period 7-10AM</u>	
	<u>Percent Distribution</u>	<u>Number of Passengers</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
New York Stations	83.1	13 319	91.8	7 878
World Trade Center	44.6	7 143	56.5	4 851
Christopher Street	0.8	121	0.7	62
9th Street	3.7	591	2.1	178
14th Street	4.0	648	3.4	290
23rd Street	3.6	585	4.4	379
33rd Street	26.4	4 231	24.7	2 118
N.J. Stations	16.9	2 712	8.2	701

Frequency of Passenger Trips by Station of Destination  
Typical Weekday

<u>New York Station of Destination</u>	<u>Percentage Distribution</u>				<u>Number of Passengers</u>
	<u>5 or more Per Week</u>	<u>4 Per Week</u>	<u>1 to 3 Per Week</u>	<u>Less Than Once a Week</u>	
World Trade Center	88.9	3.8	3.0	4.3	7 143
Christopher Street	80.3	-	19.7	-	121
9th Street	58.6	2.9	28.4	10.1	591
14th Street	75.6	1.3	5.6	17.5	648
23rd Street	83.6	2.9	11.8	1.7	585
33rd Street	66.5	3.2	11.4	18.9	4 231
N.Y. Stations	79.4	3.4	7.5	9.7	13 319

# GROVE STREET:

Number of Passengers  
 1974 Typical Weekday Boardings - 6,499  
 Peak Period (7-10AM) 3,022  
 Peak Hour (7:45-8:44AM) 1,657

## Origin of Boarding Passengers

<u>Zone of Origin</u>	<u>Percentage Distribution</u>		
	<u>Typical Weekday</u>	<u>Peak Period 7-10 AM</u>	<u>Peak Hour 7:45-8:44AM</u>
Hudson County			
South Jersey City	22.5	23.9	23.6
Central Jersey City	56.1	43.2	40.3
North Jersey City	0.9	1.6	1.8
Sub-Total Jersey City	79.5	68.7	65.7
Bayonne	11.1	19.5	19.7
Other Hudson County	1.5	1.1	1.0
Sub-Total Hudson County	92.1	89.3	86.4
All Other	7.9	10.7	13.6

## Mode of Arrival Typical Weekday

<u>Zone of Origin</u>	<u>Percentage Distribution</u>					<u>Number of Passengers</u>
	<u>Walk</u>	<u>Taxi</u>	<u>Auto</u>	<u>Bus</u>	<u>Other</u>	
South Jersey City	2.8	-	25.6	70.7	0.9	1 462
Central Jersey City	81.1	2.0	8.6	7.3	1.0	3 646
North Jersey City	7.7	-	75.0	17.3	-	59
Sub-Total Jersey City	58.3	1.4	14.1	25.3	0.9	5 167
Bayonne	-	-	41.2	58.8	-	721
All Other	-	-	76.9	13.1	10.0	611
All Zones	47.5	1.1	22.2	27.6	1.6	6 499

**Purpose of Passenger Trips  
Typical Weekday**

<u>Purpose</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
To Work	58.8	3 821
From Work	15.3	994
Company Business	3.7	240
School	4.7	306
Recreation	4.9	319
Shopping	5.2	338
Other	7.4	481

**PATH Station of Destination**

<u>Station of Destination</u>	<u>Typical Weekday</u>		<u>Peak Period 7-10AM</u>	
	<u>Percent Distribution</u>	<u>Number of Passengers</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
New York Stations	81.4	5 288	90.8	2 743
World Trade Center	41.2	2 677	49.8	1 505
Christopher Street	0.9	56	0.7	21
9th Street	2.4	158	1.2	37
14th Street	3.6	231	3.8	114
23rd Street	5.2	337	7.2	216
33rd Street	28.1	1 829	28.1	850
N.J. Stations	18.6	1 211	9.2	279

**Frequency of Passenger Trips by Station of Destination  
Typical Weekday**

<u>New York Station of Destination</u>	<u>Percentage Distribution</u>				<u>Number of Passengers</u>
	<u>5 or more Per Week</u>	<u>4 Per Week</u>	<u>1 to 3 Per Week</u>	<u>Less Than Once a Week</u>	
World Trade Center	84.1	3.5	8.8	3.6	2 677
Christopher Street	100.0	-	-	-	56
9th Street	58.8	-	41.2	-	158
14th Street	80.5	8.3	11.2	-	231
23rd Street	67.6	-	16.0	16.4	337
33rd Street	67.5	6.9	17.9	7.7	1 829
N.Y. Stations	76.6	4.5	13.4	5.5	5 288

# EXCHANGE PLACE:

Number of Passengers  
 1974 Typical Weekday Boardings - 3,268  
 Peak Period (7-10AM) 1,563  
 Peak Hour (7:45-8:44AM) 912

## Origin of Boarding Passengers

<u>Zone of Origin</u>	<u>Percentage Distribution</u>		
	<u>Typical Weekday</u>	<u>Peak Period 7-10 AM</u>	<u>Peak Hour 7:45-8:44AM</u>
Hudson County			
South Jersey City	14.1	17.0	15.4
Central Jersey City	40.8	12.3	8.1
North Jersey City	1.9	2.3	2.5
Sub-Total Jersey City	56.8	31.6	26.0
Bayonne	15.1	24.6	22.6
Other Hudson County	9.7	15.1	20.6
Sub-Total Hudson County	81.6	71.3	69.2
All Other	18.4	28.7	30.8

## Mode of Arrival Typical Weekday

<u>Zone of Origin</u>	<u>Percentage Distribution</u>					<u>Number of Passengers</u>
	<u>Walk</u>	<u>Taxi</u>	<u>Auto</u>	<u>Bus</u>	<u>Other</u>	
South Jersey City	16.6	-	23.1	59.3	1.0	461
Central Jersey City	86.1	0.4	6.4	6.8	0.3	1 333
North Jersey City	28.0	-	40.0	32.0	-	62
Sub-Total Jersey City	67.0	0.3	11.6	20.7	0.4	1 856
Bayonne	-	-	63.0	37.0	-	493
All Other	-	-	81.8	13.0	5.2	919
All Zones	38.1	0.2	39.1	20.9	1.7	3 268

Purpose of Passenger Trips  
Typical Weekday

<u>Purpose</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
To Work	59.8	1 954
From Work	23.9	781
Company Business	6.4	209
School	4.0	131
Recreation	0.7	23
Shopping	2.5	82
Other	2.7	88

PATH Station of Destination

<u>Station of Destination</u>	<u>Typical Weekday</u>		<u>Peak Period 7-10AM</u>	
	<u>Percent Distribution</u>	<u>Number of Passengers</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
New York Stations	74.9	2 448	97.8	1 529
World Trade Center	66.5	2 174	89.2	1 395
Christopher Street	0.2	7	0.4	6
9th Street	0.4	13	0.3	4
14th Street	0.4	12	0.1	2
23rd Street	0.6	18	0.8	12
33rd Street	6.8	224	7.0	110
N.J. Stations	25.1	820	2.2	34

Frequency of Passenger Trips by Station of Destination  
Typical Weekday

<u>New York Station of Destination</u>	<u>Percentage Distribution</u>				<u>Number of Passengers</u>
	<u>5 or more Per Week</u>	<u>4 Per Week</u>	<u>1 to 3 Per Week</u>	<u>Less Than Once a Week</u>	
World Trade Center	89.7	2.6	3.8	3.9	2 174
Christopher Street	100.0	-	-	-	7
9th Street	100.0	-	-	-	13
14th Street	100.0	-	-	-	12
23rd Street	76.5	-	23.5	-	18
33rd Street	67.2	11.4	7.5	13.9	224
N.Y. Stations	87.7	3.4	4.2	4.7	2 448

# PAVONIA AVENUE:

Number of Passengers  
 1974 Typical Weekday Boardings - 323  
 Peak Period (7-10AM) 167  
 Peak Hour (7:45-8:44AM) 79

## Origin of Boarding Passengers

<u>Zone of Origin</u>	<u>Percentage Distribution</u>		
	<u>Typical Weekday</u>	<u>Peak Period 7-10 AM</u>	<u>Peak Hour 7:45-8:44AM</u>
Hudson County			
South Jersey City	8.6	11.5	-
Central Jersey City	15.8	-	-
North Jersey City	-	-	-
Sub-Total Jersey City	24.4	11.5	-
Bayonne	6.5	6.1	19.1
Other Hudson County	13.6	25.7	44.7
Sub-Total Hudson County	44.5	43.3	63.8
Bergen County	12.2	23.0	36.2
Union County	8.2	-	-
All Other	35.1	33.7	-

## Mode of Arrival Typical Weekday

<u>Zone of Origin</u>	<u>Percentage Distribution</u>					<u>Number of Passengers</u>
	<u>Walk</u>	<u>Taxi</u>	<u>Auto</u>	<u>Bus</u>	<u>Other</u>	
South Jersey City	-	-	100.0	-	-	27
Central Jersey City	77.3	-	22.7	-	-	52
North Jersey City	-	-	-	-	-	-
Sub-Total Jersey City	50.8	-	49.2	-	-	79
Other Hudson County	-	-	100.0	-	-	65
All Other	-	-	100.0	-	-	179
All Zones	13.0	-	87.0	-	-	323

Purpose of Passenger Trips  
Typical Weekday

<u>Purpose</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
To Work	56.0	181
From Work	15.3	49
Company Business	18.1	59
School	2.5	8
Recreation	-	-
Shopping	4.6	15
Other	3.5	11

PATH Station of Destination

<u>Station of Destination</u>	<u>Typical Weekday</u>		<u>Peak Period 7-10AM</u>	
	<u>Percent Distribution</u>	<u>Number of Passengers</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
New York Stations	90.7	293	100.0	167
World Trade Center	73.7	238	89.2	149
Christopher Street	-	-	-	-
9th Street	-	-	-	-
14th Street	-	-	-	-
23rd Street	5.3	17	6.0	10
33rd Street	11.7	38	4.8	8
N.J. Stations	9.3	30	-	-

Frequency of Passenger Trips by Station of Destination  
Typical Weekday

<u>New York Station of Destination</u>	<u>Percentage Distribution</u>				<u>Number of Passengers</u>
	<u>5 or more Per Week</u>	<u>4 Per Week</u>	<u>1 to 3 Per Week</u>	<u>Less Than Once a Week</u>	
World Trade Center	90.6	-	-	9.4	238
Christopher Street	-	-	-	-	-
9th Street	-	-	-	-	-
14th Street	-	-	-	-	-
23rd Street	100.0	-	-	-	17
33rd Street	-	-	41.2	58.8	38
N.Y. Stations	79.4	-	5.3	15.3	293

# HOBOKEN:

Number of Passengers  
 1974 Typical Weekday Boardings - 28,639  
 Peak Period (7-10AM) 24,462  
 Peak Hour (7:45-8:44AM) 17,147

## Origin of Boarding Passengers

Zone of Origin	Percentage Distribution		
	Typical Weekday	Peak Period 7-10 AM	Peak Hour 7:45-8:44AM
Hudson County			
Hoboken	6.9	3.8	2.9
Jersey City	1.5	1.3	1.1
Other Hudson County	2.8	2.7	2.2
Sub-Total Hudson County	11.2	7.8	6.2
Essex County (Excl. Newark)	19.9	19.6	18.0
Bergen County	24.9	26.9	29.5
Morris County	19.1	19.9	19.9
Union County	9.0	8.9	8.7
Passaic County	4.7	5.0	4.6
Somerset County	3.1	3.4	3.2
All Other	8.1	8.5	9.9

## Mode of Arrival Typical Weekday

Zone of Origin	Percentage Distribution						Number of Passengers
	Walk	Taxi	Auto	Rail	Bus	Other*	
Essex County (Excl. Newark)	-	-	1.8	95.8	-	2.4	5 699
Bergen County	-	0.2	3.4	94.6	0.1	1.7	7 131
Morris County	-	-	0.1	96.0	-	3.9	5 470
Union County	-	-	1.3	94.0	0.2	4.5	2 578
Passaic County	-	-	1.8	96.7	-	1.5	1 346
Hoboken	58.4	1.5	10.2	-	27.4	2.5	1 976
Jersey City	-	-	26.8	-	73.2	-	430
All Other	-	-	10.6	77.3	9.9	2.2	4 009
All Zones	4.0	0.1	4.0	84.9	4.4	2.6	28 639

\*"Other" includes rail transfers after 6 PM.

Purpose of Passenger Trips  
Typical Weekday

<u>Purpose</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
To Work	89.7	25 689
From Work	2.3	659
Company Business	2.0	573
School	1.6	458
Recreation	1.1	315
Shopping	1.0	286
Other	2.3	659

PATH Station of Destination

<u>Station of Destination</u>	<u>Typical Weekday</u>		<u>Peak Period 7-10AM</u>	
	<u>Percent Distribution</u>	<u>Number of Passengers</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
New York Stations	96.9	27 739	97.3	23 813
World Trade Center	55.2	15 806	58.2	14 231
Christopher Street	1.4	400	1.1	263
9th Street	2.1	586	1.2	307
14th Street	2.9	830	2.3	562
23rd Street	6.6	1 890	7.0	1 716
33rd Street	28.7	8 227	27.5	6 734
N.J. Stations	3.1	900	2.7	649

Frequency of Passenger Trips by Station of Destination  
Typical Weekday

<u>New York Station of Destination</u>	<u>Percentage Distribution</u>				<u>Number of Passengers</u>
	<u>5 or more Per Week</u>	<u>4 Per Week</u>	<u>1 to 3 Per Week</u>	<u>Less Than Once a Week</u>	
World Trade Center	88.8	5.1	4.2	1.9	15 806
Christopher Street	81.7	8.3	7.4	2.6	400
9th Street	54.9	11.8	19.2	14.1	586
14th Street	81.3	6.4	10.9	1.4	830
23rd Street	85.7	7.7	5.5	1.1	1 890
33rd Street	76.4	6.5	11.1	6.0	8 227
N.Y. Stations	83.9	5.9	6.9	3.3	27 739

# WORLD TRADE CENTER

## Number of Passengers

1974 Typical Weekday Disembarkings -	41,651
Peak Period (7-10AM)	31,635
Peak Hour (7:45-8:44AM)	21,201

### Destination of Disembarking Passengers

<u>Zone of Destination</u>	<u>Percentage Distribution</u>		
	<u>Typical Weekday</u>	<u>Peak Period 7-10 AM</u>	<u>Peak Hour 7:45-8:44AM</u>
<b>Manhattan</b>			
Battery to Reade - W. of Bwy.	24.0	24.3	23.6
Battery to Park Row - E. of Bwy.	57.2	64.3	66.1
Park-Reade to Houston	7.4	7.4	7.3
Houston to 34th	1.2	0.8	0.6
34th to 59th	1.6	1.2	1.0
North of 59th	2.2	0.5	0.3
<b>Sub-Total Manhattan</b>	<b>93.6</b>	<b>98.5</b>	<b>98.9</b>
Bronx	0.5	0.1	-
Brooklyn	4.8	1.3	1.0
Queens	0.8	0.1	0.1
Other East of Hudson River	0.3	-	-

### Mode of Departure Typical Weekday

<u>Zones of Destination</u>	<u>Percentage Distribution</u>						<u>Weekday Passengers</u>
	<u>Walk</u>	<u>Taxi</u>	<u>Bus</u>	<u>Subway</u>	<u>Auto</u>	<u>Other</u>	
<b>Manhattan</b>							
Battery to Reade - W. of Bwy.	93.6	0.3	0.6	5.0	0.2	0.3	9 996
Battery to Park Row - E. of Bwy.	94.7	0.4	0.4	4.0	0.1	0.4	23 824
Park-Reade to Houston	82.1	1.0	4.4	12.3	-	0.2	3 082
North of Houston	-	1.4	2.3	95.4	0.7	0.2	2 083
Bronx	-	-	-	100.0	-	-	208
Brooklyn	-	0.9	2.0	96.6	-	0.5	1 999
Queens	-	-	4.1	95.9	-	-	333
All Other	-	1.7	14.3	51.3	-	32.7	126
<b>All Zones</b>	<b>82.8</b>	<b>0.5</b>	<b>1.0</b>	<b>15.2</b>	<b>0.1</b>	<b>0.4</b>	<b>41 651</b>

Purpose of Trips for Disembarking Passengers  
Typical Weekday

<u>Purpose</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
To Work	85.4	35 570
From Work	5.6	2 332
Company Business	3.5	1 458
School	1.6	666
Recreation	0.9	375
Shopping	0.7	292
Other	2.3	958

PATH Station of Origin

<u>Station of Origin</u>	<u>Typical Weekday</u>		<u>Peak Period 7-10AM</u>	
	<u>Percent Distribution</u>	<u>Number of Passengers</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
Newark	30.8	12 813	28.6	9 043
Harrison	1.9	800	1.4	461
Journal Square	17.2	7 143	15.3	4 851
Grove Street	6.4	2 677	4.8	1 505
Exchange Place	5.2	2 174	4.4	1 395
Pavonia Avenue	0.6	238	0.5	149
Hoboken	37.9	15 806	45.0	14 231
N.J. Stations	100.0	41 651	100.0	31 635

Frequency of Passenger Trips by Station of Origin  
Typical Weekday

<u>New Jersey Station of Origin</u>	<u>Percentage Distribution</u>				<u>Number of Passengers</u>
	<u>5 or more Per Week</u>	<u>4 Per Week</u>	<u>1 to 3 Per Week</u>	<u>Less Than Once a Week</u>	
Newark	83.4	4.1	7.4	5.1	12 813
Harrison	83.9	2.1	5.7	8.3	800
Journal Square	88.9	3.8	3.0	4.3	7 143
Grove Street	84.1	3.5	8.8	3.6	2 677
Exchange Place	89.7	2.6	3.8	3.9	2 174
Pavonia Avenue	90.6	-	-	9.4	238
Hoboken	88.8	5.1	4.2	1.9	15 806
N.J. Stations	86.8	4.2	5.3	3.7	41 651

# CHRISTOPHER STREET:

## Number of Passengers

1974 Typical Weekday Disembarkings - 791

Peak Period (7-10AM) 415

Peak Hour (7:45-8:44AM) 276

### Destination of Disembarking Passengers (Excludes New York Intrastate Passengers)

<u>Zone of Destination</u>	<u>Percentage Distribution</u>		
	<u>Typical Weekday</u>	<u>Peak Period 7-10 AM</u>	<u>Peak Hour 7:45-8:44AM</u>
<b>Manhattan</b>			
Battery to Canal	10.5	15.8	20.0
Canal to Houston - W. of Bwy.	29.4	42.2	44.0
Canal to Houston - E. of Bwy.	1.6	2.9	3.6
Houston to 14th - W. of Bwy.	54.4	34.9	26.9
Houston to 14th - E. of Bwy.	1.0	2.0	2.9
14th to 34th	2.6	2.2	2.6
34th to 59th	-	-	-
North of 59th	0.5	-	-
<b>Sub-Total Manhattan</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>
<b>Other East of Hudson River</b>	<b>-</b>	<b>-</b>	<b>-</b>

### Mode of Departure Typical Weekday

<u>Zones of Destination</u>	<u>Percentage Distribution</u>					<u>Weekday Passengers</u>
	<u>Walk</u>	<u>Taxi</u>	<u>Bus</u>	<u>Subway</u>	<u>Auto</u>	
<b>Manhattan</b>						
Battery to Canal	97.5	2.5	-	-	-	83
Canal to Houston	86.5	-	0.8	12.7	-	245
Houston to 14th	100.0	-	-	-	-	438
North of 14th	83.3	-	-	16.7	-	25
<b>All Other</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>All Zones</b>	<b>95.0</b>	<b>0.3</b>	<b>0.3</b>	<b>4.4</b>	<b>-</b>	<b>791</b>

Purpose of Trips for Disembarking Passengers  
Typical Weekday

<u>Purpose</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
To Work	64.3	509
From Work	23.9	189
Company Business	1.7	13
School	1.9	15
Shopping	1.9	15
Other	3.2	25
	3.1	25

PATH Station of Origin

<u>Station of Origin</u>	<u>Typical Weekday</u>		<u>Peak Period 7-10AM</u>	
	<u>Percent Distribution</u>	<u>Number of Passengers</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
Newark	26.2	207	15.2	63
Harrison	-	-	-	-
Journal Square	15.3	121	14.9	62
Grove Street	7.1	56	5.1	21
Exchange Place	0.9	7	1.4	6
Pavonia Avenue	-	-	-	-
Hoboken	50.5	400	63.4	263
N.J. Stations	100.0	791	100.0	415

Frequency of Passenger Trips by Station of Origin  
Typical Weekday

<u>New Jersey Station of Origin</u>	<u>Percentage Distribution</u>				<u>Number of Passengers</u>
	<u>5 or more Per Week</u>	<u>4 Per Week</u>	<u>1 to 3 Per Week</u>	<u>Less Than Once a Week</u>	
Newark	55.3	12.6	18.4	13.7	207
Harrison	-	-	-	-	-
Journal Square	80.3	-	19.7	-	121
Grove Street	100.0	-	-	-	56
Exchange Place	100.0	-	-	-	7
Pavonia Avenue	-	-	-	-	-
Hoboken	81.7	8.3	7.4	2.6	400
N.J. Stations	76.0	7.5	11.6	4.9	791

# 9th STREET:

## Number of Passengers

1974 Typical Weekday Disembarkings - 1,778

Peak Period (7-10AM) 654

Peak Hour (7:45-8:44AM) 334

### Destination of Disembarking Passengers (Excludes New York Intrastate Passengers)

<u>Zone of Destination</u>	<u>Percentage Distribution</u>		
	<u>Typical Weekday</u>	<u>Peak Period 7-10 AM</u>	<u>Peak Hour 7:45-8:44AM</u>
<b>Manhattan</b>			
Battery to Houston	3.6	5.1	5.7
Houston to 14th - W. of Bwy.	62.5	54.3	46.1
Houston to 14th - E. of Bwy.	26.4	33.5	43.1
14th to 34th	3.4	3.1	3.9
34th to 59th	1.5	2.9	1.2
North of 59th	1.3	1.1	-
<b>Sub-Total Manhattan</b>	<b>98.7</b>	<b>100.0</b>	<b>100.0</b>
<b>Other East of Hudson River</b>	<b>1.3</b>	<b>-</b>	<b>-</b>

### Mode of Departure Typical Weekday

<u>Zones of Destination</u>	<u>Percentage Distribution</u>					<u>Weekday Passengers</u>
	<u>Walk</u>	<u>Taxi</u>	<u>Bus</u>	<u>Subway</u>	<u>Auto</u>	
<b>Manhattan</b>						
Battery to Houston	79.0	-	-	21.0	-	64
Houston to 14th - W. of Bwy.	96.8	2.1	-	1.1	-	1 111
Houston to 14th - E. of Bwy.	90.4	-	6.9	2.7	-	470
North of 14th	64.2	-	-	35.8	-	110
<b>All Other</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100.0</b>	<b>-</b>	<b>23</b>
<b>All Zones</b>	<b>91.2</b>	<b>1.3</b>	<b>1.8</b>	<b>5.7</b>	<b>-</b>	<b>1 778</b>

Purpose of Trips for Disembarking Passengers  
Typical Weekday

<u>Purpose</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
To Work	45.8	814
From Work	9.2	163
Company Business	0.9	16
School	11.6	206
Recreation	14.6	260
Shopping	5.6	100
Other	12.3	219

PATH Station of Origin

<u>Station of Origin</u>	<u>Typical Weekday</u>		<u>Peak Period 7-10AM</u>	
	<u>Percent Distribution</u>	<u>Number of Passengers</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
Newark	22.6	401	19.6	128
Harrison	1.6	29	-	-
Journal Square	33.2	591	27.2	178
Grove Street	8.9	158	5.7	37
Exchange Place	0.7	13	0.6	4
Pavonia Avenue	-	-	-	-
Hoboken	33.0	586	46.9	307
N.J. Stations	100.0	1 778	100.0	654

Frequency of Passenger Trips by Station of Origin  
Typical Weekday

<u>New Jersey Station of Origin</u>	<u>Percentage Distribution</u>				<u>Number of Passengers</u>
	<u>5 or more Per Week</u>	<u>4 Per Week</u>	<u>1 to 3 Per Week</u>	<u>Less Than Once a Week</u>	
Newark	39.8	20.2	31.9	8.1	401
Harrison	-	50.0	50.0	-	29
Journal Square	58.6	2.9	28.4	10.1	591
Grove Street	58.8	-	41.2	-	158
Exchange Place	100.0	-	-	-	13
Pavonia Avenue	-	-	-	-	-
Hoboken	54.9	11.8	19.2	14.1	586
N.J. Stations	52.5	10.2	27.5	9.8	1 778

# 14th STREET:

Number of Passengers  
 1974 Typical Weekday Disembarkings - 2,274  
 Peak Period (7-10AM) 1,175  
 Peak Hour (7:45-8:44AM) 669

## Destination of Disembarking Passengers (Excludes New York Intrastate Passengers)

### Percentage Distribution

Zone of Destination	Percentage Distribution		
	Typical Weekday	Peak Period 7-10 AM	Peak Hour 7:45-8:44AM
Manhattan			
Battery to Houston	0.8	0.8	1.3
Houston to 14th - W. of Bwy.	32.9	28.8	27.5
Houston to 14th - E. of Bwy.	9.6	9.0	6.7
14th to 25th - W. of Bwy.	20.8	19.2	21.8
14th to 23rd - E. of Bwy.	23.5	31.3	31.8
23rd/25th to 34th	0.6	0.6	-
34th to 59th	2.3	3.9	5.2
North of 59th	2.8	1.2	1.0
Sub-Total Manhattan	93.3	94.8	95.3
Bronx	-	-	-
Brooklyn	4.9	4.4	3.2
Queens	1.5	0.8	1.5
Other East of Hudson River	0.3	-	-

## Mode of Departure Typical Weekday

### Percentage Distribution

Zones of Destination	Percentage Distribution					Weekday Passengers
	Walk	Taxi	Bus	Subway	Auto	
Manhattan						
Battery to Houston	-	-	-	100.0	-	18
Houston to 25th - W. of Bwy.	92.9	0.3	3.9	2.6	0.3	1 221
Houston to 23rd - E. of Bwy.	79.8	1.9	16.2	1.5	0.6	753
North of 23rd/25th	7.1	1.6	7.1	84.2	-	130
Brooklyn	-	-	-	100.0	-	111
Queens	-	-	-	93.9	6.1	34
All Other	-	-	-	100.0	-	7
All Zones	76.6	0.9	7.9	14.1	0.5	2 274

Purpose of Trips for Disembarking Passengers  
Typical Weekday

<u>Purpose</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
To Work	59.3	1 349
From Work	16.8	382
Company Business	1.9	43
School	8.1	184
Recreation	4.4	100
Shopping	3.7	84
Other	5.8	132

PATH Station of Origin

<u>Station of Origin</u>	<u>Typical Weekday</u>		<u>Peak Period 7-10AM</u>	
	<u>Percent Distribution</u>	<u>Number of Passengers</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
Newark	22.7	516	16.5	194
Harrison	1.6	37	1.1	13
Journal Square	28.5	648	24.7	290
Grove Street	10.2	231	9.7	114
Exchange Place	0.5	12	0.2	2
Pavonia Avenue	-	-	-	-
Hoboken	36.5	830	47.8	562
N.J. Stations	100.0	2 274	100.0	1 175

Frequency of Passenger Trips by Station of Origin  
Typical Weekday

<u>New Jersey Station of Origin</u>	<u>Percentage Distribution</u>				<u>Number of Passengers</u>
	<u>5 or more Per Week</u>	<u>4 Per Week</u>	<u>1 to 3 Per Week</u>	<u>Less Than Once a Week</u>	
Newark	88.8	1.0	6.8	3.4	516
Harrison	45.0	-	55.0	-	37
Journal Square	75.6	1.3	5.6	17.5	648
Grove Street	80.5	8.3	11.2	-	231
Exchange Place	100.0	-	-	-	12
Pavonia Avenue	-	-	-	-	-
Hoboken	81.3	6.4	10.9	1.4	830
N.J. Stations	80.8	3.8	9.1	6.3	2 274

# 23rd STREET:

## Number of Passengers

1974 Typical Weekday Disembarkings - 3,236  
 Peak Period (7-10AM) 2,538  
 Peak Hour (7:45-8:44AM) 1,644

### Destination of Disembarking Passengers (Excludes New York Intrastate Passengers)

<u>Zone of Destination</u>	<u>Percentage Distribution</u>		
	<u>Typical Weekday</u>	<u>Peak Period 7-10 AM</u>	<u>Peak Hour 7:45-8:44AM</u>
Manhattan			
Battery to Houston	-	-	-
Houston to 14th	0.9	0.7	1.1
14th to 25th - W. of Bwy.	14.6	10.8	8.2
14th to 23rd - E. of Bwy.	15.9	12.7	12.4
25th to 34th - W. of Bwy.	6.4	4.0	4.2
23rd to 34th - E. of Bwy.	27.9	32.1	32.9
34th to 59th	32.1	38.7	40.3
North of 59th	0.3	0.4	0.4
Sub-Total Manhattan	98.1	99.4	99.5
Other East of Hudson River	1.9	0.6	0.5

### Mode of Departure Typical Weekday

<u>Zones of Destination</u>	<u>Percentage Distribution</u>					<u>Weekday Passengers</u>
	<u>Walk</u>	<u>Taxi</u>	<u>Bus</u>	<u>Subway</u>	<u>Auto</u>	
Manhattan						
Battery to 14th	57.7	-	-	42.3	-	29
14th to 34th - W. of Bwy.	95.0	-	1.4	3.2	0.4	680
14th to 34th - E. of Bwy.	86.1	0.8	11.9	1.2	-	1 417
34th to 59th	7.0	0.2	-	92.8	-	1 039
North of 59th	-	-	-	100.0	-	10
All Other	-	-	-	100.0	-	61
All Zones	60.4	0.4	5.5	33.6	0.1	3 236

Purpose of Trips for Disembarking Passengers  
Typical Weekday

<u>Purpose</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
To Work	82.8	2 679
From Work	7.4	239
Company Business	2.4	78
School	3.3	107
Recreation	2.0	65
Shopping	-	-
Other	2.1	68

PATH Station of Origin

<u>Station of Origin</u>	<u>Typical Weekday</u>		<u>Peak Period 7-10AM</u>	
	<u>Percent Distribution</u>	<u>Number of Passengers</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
Newark	10.7	348	7.1	181
Harrison	1.3	41	1.0	24
Journal Square	18.1	585	14.9	379
Grove Street	10.4	337	8.5	216
Exchange Place	0.6	18	0.5	12
Pavonia Avenue	0.5	17	0.4	10
Hoboken	58.4	1 890	67.6	1 716
N.J. Stations	100.0	3 236	100.0	2 538

Frequency of Passenger Trips by Station of Origin  
Typical Weekday

<u>New Jersey Station of Origin</u>	<u>Percentage Distribution</u>				<u>Number of Passengers</u>
	<u>5 or more Per Week</u>	<u>4 Per Week</u>	<u>1 to 3 Per Week</u>	<u>Less Than Once a Week</u>	
Newark	64.2	12.6	18.2	5.0	348
Harrison	100.0	-	-	-	41
Journal Square	83.6	2.9	11.8	1.7	585
Grove Street	67.6	-	16.0	16.4	337
Exchange Place	76.5	-	23.5	-	18
Pavonia Avenue	100.0	-	-	-	17
Hoboken	85.7	7.7	5.5	1.1	1 890
N.J. Stations	81.3	6.4	9.1	3.2	3 236

# 33rd STREET:

Number of Passengers  
 1974 Typical Weekday Disembarkings - 16,315  
 Peak Period (7-10AM) 10,499  
 Peak Hour (7:45-8:44AM) 6,583

## Destination of Disembarking Passengers (Excludes New York Intrastate Passengers)

<u>Zone of Destination</u>	<u>Percentage Distribution</u>		
	<u>Typical Weekday</u>	<u>Peak Period 7-10 AM</u>	<u>Peak Hour 7:45-8:44AM</u>
<b>Manhattan</b>			
Battery to Houston	0.4	0.3	0.2
Houston to 23rd/25th	1.1	1.1	1.0
25th to 34th - W. of Fifth	22.3	17.7	16.7
23rd to 34th - E. of Fifth	9.5	10.3	11.0
34th to 59th - W. of Fifth	25.7	30.3	30.5
34th to 59th - E. of Fifth	27.9	34.8	36.5
North of 59th	7.9	4.2	3.3
<b>Sub-Total Manhattan</b>	<b>94.8</b>	<b>98.7</b>	<b>99.2</b>
<b>Bronx</b>	<b>0.8</b>	<b>0.3</b>	<b>0.2</b>
<b>Brooklyn</b>	<b>0.6</b>	<b>0.2</b>	<b>0.2</b>
<b>Queens</b>	<b>2.4</b>	<b>0.7</b>	<b>0.3</b>
<b>Other East of Hudson River</b>	<b>1.4</b>	<b>0.1</b>	<b>0.1</b>

## Mode Of Departure Typical Weekday

<u>Zones of Destination</u>	<u>Percentage Distribution</u>						<u>Weekday Passengers</u>
	<u>Walk</u>	<u>Taxi</u>	<u>Bus</u>	<u>Subway</u>	<u>Auto</u>	<u>Other</u>	
<b>Manhattan</b>							
Battery to 23rd/25th	41.5	-	9.2	49.3	-	-	245
23rd-25th to 34th	89.9	1.6	3.4	4.9	0.1	0.1	5 188
34th to 59th	36.8	1.4	3.4	58.1	0.1	0.2	8 745
North of 59th	-	3.2	4.4	92.4	-	-	1 289
<b>Queens</b>	<b>-</b>	<b>-</b>	<b>0.8</b>	<b>93.5</b>	<b>-</b>	<b>5.7</b>	<b>392</b>
<b>Nassau-Suffolk</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4.2</b>	<b>2.6</b>	<b>93.2</b>	<b>196</b>
<b>All Other</b>	<b>-</b>	<b>1.2</b>	<b>2.8</b>	<b>88.3</b>	<b>2.4</b>	<b>5.3</b>	<b>260</b>
<b>All Zones</b>	<b>49.0</b>	<b>1.5</b>	<b>3.5</b>	<b>44.4</b>	<b>0.1</b>	<b>1.5</b>	<b>16 315</b>

Purpose of Trips for Disembarking Passengers  
Typical Weekday

<u>Purpose</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
To Work	69.8	11 388
From Work	4.8	783
Company Business	4.8	783
School	2.7	440
Recreation	5.5	897
Shopping	6.2	1 012
Other	6.2	1 012

PATH Station of Origin

<u>Station of Origin</u>	<u>Typical Weekday</u>		<u>Peak Period 7-10AM</u>	
	<u>Percent Distribution</u>	<u>Number of Passengers</u>	<u>Percent Distribution</u>	<u>Number of Passengers</u>
Newark	8.8	1 436	5.0	528
Harrison	2.0	330	1.4	151
Journal Square	26.0	4 231	20.2	2 118
Grove Street	11.2	1 829	8.1	850
Exchange Place	1.4	224	1.1	110
Pavonia Avenue	0.2	38	0.1	8
Hoboken	50.4	8 227	64.1	6 734
N.J. Stations	100.0	16 315	100.0	10 499

Frequency of Passenger Trips by Station of Origin  
Typical Weekday

<u>New Jersey Station of Origin</u>	<u>Percentage Distribution</u>				<u>Number of Passengers</u>
	<u>5 or more Per Week</u>	<u>4 Per Week</u>	<u>1 to 3 Per Week</u>	<u>Less Than Once a Week</u>	
Newark	65.5	4.3	17.8	12.4	1 436
Harrison	66.2	-	23.5	10.3	330
Journal Square	66.5	3.2	11.4	18.9	4 231
Grove Street	67.5	6.9	17.9	7.7	1 829
Exchange Place	67.2	11.4	7.5	13.9	224
Pavonia Avenue	-	-	41.2	58.8	38
Hoboken	76.4	6.5	11.1	6.0	8 227
N.J. Stations	71.4	5.4	12.8	10.4	16 315



## **X. Appendix**

## Survey Methodology

### DISTRIBUTION OF QUESTIONNAIRES

This PATH Passenger Survey was conducted as an integral part of a comprehensive New Jersey Railroad Passenger Survey. Accordingly, PATH passengers transferring from another railroad received questionnaires when they boarded at their railroad station, while local PATH passengers -- those not transferring from another railroad -- were given questionnaires at their respective PATH boarding station. This survey covered more than 100,000 passengers who were making eastbound trips on one of the five northern New Jersey commuter railroads (Penn Central, Central New Jersey, Erie Lackawanna, Reading and North Jersey Coast Line) or PATH on a typical weekday. The distribution of questionnaires took place over several weekdays in May 1974 and was done with participating staff from the Port Authority of New York and New Jersey, New Jersey Department of Transportation and the Tri-State Regional Planning Commission. In contrast to previous PATH surveys where each passenger was handed a questionnaire as the individual passed through a turnstile entering PATH, the distribution of questionnaires in this survey was significantly different and can best be described as a three stage procedure. Three different questionnaire groups were used -- one for each stage.

Stage 1 -- Railroad Passengers. Passengers boarding at any of the railroad stations -- excluding Penn Station, Newark -- were given questionnaires through one of three distribution techniques.

1. Seat distribution -- questionnaires were placed on each seat of a train prior to starting its run.
2. Platform distribution -- survey agents handed out survey forms to the passengers as they boarded a train.
3. Train distribution -- a survey agent rode the train and handed a questionnaire to each person as he or she boarded the train.

These questionnaires contained questions covering the entire trip

of a rail passenger including the PATH portion if a transfer was made. Therefore, only one questionnaire had to be completed by any individual. The distribution included all trains that arrived at Hoboken or Newark between 6 AM and 6 PM.

Stage 2 -- Penn Station, Newark Local Passengers. At this station a special questionnaire was used enabling the respondents to specify whether they took PATH or Penn Central. These questionnaires were distributed to all local boarding passengers as they ascended the stairways to the train platforms. The distribution of survey forms downstairs was designed to avoid giving the rail transferencees a second questionnaire. This method was followed from 6 AM to 6 PM, but after 6 PM survey forms were distributed at the turnstiles in order to get the rail passengers who transferred to PATH since they did not get a questionnaire on the railroads during this time period.

Stage 3 -- Local PATH Station Passengers. At the other New Jersey PATH stations (excluding Newark) questionnaires were handed out at the turnstiles from 6 AM to Midnight. At Hoboken, only the local boarding passengers received questionnaires between 6 AM and 6 PM, but after 6 PM, all patrons were included.

#### PROCESSING OF QUESTIONNAIRES

The questionnaires were returned either by depositing them in containers located at the major terminals, or by the U.S. mail. In total, some 40,000 completed cards were returned of which more than 36,100 were used as input for the various programs utilized to summarize the data. Some 4,000 cards were eliminated because of a more than sufficient response rate on the Erie Lackawanna Railway in the peak period.

Six types of questionnaires (two for each group -- rail patrons, Newark boarders, PATH locals) were used in this survey. Several basic questions were asked on both types in each group while other queries appeared on either

the A or B card. In order to reduce the coding time and obtain some preliminary results in the shortest time possible, the processing was divided into two phases.

Phase I -- In this phase only selected questions from each of the six questionnaires were coded. These were questions that were easily coded (did not require looking up a code such as an address) or were necessary to assign a record into a weighting cell in the weighting matrix (this will be explained in Step 4).

The questionnaires were first sorted by railroad and then they were coded. After all the questionnaires for a railroad were coded and keypunched they entered the electronic processing of Phase I. Basically, there were four steps in this process:

Step 1 -- Editing -- In this step, each field in each of the six record layouts was checked for valid codes as defined, depending on the boarding railroad and the interrelationship of several characteristics for the various combinations of possible trips (interstate; intrastate; transfer to PATH, bus, another railroad, etc.). If an error existed, the record was rejected and corrections were made. All the corrected records were then re-processed until every record passed these edit and logic checks. After a record was accepted it was transformed and put out to a file that contained one uniform record layout for all six types of records.

Step 2 -- Train Assignments -- In order to assign a transfer time (hence a boarding time at a PATH station for rail transferees) and an exit time at a rider's final destination station, we had to first assign each railroad record to a particular train. This was performed by using two search methods. The first method utilized the questionnaire distribution lists which contained listings of the actual questionnaire numbers either placed on certain trains or handed out at individual stations. The program read the questionnaire number from a record and then searched these lists to locate it. If a match was found

the record was assigned a train number. A comparison was then made of the respondent's boarding time versus the train's actual time at the boarding station. If the difference was significant the record went into the second method for an alternate train assignment.

The second method employed the entire timetable for each train of every railroad during the survey period. The schedules listed the time each train departed each station. All records that were not on the two distribution lists (first method) as well as the records with significant time differences were put through this procedure which took the respondent's boarding time and station and searched the schedules to find the train nearest these criteria. If the time differed significantly, or an alternate train was assigned, the record was put on an exception listing for further analysis. These exceptions were then either accepted or assigned a new time or train number.

After each railroad record received a train number, it was assigned a terminal time -- the time the train arrived at either Newark or Hoboken Terminals.

It should be noted that the PATH local boarders were processed similar to the first method described for the rail riders. Questionnaire numbers were checked against distribution lists and boarding times were either accepted or the record was put on exception lists for proper assignment based on other data.

Step 3 -- Other Record Assignments -- Basically this step calculated the exit time -- the time the respondent left his final destination station -- and, if the purpose of trip was "to work", checked this time against the time the respondents gave as the time they normally started work. It also created additional variables which were to be used in the weighting matrix program or existing report programs that were modified to handle the data. Specifically these variables were time periods, station groups, destination groups and transformed variables.

The exit time was calculated using one of the following techniques:

1. If the respondent got off the train before Newark or Hoboken, the exit time was set to equal the schedule time at that station.
2. If the person disembarked at Newark or Hoboken this time was made equal to the terminal time.
3. If a person went to Penn Station, NY (either directly or by a transfer to the Penn Central), he was assigned an exit time based on the time that the train arrived in New York.
4. If the person transferred to a Manhattan-bound bus at Hoboken, the time was set equal to the terminal time plus a 22 minute travel time.
5. If the individual transferred to PATH, then we added the PATH running time and half the headway time to the terminal time in order to get the exit time.
6. PATH local patrons were assigned an exit time by adding running time plus half the headway time to the patron's boarding time.

Step 4 -- Universe Weighting Matrix Algorithm -- After all

the records were processed through the first three steps, which included the assignment of time periods and station groups, they were put into a matrix which was designed so that a weight could be placed on each record.

This was done in order that the sample records could be expanded to the actual universes for each railroad and PATH. The weighting matrix was a 62 by 17 matrix for each of the 8 time periods separated by A and B type questionnaires where:

62 = the number of boarding station groups  
 17 = the number of destination station groups  
 8 = the time periods as assigned in step 3

A or B = the two types of questionnaires that were used in each of the three groups of questionnaires

The universe volumes for the matrix cells were developed using: conductor's "on and off" counts provided by the railroads, PATH turnstile readings, and control counts which were taken at various transfer and terminal stations during the survey period. Since differences in the response rates for the different groups existed, it required a complex procedure to weight the sample data up to these universes. Several iterations of re-weighting various groups in the matrix were required in order to get the total of the weighted records to approximate the universe volumes at both the boarding and disembarking levels. Prior to the running of this weighting algorithm, the 4,000 Erie Lackawanna records previously discussed were eliminated. Thus, all other records were included in this process and were assigned a fractional weight which remained on the record for all future processing.

Phase II -- During this phase the remaining questions on the questionnaires (excluding the 4,000 Erie Lackawanna records) were coded. These questions included all the addresses which required looking up codes, hence demanding a great amount of time. The record layout for this phase included the questionnaire number as well as the coded questions. The unique questionnaire numbers enabled us to later merge the Phase I and Phase II records together to generate a complete record for each respondent.

After all the records were coded they entered a merge-edit program. This program merged the records together and then performed a dual editing function:

1. checked the Phase II portion of each record for coding errors or invalid relationships among related variables. If an error appeared the record was put on an exception list for corrections and was then recycled until it passed all tests in this edit function.

2. checked for invalid relationships among variables related between Phase I and Phase II that could not have been previously tested. For example, a rider may have responded in Phase I that he disembarked from his train at Journal Square but in Phase II he reports that his final destination is Madison Square Garden in Manhattan. Both codes would pass the separate edit checks but this combined record check would reject the record as invalid. Errors in this edit function were also put on an exception list and final corrections were made from these lists.

This edit function completed the processing of the questionnaires. After a record passed this final check, it was completely coded and weighted, and was now ready for tabulating through a series of tabulation programs.

#### TABULATIONS

Four systems of programs were used to tabulate the results of the New Jersey Railroad and PATH Passenger Survey. Two were modifications to existing programs enabling them to process information asked in this survey that was similar to that of previous surveys. The other two were new systems written specifically for this survey.

1. Modified 1972 PABT Bus O&D Programs - a substantial amount of the information was in the same format as the data obtained from the Bus Terminal Passenger Survey. These bus programs were adaptable to much of the rail data.
2. Modified 1969 PATH O&D Programs - all data that were similar to the 1969 survey were processed using a modified 1969 program.
3. New Rail Programs - used for individual railroads and all railroads combined. These covered information that was not previously asked.
4. New PATH Programs - covered new information asked of PATH passengers.

In addition to these tabulation programs, a series of marginal

tabs were generated. These are general reports containing record counts (both actual number of records and the weighted volume) for each code that appeared in each field on the record. These reports are very flexible (since they can be produced very easily for selected records) and complement the detailed cross tabulations making a very resourceful report generating system. This total system has produced many reports summarizing the results of the survey so that researchers and planners will be able to get the optimum information possible from this survey.

**PATH Passenger Survey  
1974**

**Nº**

**A**

Your help is needed so that PATH can plan for new and improved passenger services. Please take a few minutes to answer the following questions.

This survey is being conducted at all New Jersey PATH stations. In order to ensure the success of this survey, each passenger is requested to **complete the questionnaire and either place it in the containers provided at the stations or drop it in any U. S. Mail Box.** Do not fill out more than one questionnaire during this survey period, which begins in May.

Thank you for your cooperation.

Louis J. Gambaccini  
Vice-President & General Manager

1a. Where are you coming from?

Number & Street or Nearest Intersection City State

b. What time did you leave the above place? : AM : PM

c. Is this your residence?

Yes  No, I live at:

Number of Street or Nearest Intersection City State

2. What is the main purpose of this trip? (Check only one)

- Going to work  Shopping  
 Coming from work  Recreation (Please specify) \_\_\_\_\_  
 Company business  Other (Please specify) \_\_\_\_\_

3a. How did you get to this PATH Station?

- Auto {  Drove & Parked Free  
 Drove & Paid for Parking {  Daily  
 Monthly  
 Annual Parking Cost \$ \_\_\_\_\_  
 Was passenger in a car that was parked at or near station  
 Was dropped off by someone  
 Walk only  Taxi  Other  
 Railroad  Bus \_\_\_\_\_  
Company & Route

b. What time did you arrive at this station? : AM : PM

4. At which station will you leave PATH? \_\_\_\_\_  
PATH Station

5. What is your final destination?

Number & Street or Nearest Intersection City or Borough State

6. How will you get from the PATH station to your destination?

- Walk only  Taxi  
 NY City Subway BMT IRT IND  Auto  
(Circle one)  
 Newark Subway  Local Bus  
 Other \_\_\_\_\_  
(Please specify)

7a. If you are traveling to or from work is your place of employment the same as your final destination?

- Yes  
 No, I work at:

Number & Street or Nearest Intersection City State

b. What is your normal work schedule?

Starting time : AM : PM  
 Ending time : AM : PM

B. How often do you make this trip?

- 5 or more times a week  1-3 times a week  
 4 times a week  less than once a week

9. Are you making a round trip *within New Jersey* on PATH today?

- Yes  No

If yes, at which station do you get on PATH for the other half of the trip? \_\_\_\_\_

At what time : AM : PM

10. What is your occupational group?

- Managerial/Administrative  Clerical  Student  
 Professional/Technical  Non-office worker  Housewife  
 Salesman/Sales Clerk  Unemployed  Retired

11. What is your approximate personal income?

- under \$7,500  \$15,000—\$19,999  
 \$7,500—\$9,999  \$20,000—\$24,999  
 \$10,000—\$14,999  \$25,000 and over

12. Sex:  Male Age:  Under 18  35-44

- Female  18-24  45-64  
 25-34  65 and over

13. Do you or your family use PATH on weekends?

- Yourself:  Never  Occasionally  Frequently  
 Your family:  Never  Occasionally  Frequently

14. Your answer to the following question is needed in order to help in the planning work now being done in connection with direct PATH rail service to Newark International Airport.

During the past 12 months how many domestic commercial airline trips have you made *from* the following airports?

\_\_\_\_\_ Kennedy \_\_\_\_\_ La Guardia \_\_\_\_\_ Newark

15. Have you switched to PATH from some other means of transportation in the past several years for reasons other than a change of residence or a change in place of employment. (Example: strikes, fare changes, improved rail cars, gas shortage).

- Yes  No

If yes: Former means of transportation used \_\_\_\_\_

Year you switched \_\_\_\_\_

Reason for switching \_\_\_\_\_

TYPE "A" QUESTIONNAIRE

**PATH Passenger Survey No. 1974**

**B**

Your help is needed so that PATH can plan for new and improved passenger services. Please take a few minutes to answer the following questions.

This survey is being conducted at all New Jersey PATH stations. In order to ensure the success of this survey, each passenger is requested to **complete the questionnaire and either place it in the containers provided at the stations or drop it in any U. S. Mail Box.** Do not fill out more than one questionnaire during this survey period, which begins in May.

Thank you for your cooperation.  
 Louis J. Gambaccini  
 Vice-President & General Manager

- 78 -

1a. Where are you coming from?

Number & Street or Nearest Intersection \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_

b. What time did you leave the above place? \_\_\_\_\_ AM \_\_\_\_\_ PM.

c. Is this your residence?

- Yes
- No, I live at:

Number & Street or Nearest Intersection \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_

2. What is the main purpose of this trip? (Check only one)

- Going to work
- Shopping
- Coming from work
- Recreation \_\_\_\_\_ (Please specify)
- Company business
- Other \_\_\_\_\_ (Please specify)

3a. How did you get to this PATH Station?

- Auto
  - Drove & Parked Free
  - Drove & Paid for Parking
    - Daily
    - Monthly
    - Annual
 Parking Cost \$ \_\_\_\_\_
  - Was passenger in a car that was parked at or near station
  - Was dropped off by someone
- Walk only
- Taxi
- Other
- Railroad
- Bus \_\_\_\_\_  
Company & Route

b. What time did you arrive at this station? \_\_\_\_\_ AM \_\_\_\_\_ PM

4. At which station will you leave PATH? \_\_\_\_\_  
PATH Station

5. What is your final destination?

Number & Street or Nearest Intersection \_\_\_\_\_ City or Borough \_\_\_\_\_ State \_\_\_\_\_

6. How will you get from the PATH station to your destination?

- Walk only
- NY City Subway BMT IRT IND  Taxi
- Newark Subway  Auto
- Local Bus
- Other \_\_\_\_\_  
(Please specify)

7a. If you are traveling to or from work is your place of employment the same as your final destination?

- Yes
- No, I work at:

Number & Street or Nearest Intersection \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_

b. What is your normal work schedule?

Starting time \_\_\_\_\_ AM \_\_\_\_\_ PM  
 Ending time \_\_\_\_\_ AM \_\_\_\_\_ PM

8. Are you making a round trip within New Jersey on PATH today?

- Yes
- No

If yes, at which station do you get on PATH for the other half of the trip?

PATH Station \_\_\_\_\_  
 At what time \_\_\_\_\_ AM \_\_\_\_\_ PM

9. Was your residence in 1968 the same as today?

- Yes
- No, in 1968 I lived at:

Number & Street or Nearest Intersection \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_

10. Was your place of employment in 1968 the same as today?

- Yes
- No, I was not employed in 1968
- No, in 1968 I worked at:

Number & Street or Nearest Intersection \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_

11. Did you travel to work across the Hudson River in 1968?

- Yes
- No

If yes, which one of the following modes did you use then:

- PATH
- Bus to Midtown Terminal
- Penn Central
- Bus to G.W. Bridge Bus Station
- Auto

12. When did you start using PATH?

- January 1974 to present
- January 1971 to December 1973
- January 1968 to December 1970
- January 1963 to December 1967
- Prior to 1963

13. Your answer to the following question is needed in order to help in the planning work now being done in connection with direct PATH rail service to Newark International Airport.

During the past 12 months how many domestic commercial airline trips have you made from the following airports?

\_\_\_\_\_ Kennedy \_\_\_\_\_ La Guardia \_\_\_\_\_ Newark

14. Have you switched to PATH from some other means of transportation in the past several years for reasons other than a change of residence or a change in place of employment. (Example: strikes, fare changes, improved rail cars, gas shortage).

- Yes
- No

If yes: Former means of transportation used \_\_\_\_\_

Year you switched \_\_\_\_\_

Reason for switching \_\_\_\_\_

TYPE "B" QUESTIONNAIRE

Use of Tables in Appendix

The following tables describe the areas of origin and areas of destination of passengers for each New Jersey boarding station.

The survey results as set forth in the tables are expressed as percentage distributions rather than absolute passenger volumes, a method that simplifies the use of the tables. If absolute volumes are needed, the percents shown in the tables can be converted to numbers of passengers by applying the appropriate percents to the typical daily or hourly passenger volumes shown in the lower left-hand corner of each table.

Where blanks are shown in the tables, it means that no interviews were recorded. The dashes mean that, although one or more patrons were recorded, the number was less than one-twentieth of one percent. Individual cells may not add to totals due to rounding.

List of Tables

<u>Table No.</u>	<u>Station of Origin</u>	<u>Time Period</u>
1	N.J. PATH Stations Combined	24 Hours
2	Newark	24 Hours
3	Harrison	24 Hours
4	Journal Square	24 Hours
5	Grove Street	24 Hours
6	Exchange Place	24 Hours
7	Pavonia Avenue	24 Hours
8	Hoboken	24 Hours
9	N.J. PATH Stations Combined	7-10 AM
10	Newark	7-10 AM
11	Harrison	7-10 AM
12	Journal Square	7-10 AM
13	Grove Street	7-10 AM
14	Exchange Place	7-10 AM
15	Pavonia Avenue	7-10 AM
16	Hoboken	7-10 AM
17	N.J. PATH Stations Combined	7:45-8:44 AM
18	Newark	7:45-8:44 AM
19	Harrison	7:45-8:44 AM
20	Journal Square	7:45-8:44 AM
21	Grove Street	7:45-8:44 AM
22	Exchange Place	7:45-8:44 AM
23	Pavonia Avenue	7:45-8:44 AM
24	Hoboken	7:45-8:44 AM

N.J. PATH STATIONS COMBINED  
TIME PERIOD 24 HOURS

TABLE NO. 11

--- O R I G I N ---

PER CENT FIGURES	TOTAL	R.D.	EAST	WEST	BAY-	S.S.	C.J.	NO.	J	KEAR	HOBG	UN.	NO.	PAS-	DMK.	OTH.	OTH.	LN-	MID-	MON-	MOR-	SUN-	F	OF	OFH.	
		U NY	BERG	BERG	OMNE	CITY	CITY	CITY	-NY	-KEN	CITY	BERG	SALT	CHD	DMK.	ESS.	ION	DLX	MTN	RIS	ERST	HUD.	U.S.			
		006	506X			523*	523*								546*	546*	5462								594	
		5XXX	007	TD		4=11	4=14	523*																	TD	
		0XXX	008	508X	511X	512X	5230	2.3	3.6	4=17	5232	5240	5241	5242	535X	4=11	4=12	547X	557X	568X	571X	582X	593X	0XXX	596X	
DESTINATION																										
BTRY-NQ110	13.3	.4	.3	1.4	.4	.9	1.3	.6	.2	.4	.3	.1	.3	.2	.3	1.3	1.2	.9	.9	.9	.3				.6	
R-PR EQ111	31.6	1.0	.5	5.8	.9	1.8	2.0	1.4	.2	.7	.4	.4	.8	.2	.5	1.6	3.5	1.9	2.8	2.8	1.1				1.3	
R-PR -NQ112	1.2	.1	-	.2	.1		.1	-	-	-	-	-	-	-	.1	.1	.1	.1	.1	.1	.1				-	
CANAL-EQ113	2.5	.1	-	.3	-	.1	.2	.1	-	-	-	-	.1	.1	.1	.4	.3	.1	.1	.2	-				.1	
CANAL-WQ114	.6	-	-	.1	-	.1	-	-	-	-	-	-	-	-	-	.1	.1	-	-	.1	-				-	
HQUST EQ115	.3	-	-	-	-	.1	-	-	-	-	-	-	-	-	.1	-	-	-	-	-	-				-	
HQUST-WQ120	3.2	.1	-	.2	.1	.3	.5	.1	-	.2	-	-	.1	.3	.2	.5	.2	.1	.1	.2	-				.1	
14TH EQ121	1.1	-	-	.1	.1	.2	.2	.1	-	-	-	-	-	.1	.1	.1	.1	.1	-	-	.1	-			-	
14TH-WQ122	1.4	-	-	.1	-	.2	.2	.1	-	.1	-	-	-	.1	.1	.2	.1	-	-	.1	-				-	
23-25 EQ123	1.6	-	-	.1	.1	.1	.2	.1	-	.1	-	-	-	.1	.1	.2	.1	.1	-	.1	-				-	
23-25 WQ124	5.3	.1	-	.5	.3	.7	1.2	.3	.1	.2	-	.1	.1	.1	.3	.5	.2	-	-	.3	.1				.1	
34TH EQ125	3.4	.1	-	.5	.1	.3	.5	.2	-	.1	-	-	.1	-	.1	.5	.2	-	-	.3	.1				-	
34TH-WQ13E	6.3	.2	-	.7	.2	.6	.9	.2	.1	.2	-	-	.1	.1	.3	1.6	.7	-	-	.8	.2				-	
59TH EQ130	7.7	.2	-	1.0	.2	.6	.7	.2	.1	.1	-	-	.2	.1	.1	1.5	.8	-	-	1.3	.3				.1	
N 59 Q14X	3.1	-	-	.1	-	.4	.8	-	.1	.2	-	-	-	.3	.3	.5	.2	-	-	.2	-				-	
BRONX Q25X	.5	-	-	-	-	.1	.1	-	-	-	-	-	-	.1	-	-	-	-	-	-	-				-	
BKLYN NQ48X	1.2	-	-	.1	.1	.3	-	-	.1	-	-	-	-	.3	.1	.1	-	-	-	-	-				-	
BKLYN S047X	1.7	-	-	.1	-	.1	.5	-	.1	-	-	-	-	.3	.2	.2	.1	.1	-	.1	-				-	
QUEEN NQ51X	.4	-	-	-	.1	.1	-	-	-	-	-	-	-	.1	-	-	-	-	-	-	-				-	
QUEEN S052X	.6	-	-	-	-	.3	-	-	-	-	-	-	-	.1	.1	-	-	-	-	-	-				-	
N-S Q63, Q74	.3	-	-	-	.1	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				-	
Q96, 7, 8, Q36	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				-	
W OF HUD 5X	12.6	-	-	.4	.2	1.1	3.7	.5	.5	.4	.2	.1	-	1.6	.8	.6	.5	.4	.3	.2	.1				.3	
ALL ZONES																										
TOTAL	100.0	2.5	1.0	9.5	3.0	7.8	14.3	4.0	4.0	4.8	2.9	1.1	.8	2.0	4.4	3.7	11.0	8.4	3.9	4.3	7.8	2.3			2.7	
NUMBER OF PASSENGERS	75630																									

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GROVE STREET STATION  
 TIME PERIOD 24 HOURS

TABLE NO. 5

ORIGIN

(PER CENT FIGURES)	TOTAL	R.O. S. J. U	EAST NY	WEST BERG	BAY BERG	ONNE	S. J. CITY	E. J. CITY	NO. J CITY	KEAR -NY	MOBD -KEN	UN. CITY	NO. BERG	PAS. SAIC	NEW. CBD	OTH. NEWK.	OTH. ESS.	UN. IDN	MID. DLX	MON. MTR	WOR. RIS	SOM. ERST	E OF MID.	OTH. W.S.	
		006	506X				523*	523*								546*	546*	546*						594	
		5XXX	007	10			511	514	523*															10	
		0KXX	008	508X	511X	512X	5230	2,3	5,6	517	5232	5240	5241	5242	522K	511	512	547K	557K	568K	571K	582X	593K	01XX	596X

DESTINATION

BTRY-MQ110	10.6			.2	1.9	2.6	4.2	.2										.3	.2	.5				.3		
R-PR EQ111	16.3			.2	2.9	4.5	5.8	.4			.1	.2						.4	.7	.8				.2		
R-PR -MQ112	.5			.1	.1	.1	.1																			
CANAL-EQ113	1.9			.1	.2	.2	1.2	.1											.1							
CANAL-MQ114	.9					.6	.1																		.1	
MOUST EQ119	.5						.5																			
MOUST-MQ120	3.0				.1	.7	1.5																		.2	
14TH EQ121	1.9				.1	.4	1.2																			
14TH -MQ122	1.7				.1	.9	.7																		.1	
22-25 EQ123	1.8				.3	.2	.5					.2							.1							
23-25 MQ124	8.7				.8	1.9	3.4			.1				.2	.1			.2								
34TH EQ125	4.2				.9	.7	2.3					.1	.1					.1	.1						.1	
34TH -MQ126	8.4				1.2	3.2	4.7											.1	.1							
59TH EQ130	5.7				1.3	1.5	2.6											.1	.2							
N 59 014X	7.0				.2	2.0	4.2		.9																.1	
BRONX 025X	1.3					.5	1.0																			
BKLYN NO48X	2.1				.2	.6	1.1					.2														
BKLYN SU47X	2.3					.5	1.8																			
QUEEN NO51X	.9					.6	.9																			
QUEEN SO52X	1.1					.1	.8																			
N-S 063,074	.4				.1		.2																			
090,7,8,030																										
W OF HUD 5X 18.7					.6	1.9	13.0	.2			.1	.1	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	
ALL ZONES																										
TOTAL	100.0			.9	11.1	23.5	38.1	.8	.9	.1	.2	.0	.2	.5	.8	.3	.3	1.2	1.5	2.1	.2				.7	

NUMBER OF PASSENGERS 6499

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TABLE NO. 6

EXCHANGE PLACE STATION  
TIME PERIOD 24 HOURS

--- O R I G I N ---

(PER CENT FIGURES)	TOTAL	R.O. S.I.	EAST NY	WEST BERG	SAY-UNNR	S.J. CITY	C.J. CITY	NO.J CITY	NEAR -NY	MOBO	UN. CITY	NO. BERG	PAS SAIC	NWK CMD	OTH. NWK	OTH. ESS.	UN. IOM	MID- DLSX	MON- MTH	MOR- RIS	SOM- ERST	F OF HUD.	OTH. U.S.	
		506X				523*	523*								546*	546*	546*						594	
	5XXXX	007	TO			511	514	523*															TO	
	0XXXX	008	508X	511X	512X	5230	2.3	3.8	**17	5232	5240	5241	5242	535X	*-11	*-12	547X	557X	568X	571X	582X	593X	0XXX	596X

DESTINATION																							
BTRY-W0110	17.3		.5	.5	2.7	4.5	2.9	.2	.1	1.0	.7	.7	.1				.1	1.5	.9		.1	.9	
R-PR E0111	38.7		.1	.5	.8	4.5	5.5	8.5	.7	.1	2.7	.8	.3	.3	.2	.3	1.0	1.4	5.1	.1	.1	2.0	
R-PR W0112	1.0		.1	.1	.1	.1	.1	.1														.1	
CANAL-E0113	1.3				.4	.2	.1				.1	.1					.1	.1	.1			.1	
CANAL-W0114	.1																	.1					
HOUST E0115	.1		.1																				
HOUST-W0120	.1																						
14TH E0121	1.0				.1	.5				.1						.2		.1					
14TH-W0122	.3									.1						.2		.1					
23-25 E0123	.4				.3	.1																	
23-25 W0124	1.3				.1	.1	.4	.3		.2						.1						.1	
34TH E0125	1.6				.2	.3	.3	.1		.4	.1						.1		.1				
34TH-W013E	1.9				.6		.8			.2							.1	.1				.1	
59TH E0130	2.5				.9	.9	.3	.1		.1										.6		.1	.1
N 59 014X	1.6				.1	.1	1.3			.1													
BRONX 025X	.4						.3			.1													
BKLYN N048X	1.7				.2	.3	.9			.2													
BKLYN S047X	1.4				.1	.1	1.1			.1												.1	
QUEEN N051X	.6						.6																
QUEEN S052X	.6						.6																
N-S 063,074	.5						.5																
096,7,8,036	.5						.5																
W OF HUD 5X	25.1		.1	.1		2.9	20.9	.5	.1	1.0									.1				
ALL ZONES																							
TOTAL	100.0		.1	1.3	1.4	15.1	15.1	40.8	1.9	.3	5.4	1.8	1.2	.6	.3	.7	.8	1.2	2.5	5.9	.1	.4	3.2

NUMBER OF PASSENGERS 3268

ALCOE BUSINESS FORMS, INC. NO. 1084 1953 PRINTED IN U.S.A.

PAVONIA AVENUE STATION  
TIME PERIOD 24 HOURS

ORIGIN

(PER CENT FIGURES)	TOTAL	R.O.	EAST	WEST	BAY-	S.J.	C.J.	NO.J	KEAR	HOO	UN.	NO.	PAS-	NOR.	OTH.	OTH.	UN-	HID-	NON-	MOR-	SOM-	E OF	OTH.	
		U NY	BERG	BERG	ONNE	CITY	CITY	CITY	-NY	-KEN	CITY	BERG	SATC	CHD	NOR.	ESS.	ION	OLSK	MTW	RIS	ERST	MUD.	U.S.	
	004	506X				523*	523*																594	
	5XXXX	007	TO			011	9-14	523*					546*	546*	546*								TO	
	0XXXX	008	508X	511X	512X	5230	2.3	5.6	*=17	5232	5240	5241	5242	935X	*=11	*=12	547X	557X	568X	571X	582X	593X	0XXX	506X

DESTINATION																							
BITRY-M0110	10.0				3.2										2.2	2.2				2.5			
R-PR E0111	46.6			6.1	3.2					3.2	10.4	7.2								2.5		7.9	6.1
R-PR -M0112	5.0					1.5								2.5									
CANAL-E0113	6.1					6.1																	
CANAL-M0114																							
HQUST E0115																							
HQUST-M0120																							
14TH E0121																							
14TH-M0122																							
23-25 E0123																							
23-25 M0124	5.7							5.7															
34TH E0125	3.2													3.2									
34TH-M013E	3.0																						3.6
59TH E0130	2.5																						2.5
N 59 014X																							
BRONX 025X																							
BKLYN M040X	6.1					6.1																	
BKLYN S047X																							
QUEEN M051X	1.8							1.8															
QUEEN S052X																							
N-5 063,074																							
096,7,8,026																							
M OF MUD 5X	9.3							9.3						1.1									
ALL ZONES																							
TOTAL	100.0					12.2	6.3	8.6	19.8		3.2	10.4	7.2	1.1	5.7	2.2	8.2			10.4		2.5	6.1

NUMBER OF PASSENGERS 323

PRINTED IN U.S.A.  
 P. 004 1713  
 CH. 1300 BUSINESS PUBLISHING, INC. CH.

TABLE NO. 8

HOBOKEN STATION  
TIME PERIOD 24 HOURS

ORIGIN

(PER CENT FIGURES)	TOTAL	S.I.	R.G.	EAST	WEST	BAY-	S.J.	C.J.	NC.	KEAR	HOBOKEN	NO.	PAS.	NWK.	OTH.	OTH.	UN-	NIO-	MOR-	MOR-	SOM-	E OF	OTH.		
		U NY	BERG	BERG	ONNE	CITY	CITY	CITY	-NY	-KEN	CITY	BERG	SAIC	CGD	NWK.	ESS.	TON	DLX	MTM	RIS	FRST	MUD.	U.S.		
		006	506X			523*	523*																594		
		5XXXX	007	TO		511*	511*																TO		
		0XXXX	006	508X	511X	512X	523D	2.5	5.0	5.17	5212	5240	5241	5242	535X	5.11	5.12	547X	557X	568X	571X	582X	593X	0XXX	596X
BTTRY-MQ110	12.8		1.1	.9	3.3	-				.2	.1	.9	.0	.1	.0	.1		2.0	.8	-	.1	2.1	.3	.2	
R-PR EQ111	35.9		2.4	.9	9.4	-				.5	.1	1.5	1.0	.4	1.8			6.5	2.9	-	.1	6.8	1.2	.4	
K-PR -W0112	1.2		.2		.4	-						.1	.1												
CANAL-EQ113	2.9		.3	.1	.7	-						.1		.1	.2							.5	.3	.6	.1
CANAL-W0114	.8		.1		.2	-								.1								.2			
HOUST EQ115	.2					-						.1													
HOUST-MQ120	2.9		.2		.3	-				.1		.4	.1	.2								.8	.2	.5	.1
14TH EQ121	.9		.1		.1	-						.1										.2	.1		
14TH-W0122	1.5		.1		.8	-						.2										.2	.1		
23-25 EQ123	1.7		.1		.3	-						.2										.4	.1		
23-25 W0124	4.7		.3		1.2	-						.6										.9	.6	.7	.1
34TH EQ125	4.6		.3	.1	1.2	-						.2	.1	.1								1.0	.3	.7	.1
34TH-W013E	9.5		.4		1.9	-				.1		.4		.2								2.1	1.6	2.1	.9
59TH EQ130	12.9		.5		2.4	-						.3		.4								1.1	3.5	1.7	3.0
N 59 D14X	2.3				.2	-						.8		.1								.6	.3	.6	.1
BRONX Q25X	.1					-						.1													
BKLYN N040X	.5				.1	-						.1		.1											
BKLYN S047X	1.0		.1		.1	-						.1										.3		.2	
QUEEN N051X	.1					-						.1													
QUEEN S052X	.3					-						.1										.1			
N-S Q63, Q74	.2					-																			.1
Q96, 7, 8, Q36	.1					-																			
W OF MUD 5X	3.1		.1		.9	-						.9	.1	.1								.8	.1	.3	.1
ALL ZONES																									
TOTAL	100.0		6.3	1.8	23.1	.1	.1	.3	.1	.2	6.3	2.0	.8	2.1	3.1	10.9	9.0	.1	2.1	1.1	3.1			1.0	

NUMBER OF PASSENGERS 28639

4000-BUSINESS FORMS, INC. HO  
 FORM 1-53  
 PRINTED IN U.S.A.



TABLE NO. 10

NEWARK STATION  
TIME PERIOD 7-10 AM

--- O R I G I N ---

(PER CENT FIGURES)	TOTAL	R.O. U NY	EAST BERG	WEST BERG	BAY-ONNE	S.J. CITY	C.J. CITY	NO. J CITY	KEAR -NY	HOBG -KEN	UN. CITY	NO. BERG	PAS- SAIC	NWK. CBD	OTH. NWK.	OTH. ESS.	UN- JUN	MID- DLX	MON- MTP	MOR- RIS	SOM- ERST	OF HUD.	OTH. U.S.	
		506X	506X	511X	512X	523C	523*	523*					546*	546*	546*									59*
		5XXXX	506X	511X	512X	523C	523*	523*					546*	546*	546*									59*
		066	506X	511X	512X	523C	523*	523*					546*	546*	546*									59*
		067	506X	511X	512X	523C	523*	523*					546*	546*	546*									59*
		068	506X	511X	512X	523C	523*	523*					546*	546*	546*									59*

DESTINATION

BTRY- W0110	19.4	-	.1										.1	.6	1.1	1.9	4.1	3.8	4.4	.1	1.0		2.4		
R-PR E0111	52.9	-	-	.1				.1	-					.2	1.8	4.2	13.5	9.4	14.4	.3	3.4		5.4		
R-PR W0112	1.7														.1	.1	.4	.4	.4		.2			.1	
CANAL-E0113	4.3							.1							.5	.6	.9	.7	.7	.1	.2			.5	
CANAL-W0114	.5																.2	.1	.1						
HOUST E0115	.4															.1	.2		.1		.1				
HOUST-W0120	1.6														.3	.5	.3	.3	.2					.1	
14TH E0121	.8															.1	.1	.2	.2	.1				.1	
14TH-W0122	.9															.1	.1	.4	.1					.1	
23-25 E0123	1.1															.1	.2	.3	.3					.1	
23-25 W0124	1.3														.1	.3	.3	.2		.1				.2	
34TH E0125	1.2														.1	.2	.4	.5	.1					.1	
34TH-W013E	1.5															.5	.3	.4	.1					.1	
59TH E0130	2.2															.3	.4	.8	.1	.1				.2	
N 59 014X	.8															.1	.1	.2						.1	
BRONX 025X	-																								
BKLYN W048X	.2															.1									
BKLYN S047X	.7																.1	.3	.1	.1					
QUEEN W051X	.1																								
QUEEN S052X	-																								
N-5 063,074	-																								
096,7,8,036																									
W OF HUD 5X	8.1			.1				.1						.3	.7	.8	1.6	1.4	1.9	.1	.4			.8	
ALL ZONES																									
TOTAL	100.0	.1	-	.3				.3	-				.3	1.4	6.5	10.2	24.5	17.0	22.5	.7	6.0			10.1	

NUMBER OF PASSENGERS 11033

HARRISON STATION  
TIME PERIOD 7-10 AM

--- O R I G I N ---

(PER CENT FIGURES)	TOTAL	S.O. U	R.O. NY	EAST BERG	WEST BERG	BAY-ONNE	S.J. CITY	C.J. CITY	NC.J. CITY	REAR -NY	HOB0 -KEN	UA. CITY	NO. BERG	PAS- SAIC	NWK. C&D	DTH. NWK.	DTH. ESS.	UN- ION	MID- DLSK	MON- MTK	ROR- RIS	SOM- ERST	E/OF HUD.	DTH. U.S.	
	5XXXX	007	008	506X	511X	512X	5230	2,3	5,6	**17	5232	5240	5241	5242	835X	**11	**12	547X	557X	568X	571X	582X	593X	0XXX	596X
	TD	TD	TD	TD	TD	TD	TD	TD	TD	TD	TD	TD	TD	TD	TD	TD	TD	TD	TD	TD	TD	TD	TD	TD	TD

DESTINATION

BTRY-W0110	14.9			1.0						5.2						.7	4.0	.3				3.7		
R-PK E0111	38.5			.3	3.9	.4				11.3			.7	.3	.4	.7	15.4				.4	4.6		
K-PR -W0112	1.4				.3					.3							.4	.4						
CANAL-E0113	3.6									1.0							2.0					.3		.3
CANAL-W0114																								
HOUST E0115																								
HOUST-W0120	1.3									1.0							.3							
14TH E0121	.3																.3							
14TH- W0122	.4																.4							
23-25 E0123	1.9									1.4							.4							
23-25 W0124	3.7				.4					1.0				.3	.3	1.7								
34TH E0125	2.6				.7					.7							.4		.3			.4		
34TH- W013E	6.0									3.4				.4		1.7						.4		
59TH E0130	12.2				1.0			.3		4.2						.4	4.4					1.4		.4
N 59 G14X	.7									.7														
BRONX Q25X	.4									.4														
BKLYN N048X																								
BKLYN S047X	1.7									.3							1.0							.4
QUEEN N051X	.4									.4														
QUEEN S052X																								
N-S 063,074																								
U96,7,6,036																								
W OF HUD 5X	9.9				1.3					6.9						.7		.3			.7			
ALL ZONES																								
TOTAL	100.0				.3	8.6	.4		.3	36.3			.7	.3	1.1	2.2	39.3	.7	.6	.4	11.6			1.1

NUMBER OF PASSENGERS 721

TABLE NO. 12

JOURNAL SQUARE STATION  
TIME PERIOD 7-10 AM

--- O R I G I N ---

(PER CENT FIGURES)	TOTAL	R.C. S.I.	EAST U NY	WEST BERG	BAY- BERG	S.J. DONNE	C.J. CITY	NG-J CITY	KEAR -NY	MUBC -KEN	UN. CITY	NO. BERG	PAS- SAIC	NWK. CBD	OTH. Nwk.	OTH. ESS.	UN- ION	MID- DLSX	MON- MTH	MOR- RIS	SOM- ERST	E OF HUD.	OTH. U.S.	
		006	506X			523*	523*																504	
		5XXXX 007	TO			**11	**14	523*						546*	546*	5462							TO	
DESTINATION		0XXXX 008	508X	511X	512X	5230	2,3	5,6	**17	5232	5240	5241	5242	535X	**11	**12	547X	557X	568X	571X	582X	593X	0XXX	596X
ETRY-W0110	16.4		.5	.2	1.6	3.6	4.1	3.7	.2		.4	.6	-			.3	.3	.8	.4	.1	-		.2	
M-PK E0111	33.8		.2	.7	.6	1.7	6.0	7.8	7.8	.2	1.2	1.6	.2			.6	.4	1.3	1.1	-	.1		.2	
R-PR -W0112	1.3		-	-	.2	.2	.4	.2															.1	
CANAL-E0113	1.8			.1		.6	.6	.4			.1	.1					.1	-	-					
CANAL-W0114	.2							.1																
HOUST E0115	.3					.1	.1	-																
HOUST-W0120	3.1		-	-	.1	1.1	.8	.4	-		.1	.1				.2		.1	-					
14TH E0121	1.0				.1	.3	.2	.3																
14TH-W0122	1.2				.2	.3	.3	.3																
23-25 E0123	2.0				.2	.4	.7	.5																
23-25 W0124	7.4			.1	.8	2.6	2.3	1.3			.1		.1							.1				
34TH E0125	4.6		-	.1	-	.4	1.5	1.4	.9			.1												
34TH-W0131	7.1				.7	2.6	2.3	1.2								.1	.1		.1					.1
59TH E0130	8.1				.7	2.8	3.1	1.1								.1	.1	.1						
N 59 G14X	1.8				-	.7	1.4	-	-															
BRONX G25X	.3					.1		.2																
BKLYN N048X	.2						.1																	
BKLYN S047X	1.1				-	.1	.2	.5	.2															
QUEEN N051X	.1					.1																		
QUEEN S052X	.3						.2																	
N-S 063,074	-																							
096,7,8,036	-																							
W OF HUD 5X	8.2			.1		.8	1.7	2.1	1.8		.7	.7				.1	.1			.1	-			
ALL ZONES																								
TOTAL	100.0		.3	1.6	1.2	6.8	26.7	28.0	20.4	.5	2.6	3.4	.3	.1	.1	1.6	1.1	2.4	1.9	.2	.2		.6	

NUMBER OF PASSENGERS 8579

GROVE STREET STATION  
TIME PERIOD 7-10 AM

--- O R I G I N ---

(PER CENT FIGURES)	TOTAL	S.I.	R.O.	EAST	WEST	BAY-	S.J.	C.J.	NO. J	KEAR	HOB	UR.	NO.	PAS-	NWK.	GTH.	DTH.	UN-	MID-	MON-	MOR-	SOM-	E OF	DTH.	
		U NY	BERG	BERG	OMNE	CITY	CITY	CITY	-NY	-KEN	CITY	BERG	SAIC	GRD	NWK.	ESS.	ION	OLSX	MIF	RIS.	ERST	HUD.	U.S.		
		506X	506X			523*	523*																	594	
		TO	TO			**11	**14	523*																TO	
		5XXXX 007	008	508X	511X	512X	5230	2.3	3.6	**17	5232	5240	5241	5242	535X	**11	**12	547X	557X	568X	571X	587X	593X	0XXX	596X

DESTINATION																									
BTRY-W0110	14.6			3.4	2.8	5.2	.5			.1		.1		.1	.1	.1	.1	.2	.4	1.0	.1			.5	
R-PR EC111	26.1			.3	5.2	5.6	10.3	.8	.1	.1	.1	.1						.5	1.2	1.2				.5	
R-PR -W0112	.5			.2	.1	.1																			
CANAL-E0113	2.5			.1	.3	.1	1.5	.1											.2					.1	
CANAL-W0114	.7			.1			.2					.1								.1				.1	
HOUST E0115	.1						.1																		
HOUST-W0120	1.7					.5	1.1													.1					
14TH E0121	1.2			.2	.5	.4																			
14TH-W0122	2.6				.8	1.0																			
23-25 E0123	2.3			.6	.7	.8														.1	.1				
23-25 W0124	7.9			1.4	1.9	3.7	.1		.1		.1	.1	.1	.1	.1	.1	.1	.1	.1						
34TH E0125	5.9			1.4	1.5	2.0					.1	.1					.1	.1	.1	.1	.3			.1	
34TH-W013E	10.7			2.4	3.7	4.3												.2		.1					
59TH E0130	9.7			2.4	2.7	4.0											.1	.4						.1	
N 59 014X	2.7			.6	.5	1.3														.1	.1				
BRONX 025X	.1				.1																				
BKLYN N048X	.1					.1																			
BKLYN S047X	1.0				.4	.5																			
QUEEN N051X	.3				.3																				
QUEEN S052X	.6			.1	.1	.4																			
N-S 063,074																									
096,078,036																									
W OF HUD 5X	9.2			1.2	1.6	5.8		.1	.1		.1			.1						.3					
ALL ZONES																									
TOTAL	100.0			.6	19.5	23.9	43.2	1.6	.2	.2	.4	.3	.4	.2	.2	.4	1.5	2.2	3.3	.4				1.6	

NUMBER OF PASSENGERS 3022

TABLE NO. 14

EXCHANGE PLACE STATION  
TIME PERIOD 7-10 AM

--- ORIGIN ---

(PER CENT FIGURES)	TOTAL	S.I. 006	R.O. U	EAST NY	WEST BERG	BAY BERG	ONNE	S.J. CITY	C.J. CITY	NO. J CITY	KEAR -NY	HOB0 -KEN	UR. CITY	NO. BERG	PAS- SAIC	NWK. CBD	OTH. NWK.	OTH. ESS.	UN- IUN	MID- DLSX	MOR- MTH	MOR- RIS	SOM- ERST	F OF HUD	OTH. U.S.	
		007	506X					523*	523*																594	
		008	508X	511X	512X	523G	2.3	5.6	**17	5232	524G	5241	5242	535X	**11	**12	546*	546*	5462						TO	

DESTINATION																										
BITRY-W0110	24.2		1.0	.8	3.9	5.7	2.5	.4	.1	1.9	1.1	.7	.2						.1	2.4	1.7		.1		1.4	
R-PK E0111	56.6		.1	.9	1.0	16.6	8.9	8.6	1.4	.1	4.9	1.1	.5	.3			.4	.5	1.3	2.4	6.8	.1	.3		2.6	
R-PR -W0112	1.9		.1	.1	.5	.3	.1			.1	.1	.1													.1	
CANAL-E0113	2.4				.7	.4	.3			.1		.3							.1	.1					.1	
CANAL-W0114	.1																			.1						
HOUST E0115	.1		.1																							
HOUST-W0120	.2							.2																		
14TH E0121	.5						.3					.1								.1						
14TH-W0122	.4											.1								.1						
23-25 E0123	.9						.1	.3																		
23-25 W0124	1.2				.1	.2						.6							.1						.1	
34TH E0125	2.6				.4		.6	.3		.7	.3								.1		.1					
34TH-W013E	1.6				.5		.3			.4									.1	.1				.1		
59TH E0130	3.8				1.5	.6	.5	.1		.1											.4		.1		.1	
N 59 U14X	.5				.1	.2						.1														
BRUNX U25X	.3											.3														
BKLYN N048X	.1							.1																		
BKLYN S047X	.7				.1	.3						.1													.1	
QUEEN N051X																										
QUEEN S052X																										
N-S U03,074																										
U96,7,8,036																										
W OF HUD 5X	2.2		.1	.3		.1	.7	.1	.3	.9																
ALL ZONES																										
TOTAL	100.0		.3	2.4	2.0	24.6	17.0	12.3	2.3	.5	10.3	2.7	1.6	.5		.4	1.0	1.7	5.5	9.5	.1	.7			4.6	

NUMBER OF PASSENGERS 1563

PAVONIA AVENUE STATION  
TIME PERIOD 7-10 AM

--- O R I G I N ---

(PER CENT FIGURES)	TOTAL	S.I.	R.O.	EAST	WEST	BAY-	S.J.	C.J.	NO.J	KEAR	HOB0	UN.	NO.	PAS-	NWK.	DTH.	DTH.	UN-	MID-	MOA-	MOR-	SOM-	F	DF	DTH.
		U NY	NY	BERG	BERG	DNNE	CITY	CITY	CITY	-NY	-KEN	CITY	BERG	SAIC	CB0	NWK.	ESS.	ION	DLSX	MTX	RIS	PKST	MUD.	U.S.	
		OC6	5G8X				523*	523*																	594
		5XXXX	GD7	TD			**11	**14	523*					546*	546*	5462									TD
		0XXXX	008	5G8X	511X	512X	5230	2.9	5.6	**17	5232	9240	5241	5242	535X	**11	**12	547X	557X	568X	571X	582X	593X	0XXX	594X

DESTINATION

BTRY-W0110

R-PK E0111 60.2 11.5 6.1 6.1 19.6 11.5 11.5

R-PR -W0112

CANAL-E0113 11.5 11.5

CANAL-W0114

HOUST E0115

HOUST-W0120

14TH E0121

14TH- W0122

23-25 E0123

23-25 W0124

34TH E0125 6.1 6.1

34TH- W013E

59TH E0130 4.7 4.7

N 59 014X

BRONX 025X

BKLYN N048X 11.5 11.5

BKLYN S047X

QUEEN N051X

QUEEN S052X

N-S C03,074

U90,7,8,036

W OF HUD 5X

ALL ZONES  
TCLAL 100.0 23.0 6.1 11.5 6.1 19.6 6.1 11.5 4.7 11.5

NUMBER OF PASSENGERS 167

TABLE NO. 16

HOBOKEN STATION  
TIME PERIOD 7-10 AM

--- ORIGIN ---

PER CENT FIGURES)	TOTAL	S.1. U NY	H.O. EAST	WEST	BAY- BERG	S. J. ONNE	C. J. CITY	N. C. J. CITY	KEAR - NY	HOBOD - KEN	UN. CITY	NO. BERG	PAS- SAIC	NWK. CBD	OTH. NWK.	OTH. ESS.	UN- IDN	MID- DLSX	MDP- MTH	MOR- RIS	SOM- ERST	E OF HUD.	OTH. U.S.		
		506X	506X			523*	523*								546*	546*	5462							50*	
		007 TO	TO			*=11	*=14	523*																TO	
		008	508X	511X	512X	5230	2.3	5.6	*=17	5232	5240	5241	5242	538X	*=11	*=12	547X	557X	548X	571X	582X	593X	0XXX	500X	
DESTINATION																									
BTIRY-WG110	13.2		1.2	.5	3.5	-			.2	.1	.6	.5	.1	.7	-	.1	2.2	.9	-	-	2.2	.3		.2	
R-PR EQ111	39.2		2.7	1.1	10.4	-			.5	-	1.3	1.0	.3	2.1	-		6.9	3.2	-	-	7.6	1.4		.5	
R-PR -WG112	1.2		.2	-	.4	-					.1	-		.1	-		.2	.1			.2	-		-	
CANAL-EQ113	3.2		.3	.1	.8	-			.1	-	-	-		.2	-		.5	.4			.6	.1			
CANAL-WG114	.8		.1	-	.2	-					-	-		-	-		.1	-			.1	-			
HOUST EQ115	.1		-	-	-	-					-	-		-	-		-	-			-	-			
HOUST-WG120	1.9		.2	-	.3	-					.1	-		.1	-		.3	.1			.2	-		-	
14TH EQ121	.8		.1	-	.2	-					-	-		-	-		.1	.1			.2	-		-	
14TH- WG122	1.1		.1	-	.3	-					.1	-		.1	-		.2	-			.2	-		-	
23-25 EQ123	1.6		.1	-	.3	-					.1	-		.1	-		.5	.1			.3	-		-	
23-25 WG124	4.0		.3	-	1.1	-					.4	-		.2	-		.8	.3			.7	.1		.1	
34TH EQ125	4.8		.3	.1	1.4	-					.1	.1		.4	-		1.1	.3			.6	.1		.1	
34TH- WG13E	9.8		.4	-	2.1	-					.1	.2		.3			.1	2.2	1.5	-	-	2.3	.5	-	
59TH EQ130	13.9		.5	-	2.6	-					.2	-		.5	-		.1	3.5	1.7	-	-	3.6	.7		.2
N 59 Q14X	1.2		-	-	.2	-					.1	.2		.1	-		.4	.1			.3	.1			
BRONX Q25X	.1		-	-	.1	-					-	-		-	-		-	-			-	-			
BKLYN N048X	.1		-	-	-	-					-	-		-	-		-	-			-	-			
BKLYN S047X	.7		.1	-	.1	-					.1	-		-	-		.2	-	-		.2	-			
QUEEN N051X	-		-	-	-	-					-	-		-	-		-	-			-	-			
QUEEN S052X	.2		-	-	-	-					-	-		-	-		-	-			-	-			
N-S 003,074	-		-	-	-	-					-	-		-	-		-	-			-	-			
096,7,8,036	-		-	-	-	-					-	-		-	-		-	-			-	-			
W OF HUD 5X	2.6		.1	-	.9	-					.3	.1		.1			.3	.2			.4	.1		-	
ALL ZONES																									
TOTAL	100.0		6.8	2.0	24.9	.1	.1	.1	1.1	.2	3.8	1.9	.5	5.0	.1	.3	19.6	8.9	.1	.1	19.9	3.4		1.1	

NUMBER OF PASSENGERS 24462

N.J. PATH STATIONS COMBINED  
TIME PERIOD 7:45-8:44 AM

--- ORIGIN ---

TABLE NO. 17

PER CENT FIGURES	TOTAL	ORIGIN																									
		S.I. 006 5XXXX 007 0XXXX 008	R.O. U NY 506X TU 508X	EAST BERG 511X	WEST BERG 512X	BAY- ORNE 5290	S.J. CITY 2.3	C.J. CITY 5.6	NO. CITY 0=17	J CITY 5232	KEAR -NY 5240	HOBG -KEN 5241	UN. CITY 5242	NO. BERG 535X	PAS- SAIC *=11	NWK. CBD *=11	OTH. NWK. *=12	OTH. ESS. 546*	UN- ION 546*	MID- DLSX 5462	MDN- MTH 557X	MGR- RIS 568X	SOM- ERST 571X	E OF HUD. 582X	OTH. M.S. 593X	M.S. TO 594 TO 596X	
DESTINATION																											
BTRY-W0110	15.6	.7	.4	2.1	.5	.9	.9	.7	.1	.3	.4	.1	.3	-	.2	1.5	1.5	1.1	1.4	1.3	.5						.7
R-PR E0111	43.7	1.7	.7	0.1	1.1	2.0	2.1	1.7	.2	.7	.8	.4	1.1	.1	.3	4.5	5.2	2.8	4.8	4.3	1.7						1.6
R-PR -W0112	1.4	.1	-	.2	.1	-	.1	-	-	.1	-	-	-	-	-	.1	.2	.1	.1	.1	.1					-	
CANAL-E0113	3.2	.2	.1	.5	-	.1	.2	.1	-	-	-	-	.1		.1	.4	.4	.2	.2	.3	.1					.1	
CANAL-W0114	.6	.1	-	.2												.1	-	-	-	.1	-					-	
HOUST E0115	.2	-	-	-																						-	
HOUST-W0120	1.4	.1	-	.2	-	.2	.1	-	-	-	-	-	.1			.2	.1	.1	-	.1	-					.1	
14TH E0121	.7	-		.1	-	.1	-	.1											.1	.1	-					-	
14TH- W0122	1.0	.1	-	.2	-	.1	.1	-			.1	-						.1	.1	-	-	.1	-			-	
23-25 E0123	1.4	.1	-	.1	-	.1	.2	.1	-	-	-	-	.1					.3	.1	-	-	.1	-			-	
23-25 W0124	5.7	.2	-	.6	.2	.5	.9	.2	-	.2	-		.1					.4	.2	-	.4	.1				.1	
34TH E0125	4.0	.2	.1	.9	.2	.3	.4	.1	-	.1	.1	-	.2					.6	.2	-	-	.4	.1			.1	
34TH- W013E	6.9	.3	-	1.2	.2	.6	.6	.2	-	.1	-		.2			.1	1.1	.8	-	-	1.1	.2				.1	
59TH E0130	9.5	.3	-	1.5	.3	.6	.6	.2	.1	.1			.2			.1	1.9	1.1	-	.1	1.9	.4				.1	
N 59 W14X	1.0	-		.1	-	.1	.1										.2	.1	-		.1	-				-	
BRONX 025X	.1																										
BKLYN N046X	.1	-																									
BKLYN S047X	.7	.1	-	.1	-	.1	.1	-	-									.1	.1	-	-	.1	-				-
QUEEN N091X	.1																										
QUEEN S052X	.1																										
N-S 063,074	-																										
096,7,8,036	-																										
W OF HUD 5X	4.7	.1	-	.5	.1	.3	.6	.3	.1	.1	.1	.1	.1	.1	.1	.1	.3	.4	.3	.4	.2	.1					.2
ALL ZONES																											
TOTAL	100.0	4.2	1.4	14.7	2.8	5.8	6.8	3.8	.7	2.0	1.4	.8	2.5	.2	1.2	11.8	10.6	4.8	7.2	10.7	3.4					3.2	
NUMBER OF PASSENGERS	32192																										

TABLE NO. 18

NEWARK STATION  
TIME PERIOD 7:45-8:44 AM

--- O R I G I N ---

(PER CENT FIGURES)	TOTAL	S. I. U NY	R. O. NY BERG	EAST BERG	WEST BERG	BAY-ONNE	S. J. CITY	C. J. CITY	NO. J CITY	KEAR -NY	HOBG -KEN	UN. CITY	NO. BERG	PAS- SAIC	NWK. CBD	OTH. NWK.	OTH. ESS.	UN- TON	MID- DLSX	MON- MTP	MOR- RIS	SOM- ERST	E OF HUD.	OTH. U.S.				
		566X	506X	511X	512X	523U	523*	523*	523*	**11	**14	523*	**17	5232	5240	5241	5242	535X	**11	**12	547X	557X	568X	571X	582X	593X	6XXX	596X
		546*	546*	546*																								
GTTRY-W0110	18.8	-	-	-	-	-	-	-	-	-	-	-	-	.1	.9	1.5	4.1	3.5	5.3	.1	1.1							2.1
R-PK E0111	58.0	-	-	-	-	.1	-	-	-	.1	.3	1.3	3.6	14.8	9.8	18.2	.3	4.5										5.1
R-PR -W0112	1.8	-	-	-	-	-	-	-	-	-	-	-	-	-	.1	.5	.3	.5					.3					.1
CANAL-E0113	3.6	-	-	-	-	-	-	-	-	-	-	-	-	.4	.5	.8	.5	.7	.1	.2								.4
CANAL-W0114	.5	-	-	-	-	-	-	-	-	-	-	-	-	.1	-	.1	.1	.1										-
HOUST E0115	.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	.1	-	.1				.1						-
HOUST-W0120	1.4	-	-	-	-	-	-	-	-	-	-	-	-	.1	.1	.3	.3	.1	-	-								.2
14TH E0121	.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	.3	.1	.1				.1						.1
14TH-W0122	.6	-	-	-	-	-	-	-	-	-	-	-	-	.1	-	.3	.2	-	-									-
23-25 E0123	.7	-	-	-	-	-	-	-	-	-	-	-	-	.1	.1	.2	.2	.1				.1						.1
23-25 W0124	1.0	-	-	-	-	-	-	-	-	-	-	-	-	.1	.2	.2	.3		.1	-		.1						-
34TH E0125	1.0	-	-	-	-	-	-	-	-	-	-	-	-	.1	.2	.4	.1	-	-			.1						.1
34TH-W0130	1.4	-	-	-	-	-	-	-	-	-	-	-	-	.4	.3	.4	-	-				.1						.1
59TH E0130	1.8	-	-	-	-	-	-	-	-	-	-	-	-	.2	.3	.8	-	.1				.2						.1
N 59 014X	.4	-	-	-	-	-	-	-	-	-	-	-	-	-	.1	.1	-	-										.1
BRONX 025X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										-
BKLYN N048X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										-
BKLYN S047X	.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	.2	.1	.1			.1						.1
QUEEN N051X	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										-
QUEEN S052X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										-
N-S 063,074		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										-
046,7,8,036		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										-
N OF HUD 5X ALL ZONES	7.3	-	-	-	-	.1	-	-	-	.2	.6	.6	1.5	1.3	1.8	.1	.4											.9
TOTAL	100.0	.1	-	.1	-	.2	.1			.1	.8	4.5	7.7	25.3	16.7	27.3	.6	7.2										9.4

NUMBER OF PASSENGERS 7099

HARRISON STATION  
 TIME PERIOD 7:45-8:44 AM

--- O R I G I N ---

(PER CENT FIGURES)	TOTAL	S. I. M. NY	R. D. EAST	WEST BAY- BERG	OMNE	S. J. CITY	C. J. CITY	NO. J CITY	KEAR -NY	MOBC -KEN	UN. CITY	NO. BERG	PAS- SAIC	NWK. CBD	OTH. NWK.	OTH. ESS.	UN. ION	MID- OLSX	MON- MT+	MOR- RIS	SOM- ERST	E OF HUD.	OTH. U.S.		
	5XXX	006	506X			523*	523*								546*	546*	5462							594	
	007	TO				*=11	*=14	523*																TO	
	008	508X	511X	512X	5230	2.3	5.6	*=17	5232	5240	5241	5242	535X	*=11	*=12	547X	557X	568X	571X	588X	593X	00XX	596X		
BTTRY-MC110	14.9		.8					6.2							1.3	4.4	.5							1.8	
R-PR EQ111	43.1		6.4					15.6					.5	.8	1.3	13.8				.8				3.8	
R-PR -W0112	1.3		.5																					.8	
CANAL-EQ113	2.8							.5									1.8							.5	
CANAL-W0114																									
HOUST EQ115																									
HOUST-W0120	2.3							1.8																.5	
14TH EQ121																									
14TH-W0122	.8																								.8
23-25 EQ123	2.1							1.3																	.8
23-25 W0124	1.3													.5			.8								
34TH EQ125	2.3		1.3					.5																.5	
34TH-W013E	4.9							3.1									1.8								
59TH EQ130	14.9		1.8				.5	5.4								4.6							1.8	.8	
N 59 Q14X	.8							.8																	
BRONX 025X	.8							.8																	
BKLYN N046X																									
BKLYN S047X	1.0							.5									.5								
QUEEN W051X	.8							.8																	
QUEEN S052X																									
N-S 063,074																									
096,7,8,036																									
W OF HUD 5X	6.2		.8					3.6								1.3								.5	
ALL ZONES																									
TOTAL	100.0		11.5				.5	40.8					.5	1.3	2.6	31.8	.5	.5	.8	7.9				1.3	

NUMBER OF PASSENGERS 406

JOURNAL SQUARE STATION  
 TIME PERIOD 7:45-8:44 AM

TABLE NO. 20

--- O R I G I N ---

(PER CENT FIGURES)	TOTAL	S.I.	R.O.	EAST	WEST	BAY-	S.J.	C.J.	N.C.J	KEAR	HOBG	UA.	NO.	PAS-	W.K.	OTH.	OTH.	UN-	MTD-	MDN-	XDR-	SOM-	F OF	OTH.	
		U NY	NY BERG	BERG	ONNE	CITY	CITY	CITY	-NY	-KEN	CITY	BERG	SAIC	CBQ	NWK.	ESS.	ION	DLSX	MTF	RIS	EKST	MUD.	U.S.		
		506X	TU			523*	523*	**11	**14	523*					540*	546*	5462							594	
		066	007																						
		0XXX	008	508X	511X	512X	5230	2.3	5.6	**17	5232	5240	5241	5242	535X	**11	**12	547X	557X	568X	571X	582X	593X	0XXX	596X

DESTINATION

BTIRY-WG110	16.0			.4	.2	1.0	3.6	3.8	3.7	.1		.4	.6	.1			.3	.2	1.1	.3	.1	.1		.1		
K-PR EG111	37.1			.1	.6	.5	2.1	9.1	8.4	8.1	.1	1.2	1.6	.3			.1	.6	.3	1.8	1.6	.1	.1		.3	
R-PR -WG112	1.3					.1	.3	.1	.3	.1		.1					.1				.1					
CANAL-EG113	2.4					.2		.5	.8	.6		.1	.1				.1			.1						
CANAL-WG114	.2								.1	.2																
HOUST EG115	.1								.1																	
HOUST-WG120	2.7					.1	.1	1.1	.5	.2	.1	.1	.1				.2		.1	.1						
14TH EG121	.9						.2	.1	.1	.4							.1									
14TH-WG122	1.0					.1		.1	.2	.5	.2															
23-25 EG123	2.0						.1	.2	1.0	.6																
23-25 WG124	6.6					.1	.7	2.4	2.1	1.2			.1		.1										.1	
34TH EG125	5.0					.1	.1	.1	.3	1.9	1.7	.7	.1	.1						.1						
34TH-WG136	7.2						.7	2.6	2.5	1.1								.1		.1					.1	
59TH EG130	7.4						.7	2.4	2.7	1.1							.2		.2				.1			
R 59 014X	1.3						.1	.6	.6																	
GRONX 025X	.1									.1																
BKLYN WG48X																										
BKLYN SG47X	.9					.1	.1	.2	.5	.1																
QUEEN WG51X	.2							.1	.1																	
QUEEN SG52X	.3								.3																	
N-5 WG3,074																										
WG6,7,8,036																										
W OF HUD SX ALL ZONES	7.3					.1	.5	1.3	2.2	1.6		.5	.5				.1			.1	.1					
TOTAL	100.0			.3	1.2	1.2	7.0	26.4	26.2	20.3	.4	2.4	3.1	.4	.1	.1	1.6	.5	3.4	2.4	.2	.2			.6	

NUMBER OF PASSENGERS 4892

GROVE STREET STATION  
 TIME PERIOD 7:45-8:44 AM

--- O R I G I N ---

(PER CENT FIGURES)	TOTAL	S. I. U. NY	R. D. U. NY	EAST BERG	WEST BERG	BAY-UNNE	S. J. CITY	C. J. CITY	NO. J. CITY	KEAR -NY	HOBBO -KEN	UN. CITY	NO. BEBG	FAS- SAIC	NWK. CBD	OTH. NWK.	OTH. ESS.	UN. ION	MID- DLSX	MON- MTH	MOR- RIS	SUN- ERST	F. OF HUD.	OTH. U.S.	
		006	506X				523*	523*																594	
		5XXXX	007	TO			**11	**14	523*					546*	546*	5462								TO	
		0XXXX	008	508X	511X	512X	523C	2.3	5.6	**17	5232	5240	5241	5242	535X	**11	**12	547X	557X	568X	571X	582X	593X	0XXX	596X

DESTINATION

BTIRY-W0110	16.6					3.9	3.7	5.8	.2					.2				.2	.7	.7	.2			1.0	
R-PR EG111	30.0				.6	5.2	6.3	11.5	1.4			.2	.2					.6	1.8	1.3				.9	
R-PR -W0112	.2				.2																				
CANAL-EG113	3.2				.2	.6		1.6	.2										.4					.2	
CANAL-W0114	.9				.2			.2				.2								.2				.2	
HOUST EG115																									
HOUST-W0120	.9							.9																	
14TH EG121	1.4					.2	.7	.6																	
14TH-W0122	1.2						.6	.6																	
23-25 EG123	2.5					.4	.6	1.2											.2	.2					
23-25 W0124	6.5					1.1	1.8	2.6			.2	.2	.2					.2							
34TH EG125	6.5					1.7	.7	2.5				.2					.2	.2	.2	.5				.2	
34TH-W013E	8.9					2.1	3.3	3.3										.2							
59TH EG130	10.1					2.6	3.2	3.6										.6						.2	
N 59 014X	2.4					.6	.5	1.0											.2	.2					
BRONX G25X																									
BRKLYN N048X																									
BRKLYN S047X	.6						.4	.2																	
QUEEN N051X																									
QUEEN S052X																									
N-S 063,074																									
090,7,8,030																									
W OF HUD 5X	8.2					1.2	1.9	4.8						.2						.2					
ALL ZONES																									
TOTAL	100.0					1.0	19.7	23.6	40.3	1.8	.2	.2	.6	.3	.3		.2	2.0	3.5	3.1	.4			2.6	

NUMBER OF PASSENGERS 1657

TABLE NO. 22

EXCHANGE PLACE STATION  
TIME PERIOD 7:45-8:44 AM

--- O R I G I N ---

(PER CENT FIGURES)	TOTAL	S.I. U NY	R.O. BERG	EAST BERG	WEST BERG	BAY-DNNE	S.J. CITY	C.J. CITY	NO. J CITY	KEAK -NY	HOBG -KEN	UN. CITY	NO. BERG	PAS- SAIC	NWK. CBD	DTH. NWK.	OTH. ESS.	UN- IUN	MID- DLSX	MUN- MTH	MOR- RIS	SOM- ERST	E OF HUD	OTH. U.S.	
		5XXX	006	506X	511X	512X	5230	523*	523*	523*	5232	5240	5241	5242	535X	*=11	*=12	547X	557X	560X	571X	582X	593X	0XXX	596X
		007	TU				*=11	*=14	523*																TU
		008	508X	511X	512X	5230	2,3	5,6	*=17	5232	5240	5241	5242	535X	*=11	*=12	547X	557X	560X	571X	582X	593X	0XXX	596X	

DESTINATION																									
BTRY-W0110	22.1		1.2	.9	3.5	5.6	1.1	.2		2.0	1.8	.4							2.1	1.2				1.1	
R-PR E0111	56.4	.2	1.0	1.2	15.0	7.3	4.7	1.6	.2	7.3	1.6	.2	.2	.2	.2	.2	.8	.9	3.1	7.2	.2	.2		3.5	
R-PR -W0112	2.0			.2	.2	.2	.2			.2	.2	.2													.2
CANAL-E0113	2.6				.4	.7	.2			.2	.4						.2			.2					.2
CANAL-W0114	.2																		.2						
HOUST E0115	.2		.2																						
HOUST-W0120																									
14TH E0121	.4					.2				.2															
14TH-W0122	.7									.2							.2		.2						
23-25 E0123	.7					.2	.4																		
23-25 W0124	1.3				.2					.7							.2								.2
34TH E0125	2.9				.4		.7	.2		1.0	.2							.2		.2					
34TH-W013E	2.2				.9		.2			.7								.2	.2						
59TH E0130	4.7				1.6	1.0	.2	.2		.2	.2									1.0		.2			.2
N 59 014X	.4				.2					.2															
BRUNX 025X	.4									.4															
BKLYN N046X																									
BKLYN S047X	.9				.2	.2				.2										.2					
QUEEN N051X																									
QUEEN S052X																									
N-5 063,074																									
096,7,8,036																									
W OF HUD 5X ALL ZONES	2.0	.2	.4			.4	.2	.4	.2																
TOTAL	100.0	.4	2.8	2.3	22.6	15.4	8.1	2.5	.7	14.7	3.9	1.3	.2	.2	1.6	1.3	5.9	10.0	.2	.4				5.4	

NUMBER OF PASSENGERS 912

PAVONIA AVENUE STATION  
 TIME PERIOD 7:45-8:44 AM

TABLE NO. 23

--- O R I G I N ---

(PER CENT FIGURES)	TOTAL	S.I.	R.O.	EAST	WEST	BAY-	S.J.	C.J.	NO.J	KEAR	HOB	UN.	NO.	PAS-	NWK.	OTH.	OTH.	UN-	MID-	MON-	KOR-	SUM-	E	OF	OTH.
		006	506X	U NY	BERG	BERG	QONE	CITY	CITY	CITY	-NY	-KEN	CITY	BERG	SAIC	GBD	NWK.	ESS.	ION	DLKX	MTM	RIS	ERST	HUD.	U.S.
	5XXXX	007	TU					*=11	*=14	523*						546*	546*	5462							59-
	0XXXX	008	506X	511X	512X	523C	2.3	5.6	*=17	5232	5240	5241	5242	535X	*=11	*=12	547X	557X	568X	571X	582X	593X	0XXX	596X	

DESTINATION

BTIRY-W0110

R-PR E0111100.0

36.2 19.1

19.1 25.5

R-PR -W0112

CANAL-EC113

CANAL-W0114

H0UST EC115

H0UST-W0120

14TH E0121

14TH-W0122

23-25 EQ123

23-25 W0124

34TH E 125

34TH-W013E

59TH E0130

N 55 014X

BRUNX 025X

BKLYR NO48X

BKLYN S047X

QUEEN W051X

QUEEN S052X

N-S 063,074

096,7,8,036

W OF HUD 5X

ALL ZONES

TOTAL 100.0

36.2 19.1

19.1 25.5

NUMBER OF PASSENGERS

79

HOBOKEN STATION  
TIME PERIOD 7:45-8:44 AM

--- O R I G I N ---

(PER CENT FIGURES)	TOTAL	R.O. S.I. U NY	EAST BERG	WEST BERG	BAY- DNNE	S.J. CITY	C.J. CITY	NO.J CITY	KEAR -NY	HOBOD -KEN	UN. CITY	NO. BEKG	PAS- SAIC	NWK. CBD	OTH. NWK.	OTH. ESS.	UN- ION	MID- DLSX	MON- MIP	MOR- RIS	SON- ERST	E OF HUD.	OTH. U.S.
	5XXXX	006	506X			523*	523*																594
	007	TO				*=11	*=14	523*							546*	546*	5462						TH
	008	508X	511X	512X	523C	2.3	5.6	*=17	5232	5240	5241	5242	535X	*=11	*=12	547X	557X	548X	571X	582X	593X	0XXX	596X

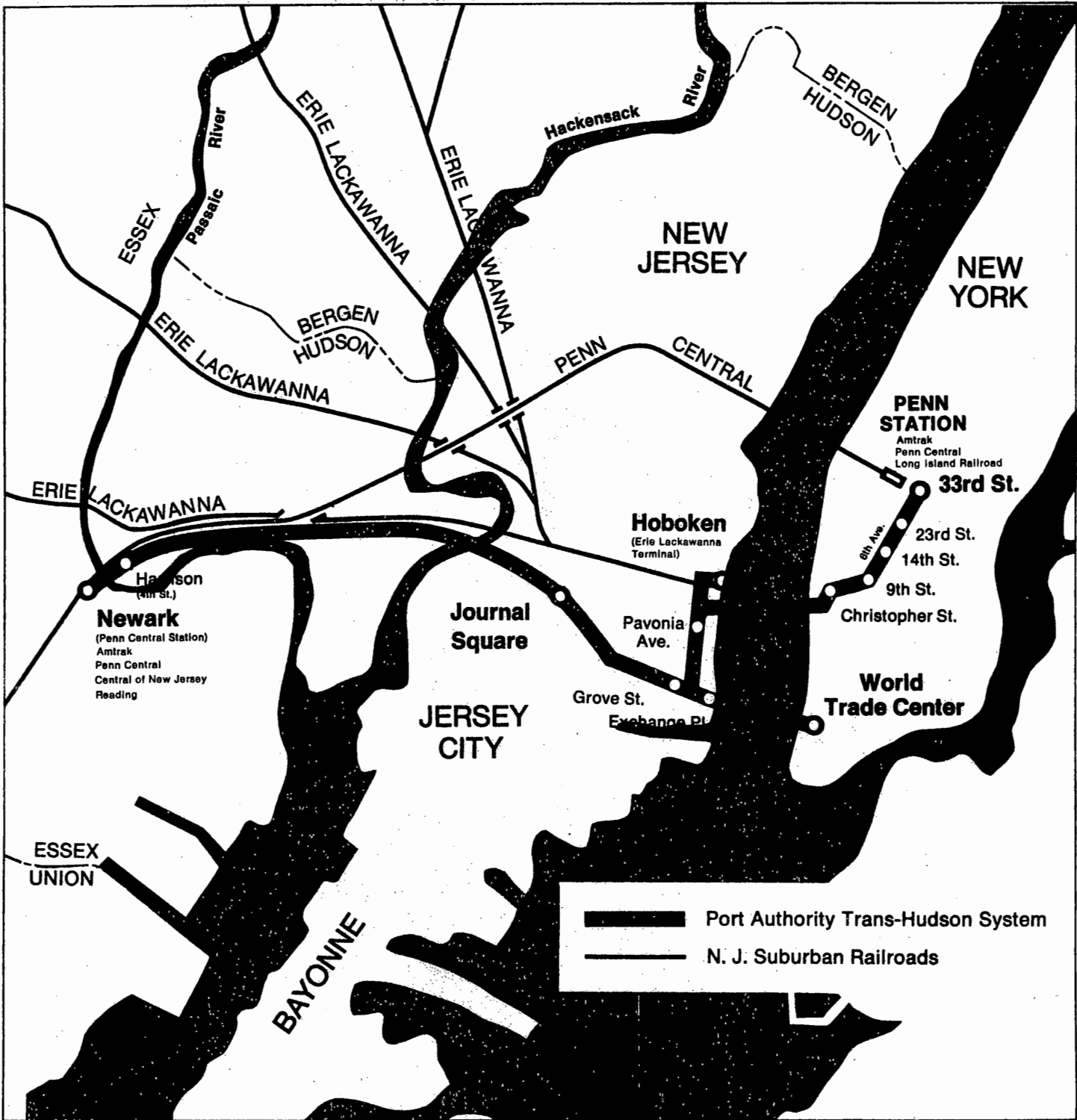
DESTINATION

BTRY-W0110	13.7	1.4	.6	3.9	-			.2	-	.5	.5	.1	.6	-	-	2.1	.9	-	2.3	.4			.2
R-PR E0111	39.9	3.2	1.1	11.3	-		.1	.6	-	1.0	.9	.2	1.9	-	-	6.5	3.2	-	.1	8.1	1.3		.5
R-PR -W0112	1.3	.2	-	.4	-					.1	-	-	-	-	-	.1	.1	-		.2	-		-
CANAL-E0113	3.3	.4	.1	.9	-					-	-	-	.2	-	-	.5	.4	-		.6	.1		
CANAL-W0114	.8	.2	-	.3	-					-	-	-	-	-	-	.1	-	-		.1			
HOUST E0115	.2	.1	-	-	-					-	-	-	-	-	-	-	-	-		-			
HOUST-W0120	1.2	.1	-	.3	-					.1	-	-	.1	-	-	.2	-	-		.2	-		-
14TH E0121	.7	.1	-	.1	-					-	-	-	-	-	-	.1	.1	-		.1	-		-
14TH-W0122	1.1	.1	-	.4	-					.1	-	-	.1	-	-	.1	-	-		.2	-		-
23-25 E0123	1.5	.1	-	.3	-					-	-	-	.1	-	-	.4	.1	-		.3	-		-
23-25 W0124	4.0	.3	.1	1.2	-					.3	-	-	.3	-	-	.6	.3	-		.7	.1		.1
34TH E0125	4.9	.4	.1	1.6	-					.1	.1	-	.4	-	-	1.0	.2	-		.8	.1		.1
34TH-W013E	9.3	.5	-	2.4	-		.1			.1	-	-	.3	-	.1	1.9	1.4	-		2.1	.4		-
59TH E0130	13.7	.6	-	2.9	-					.2	-	-	.4	-	.1	3.4	1.7	-	-	3.6	.6		.2
N 59 014X	1.0	.1	-	.2	-					-	-	-	-	-	-	.3	.1	-		.2	-		-
BRONX 025X	-	-	-	-	-					-	-	-	-	-	-	-	-	-		-	-		-
BKLYN NC48X	.1	-	-	-	-					-	-	-	-	-	-	-	-	-		-	-		-
BKLYN S047X	.7	.1	-	.1	-					-	-	-	-	-	-	.2	-	-		.2	-		-
QUEEN NC51X	-	-	-	-	-					-	-	-	-	-	-	-	-	-		-	-		-
QUEEN S052X	.1	-	-	-	-					-	-	-	-	-	-	-	-	-		-	-		-
N-S C63,074	-	-	-	-	-					-	-	-	-	-	-	-	-	-		-	-		-
090,7,8,036	-	-	-	-	-					-	-	-	-	-	-	-	-	-		-	-		-
N OF HUD 5X ALL ZONES	2.5	.1	-	.9	-					.2	-	-	.1	-	-	.3	.1	-		.3	.1		-
TOTAL	100.0	8.0	2.2	27.3	.1	-	.1	1.0	.1	2.9	1.7	.3	4.6	-	.3	18.0	8.7	.1	.1	19.9	3.2		1.2

NUMBER OF PASSENGERS 17147

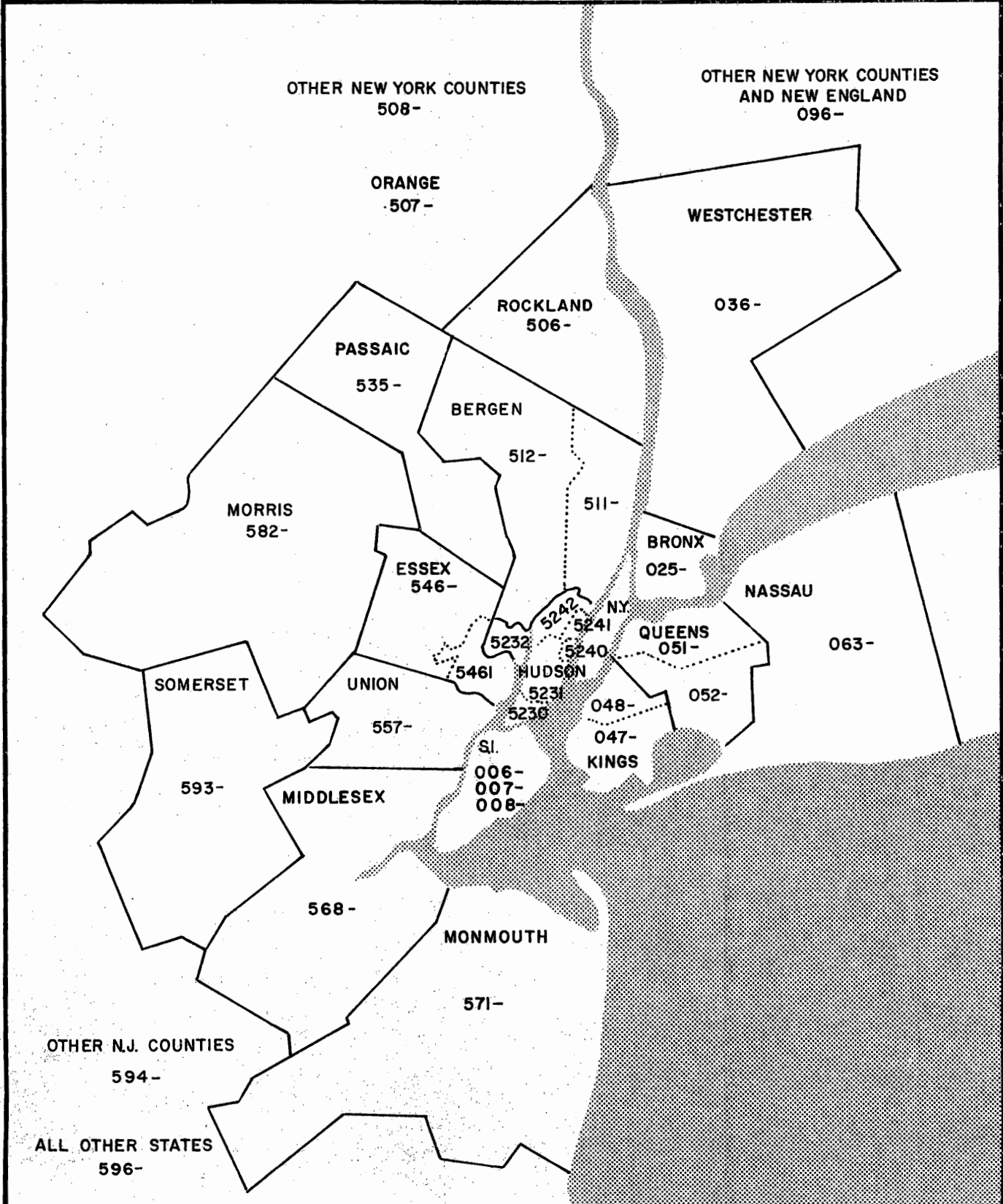


# Port Authority Trans-Hudson (PATH)



Overview of RAIL-PATH Network

# ZONES AND CODES FOR PATH PASSENGER SURVEY



# DETAIL OF MANHATTAN CBD

