

San Francisco Bay Area Travel Survey 2000

Regional Travel Characteristics Report

Volume I

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Section 1: Introduction

In 2000, the Metropolitan Transportation Commission (MTC) launched its fifth travel survey effort in the nine-county Bay Area. The result is the Bay Area Travel Survey 2000, or BATS2000. This report summarizes the data collected in the 2000 survey and is the fourth working paper documenting the analysis and results from BATS2000. Previous reports reviewed sample weighting and expansion, trip linking procedures, and imputation procedures for missing variables.

BATS2000 collected travel information from residents of the nine-county Bay Area for weekday and weekend travel both inside and outside of the region. However, the focus of this work is intraregional travel only (travel within the nine Bay Area counties). Interregional and external travel – travel with the origin and/or destination outside the region – are not included. Similar to previous travel characteristics reports for the San Francisco Bay Area, the results discussed are for the weighted and expanded count of households, persons, and trips in the 2000 household travel survey (see Purvis, 2003 for additional information regarding sample weighting and expansion). What sets the 2000 report apart from previous MTC regional travel characteristics reports is that detailed information on weekend travel is included.

The format of this report, including table numbering and sequence, is quite similar to the reports for the 1981 and 1990 household travel surveys. Though each of the five surveys sponsored by MTC was conducted in a slightly different manner, the results are still comparable, and the reader is encouraged to evaluate results from previous surveys with those outlined herein. A brief description of each of the household travel surveys conducted in the Bay Area, including BATS2000, is provided in the following section.

1.1 Household Travel Surveys Conducted in the Bay Area

Over the past 40 years, MTC has sponsored five household travel surveys. The surveys were conducted in 1965, 1981, 1990, 1996, and 2000. The largest effort took place in 1965 when more than thirty thousand households were interviewed. As Table 1.1 shows, the only other survey to begin to approach the 1965 level of involvement is the 2000 survey, and it had just over fifteen thousand households participating. Not only have surveys subsequent to 1965 had fewer participants, survey response rates have decreased steadily over time. Table 1.1 shows the decline in survey response rates from a high of 64.5% in 1981 to a low of 13.7% in 2000. This trend is common and has been observed with surveys from a variety of fields.

The decline of survey response rates is attributed to several factors: the overwhelming number of mail and phone solicitations, the increasing distrust of government agencies, and the lack of faith people have in surveys. This decline in response rates combined with the increasing difficulty of conducting surveys due to insufficient resources has made travel surveys especially challenging for transportation planning agencies (Cambridge Systematics, 1996). Despite the increasing difficulty associated with administering surveys, the wealth of information provided through these efforts has been worth the labor, which is why the Metropolitan Transportation Commission has continued sponsorship of surveys over the past four decades and will likely

continue to in the future. The five surveys conducted by MTC to date are described briefly in the following sections beginning with the 1965 effort.

The 1965 survey was the first major survey in the Bay Area and was conducted in-house by the Bay Area Transportation Study Commission, or BATSC (the precursor to MTC). Over thirty thousand households were visited for a traditional face-to-face home interview. To date, the 1965 survey contacted the largest number of Bay Area households and had the highest sampling rate of 2.21% (the next largest survey was in 2000 where just over fifteen thousand households participated with a sampling rate of 0.61%). The 1965 survey collected information on weekday and weekend travel, and BATSC also used the opportunity to administer supplemental surveys in an effort to develop a comprehensive regional transportation planning database (Purvis, 1994).

The second major household travel survey – and the first to retrieve travel information over the phone – was the 1981 survey. As in the 1965 survey, weekday and weekend travel data was collected, and more than 7000 Bay Area households were involved. Travel diary cards were mailed to participants after initial contact was made over the phone. Follow-up phone calls were then used to retrieve travel information. This method of data collection has been used in all subsequent MTC sponsored household travel surveys.

In 1990, the third household travel survey took place. Similar to the 1981 survey, the 1990 survey corresponded with participants and collected travel information by phone. However, unlike the previous two surveys, the 1990 effort only collected weekday travel information. For the majority of 1990 respondents, only single-day data was collected, but the survey also amassed multiple-weekday data from a small portion of the respondent households (approximately 14%). The 1990 survey was also unique in that it included a separate sub-project to collect information from 1,000 BART-using households (BART is the Bay Area Rapid Transit District). BART funded the effort and provided respondent household contact information (Purvis, 1994).

The next survey effort occurred in 1996, and more than 3,500 households participated. As in the 1981 and 1990 surveys, respondents were initially contacted by phone, mailed travel diaries, and contacted again by phone to retrieve travel information. The 1996 survey collected both weekday and weekend multi-day data and was the first activity-based survey conducted in the Bay Area. Respondents were asked to record all activities, including trips, over a two-day period. The 1996 survey also included separate sub-projects. A stated preference congestion pricing survey was administered to 150 of the respondents with a follow-up survey conducted on 110 participants. A follow-up survey was also performed on over half of the 3,678 respondent households to update contact and demographic information. These participants were then used as a panel sample for the BATS2000 survey (NuStats Research and Consulting, 1999).

The most recent MTC household travel survey is the 2000 Bay Area Travel Survey, or BATS2000. More than 15,000 households participated. BATS2000 is an activity-based travel survey that collected information on all in-home and out-of-home activities over a two-day period, including weekday and weekend pursuits. Like the 1990 survey, BATS2000 also included an additional sample of 3,000 BART-using households.

In this report, the focus is the data gathered in the 2000 survey for the set of 15,000 participating households (BART households are not included in this report). The survey results have been weighted and expanded based on Census 2000 data, and trips have been linked to produce the results contained in this report (see Purvis, June 2003 for a detailed explanation of sample weighting, expansion, and trip linking procedures). Additionally, interregional and external trips have been removed from the analysis. The following section provides an outline of the information contained in the remainder of this report.

Table 1.1**Characteristics of Household Travel Surveys Conducted in the San Francisco Bay Area**

Characteristic	1965 Home Interview Survey	1981 Telephone Travel Survey	1990 Telephone Travel Survey	1996 Telephone Travel Survey	2000 Telephone Travel Survey
# of HHs, Weekday	20,486	6,209	9,359	0	0
# of HHs, Weekend	10,200	882	0	0	0
# of HHs, MultiDay	0	0	1,479	3,678	15,064
# of HHs, Total	30,686	7,091	10,838	3,678	15,064
TOTAL HOUSEHOLDS	1,387,000	1,970,500	2,246,200	2,367,800	2,466,000
Average Sampling Rate	2.21%	0.36%	0.48%	0.16%	0.61%
Survey Cost (survey year \$)	\$1,533,500	\$337,000	\$1,000,000	\$512,000	\$1,462,000
Survey Cost (2000 \$) ¹	\$8,969,500	\$669,000	\$1,364,000	\$588,000	\$1,462,000
Cost per Interview (2000 \$)	\$292	\$94	\$126	\$160	\$97
Type of Survey Methodology	Trip-Based Home-Interview (Face-to-Face)	Trip-Based Phone retrieval of trip diaries	Trip-Based Phone retrieval of trip diaries	Activity-Based Phone retrieval of activity diaries	Activity-Based Phone retrieval of activity diaries
Households Contacted	N/A	11,000	23,600	12,029	109,636
Survey Response Rate	N/A	64.5%	45.9%	30.6%	13.7%
Survey Conducted by. . . .	In-House (Bay Area Transportation Study Commission)	Consultants: Crain & Assoc. Opinion Research	Consultants: E.H. White & Co. Nelson/Nygaard Phase III Market	Consultants: NuStats Research & Consulting	Consultants: MORPACE International, Inc.

¹. Survey Cost inflated to year 2000 dollars using the consumer price index (Purvis, 2002; U.S. Department of Labor, 2004):

1.2 Report Structure

This report is divided into two volumes. Volume I includes a summary of average weekday and weekend travel in the nine-county Bay Area derived from the 2000 household travel survey. For each subsection of the report, weekday trips are described first under a weekday heading (i.e. “Weekday Trips”) while a discussion of weekend trips follows under a weekend heading. Though weekend travel is discussed in Volume I, the majority of tables for travel on Saturday and Sunday are contained in Volume II of the report. Volume I is comprised of six sections and four appendices, and Volume II contains two appendices. The information presented in Volume I and Volume II follows the outline detailed below.

The next section of this paper, Section 2, reports the average weekday and weekend components of travel including the aggregate, weighted number of intraregional, interregional, and external trips. Trips are reported by purpose (home-based work, home-based shop (other), home-based social/recreational, home-based school, and non-home-based) and by detailed and generalized mode. Vehicle occupancies, time at trip origin and destination, and reported trip duration are also included in Section 2.

Regional trip rates are reported in Section 3 by trip purpose and by mode at both the household and person level. Trip rates are also provided by household size, household income, vehicle availability, housing structure type, county of residence, number of workers in the household, household life cycle category, area type, and by different combinations of these variables.

Section 4 of this report discusses trip rates based on various socio-demographic attributes of the trip maker including age, gender, employment status, and driver’s license status.

County-to-county level trip rates by trip purpose and by mode are summarized in Section 5 of the report. The effects of household demographics such as income, structure type, tenure, and vehicle availability on weekday vehicle driver trips are also reviewed in Section 5.

Finally, a brief summary of planned projects and future research with the BATS2000 data is outlined in Section 6.

Appendices A, B, C, and D are included in Volume I of the report and highlight weekday travel. Appendix A includes a sample of the activity diary used in the 2000 household travel survey. Appendix B includes a wealth of detailed weekday tables to augment the main text tables in Section 2. Appendix B tables include unweighted sample trips by purpose and mode, a distribution of weighted and expanded trips by purpose and all reported modes, trips by purpose at origin and destination, a detailed distribution of trips by time of day (time at trip origin and destination), and the results of the trips-in-motion analysis.

Appendix C contains weekday tables to supplement Section 3 of the report. In this section of the appendix, trip rates are provided by trip purpose and various demographic categories (household size, vehicle availability, etc.). Detailed weekday county-to-county travel tables are included in Appendix D to support Section 5 of the report. These tables provide a detailed breakdown of county-to-county trips by trip purpose and mode.

Appendices E and F in Volume II of the report include tables that highlight weekend travel. Appendix E reports on Saturday travel, and Appendix F includes Sunday travel. The tables in these two sections are similar to those found in the main text for weekday trips. Additionally, Appendices E and F include detailed tables similar to those found in Appendices B, C, and D for weekday travel.

Section 2: 2000 Weekday and Weekend Regional Travel

Regional trips made by Bay Area residents in 2000 are documented in this section based on the weighted and expanded count of trips from the 2000 household travel survey. Within the first subsection, the different types of regional travel are discussed. Next, trips are provided by trip purpose and travel mode. Time components of Bay Area travel are also explored in Section 2, including time of departure, time of arrival, and trip duration. In all cases, both weekday and weekend travel are discussed. Weekend tables, however, are not provided in this section – they can be found in Volume II of this report.

The 2000 household travel survey allowed respondents to select from a number of different activities when recording their daily pursuits. The reported activities surrounding a trip were then used to determine the type of trips being made by Bay Area residents. The five general trip purpose categories included in this analysis, along with their corresponding abbreviations used throughout the report, are:

1. Home-Based Work Trips (HBW),
2. Home-Based Shop (Other) Trips (HBSH),
3. Home-Based Social/Recreational Trips (HBSR),
4. Home-Based School Trips (HBSC), and
5. Non-Home-Based Trips (NHB).

Home-based trips are those that either start or end at the trip maker's residence. Non-home-based trips do not begin or end at the home location. For example, a trip from home to work would be considered a home-based work trip. Similarly, a trip from work directly home would also be labeled a home-based work trip. However, a trip from work to a grocery store would be designated a non-home-based trip. Each BATS2000 trip was categorized into one of the five trip purpose categories listed above.

Trips beginning and ending at home with a work or work related activity at the non-home end were labeled home-based work trips. Home-based shop (other) trips include several activity categories in addition to shopping at or away from home. If the activity at the non-home location included any of the following, the trip was designated a home-based shop (other) trip: shopping at home, shopping away from home, household chores and personal care, sleep, personal services such as banking or picking up dry cleaning, time spent sick or at a medical appointment, non-work or non-shop internet use, picking up or dropping off passengers, or changing mode. Trips beginning or ending at home were designated as home-based social/recreational trips if the non-home activity included meals, entertainment, hobbies, exercise, social activities, relaxing, volunteer work, or religious activities. The final home-based category, home-based school trips, included attending school or school related activities at the non-home location. Table 2.1B in Appendix B shows in detail how the various activities were consolidated into the five aggregate trip purpose categories.

In the BATS2000 survey, there were a multitude of modes to choose from (more than 40). Therefore, the mode for each trip was consolidated into more manageable categories for reporting purposes. The generalized modes used in this paper are:

1. Vehicle Driver,
2. Vehicle Passenger,
3. Transit Passenger,
4. Bicycle,
5. Walk, and
6. Other.

Vehicles represented in the vehicle driver and vehicle passenger categories include cars, trucks, vans, motorcycles, mopeds, and carpool vehicles. Transit modes include public buses, rail, and ferries. The bicycle and walk categories are self evident while the “other” category includes airplane, taxi, school bus, dial-a-ride, and shuttle bus passengers along with other modes not listed in the survey (rollerblades, skateboards, self propelled scooters, boats, wheelchairs, etc). Table 2.2B in Appendix B details how the reported survey modes were aggregated into the six general mode categories.

In select tables throughout the report, school bus passengers were gleaned out for home-based school trips. For all other trip purposes, however, school bus passengers were maintained as mode other. Additional modes used in this report include “person commuter” and “person” modes, which both represent the sum of vehicle drivers, vehicle passengers, and transit passengers. Additionally, vehicle modes are combined in various tables as the “in-vehicle” mode, which represents the sum of vehicle drivers and vehicle passengers. Finally, vehicle modes are also separated into drive alone and shared ride modes.

2.1 Components of Regional Travel

Regional travel in the Bay Area is comprised of several different travel markets: commercial versus personal travel, intraregional versus interregional travel, resident versus non-resident travel, and weekday versus weekend travel. Each of the different components of regional travel is discussed in detail in this subsection along with the capabilities and limitations of BATS2000 in representing each market.

Commercial travel includes trips made in commercial vehicles on a daily basis as part of a normal work routine. Examples of commercial trips include delivery of goods, services, and passengers (i.e., bus drivers and train operators would fall into this category). Personal trips, on the other hand, serve the needs of a household and its members. The BATS2000 data sets were scoured for potential sequences of commercial trips. However, only a small number of possible commercial sequences were discovered (<0.1%). Upon further investigation, even fewer qualified as commercial trips. Therefore, for the purposes of this report, the assumption was made that BATS2000 trips reflect only personal travel in the Bay Area.

A second category of regional travel involves trips made within, outside, and across the region. Trips estimated from BATS2000 data include each type of trip: intraregional, interregional, and

external trips. Intraregional trips begin and end in the Bay Area while interregional trips have one location within the Bay Area and one location outside of the Bay Area. External travel describes trips that begin and end outside of the Bay Area. For a small percentage of trips in the BATS2000 data set, there was insufficient data to determine the location of either the origin or destination (or both). These trips could not be placed into any of the above categories and were therefore labeled as “unknown”. The exception was for trips with one known location within the Bay Area, one location with unknown coordinates, and a reported travel time less than two hours. These trips were labeled as intraregional trips. While the aggregate number of interregional and external trips is reported in this section, the bulk of this report is primarily concerned with intraregional travel only.

In addition to categorizing the purpose and location of trips made in the Bay Area, it is also important to understand characteristics of the trip maker. Regional travel is either pursued by residents or non-residents of the area. While residents typically dominate regional travel, non-resident travel is also quite important and can be divided into distinct components: tourist travel, business travel, personal business travel, and commute travel. Additionally, non-resident travel can fall within the commercial trip or personal trip category as well as in either the intraregional, interregional, or external trip category. Since the BATS2000 effort surveyed only persons residing in the Bay Area, non-resident travel is not an element of this analysis.

The final dimension of regional travel is weekday versus weekend travel. Travel that takes place during the week is significantly different from travel occurring over the weekend days. This is a well-known fact and is quite intuitive. Without the constraints of a weekly work schedule, most people are able to spend more time on the weekend for social and recreational outings and activities. Additionally, these activities tend to be distributed outside of the typical AM and PM peak periods. Shopping trips also increase during weekend days. However, the workweek is dominated by a combination of work and shop trips. Characteristics of both weekday and weekend travel are included in this analysis of the BATS2000 data.

In this report, the focus is intraregional, weekday and weekend personal travel made by residents of the nine-county Bay Area. Table 2.1.1 shows the break down of trips estimated from the 2000 survey. The majority of trips made by Bay Area residents on all days of the week are intraregional trips – 97.5% of weekday trips begin and end in the region. For weekend travel, 95.3% and 95.0% of trips on Saturday and Sunday occur within the region. Though interregional trips only account for a small percentage of weekday and weekend trips, there is a noticeable increase in the share of interregional (and external-to-external) trips during the weekend days. This is an intuitive result for weekend travel since individuals are allowed greater flexibility to make longer distance trips over the weekend that may lead them to destinations outside of the Bay Area. Trips with unknown origin and destination locations account for a small percentage of reported trips (1.2% on weekdays, 1.4% on Saturdays, and 1.5% on Sundays). It is interesting to note the increase in daily weekday person trips from 1990 to 2000. The 1990 survey reported nearly 17 million daily intraregional person trips while the 2000 survey includes almost 21 million daily intraregional weekday person trips, a 23% increase in trips (Purvis, 1994).

Table 2.1.2 shows the distribution of intraregional, interregional, external, and unknown trips by trip purpose for weekday, Saturday and Sunday trips. Trends typically seen when comparing

weekday and weekend travel are evident. Barring non-home-based travel, work and shopping trips dominate weekday travel while shopping and social/recreational trips lead weekend travel. On the average weekday, 21.8% of all trips (intraregional, interregional, external, and unknown) are home-based work trips while 25.6% of trips are home-based shop (other) trips. Home-based social/recreational and home-based school trips account for 17.3% and 12.1% of all trips, respectively, and non-home-based trips account for 23.2% of all residential weekday trips. Home-based school and work trips substantially decrease on weekend days compared to weekday shares. This is intuitive since most people are not required to attend work or school on weekend days. A comparison of average Saturday trips to average Sunday trips shows that home-based shopping trips decrease slightly from Saturday to Sunday (32.3% to 30.2%) while the share of home-based social/recreational trips slightly increases from Saturday to Sunday (33.3% of trips to 35.8% of trips).

The tables and discussion in the remainder of this report review only intraregional trips made by Bay Area residents (20.8 million weekday trips, 20.3 million trips on Saturday, and 18.9 million Sunday trips).

Table 2.1.1**Components of Regional Travel: Intraregional, Interregional, and External Travel¹**

Survey Component	Component of Travel	Sampled Trips	Expanded Trips	Percent of Total Daily Person Trips
Weekday Sample	Intraregional (I/I)	201,318	20,804,429	97.5%
	Interregional (I/X, X/I)	2,314	193,933	0.9%
	External-to-External Travel (X/X)	947	85,703	0.4%
	Unknown	2,850	263,817	1.2%
	Total	207,429	21,347,882	100%
Saturday Sample	Intraregional (I/I)	15,905	20,308,001	95.3%
	Interregional (I/X, X/I)	378	445,398	2.1%
	External-to-External Travel (X/X)	228	274,646	1.3%
	Unknown	269	290,357	1.4%
	Total	16,780	21,318,402	100%
Sunday Sample	Intraregional (I/I)	11,699	18,940,898	95.0%
	Interregional (I/X, X/I)	313	488,704	2.5%
	External-to-External Travel (X/X)	157	203,252	1.0%
	Unknown	195	294,584	1.5%
	Total	12,364	19,927,438	100%

¹. Intraregional travel includes trips that begin and end in the Bay Area. It also includes trips where one location (either the origin or destination) is in the Bay Area, the other has unknown coordinates, and the duration of the trip is two hours or less. All other trips with one or both locations having unknown coordinates were placed in the Unknown category.

Table 2.1.2**Weekday, Saturday, and Sunday Regional Travel by Trip Purpose**

Trip Purpose	Intra- Regional	Pct. of Total	Inter- Regional	Pct. of Total	External-to- External	Pct. of Total	Unknown	Pct. of Total	Total Trips	Pct. of Total
Weekday Trips										
Home-Based Work	4,598,874	22.1%	47,495	24.5%	0	0.0%	2,935	1.1%	4,649,304	21.8%
Home-Based Shop (Other)	5,345,607	25.7%	35,495	18.3%	0	0.0%	73,746	28.0%	5,454,848	25.6%
Home-Based Social/Recr.	3,622,461	17.4%	43,084	22.2%	0	0.0%	27,954	10.6%	3,693,499	17.3%
Home-Based School	2,579,254	12.4%	10,907	5.6%	0	0.0%	2,118	0.8%	2,592,279	12.1%
Non-Home-Based	4,658,233	22.4%	56,952	29.4%	85,703	100.0%	157,064	59.5%	4,957,952	23.2%
Total	20,804,429	100%	193,933	100%	85,703	100%	263,817	100%	21,347,882	100%
Saturday Trips										
Home-Based Work	1,436,025	7.1%	15,407	3.5%	0	0.0%	2,361	0.8%	1,453,793	6.8%
Home-Based Shop (Other)	6,725,477	33.1%	107,240	24.1%	0	0.0%	60,663	20.9%	6,893,380	32.3%
Home-Based Social/Recr.	6,856,888	33.8%	191,810	43.1%	0	0.0%	47,941	16.5%	7,096,639	33.3%
Home-Based School	462,977	2.3%	6,184	1.4%	0	0.0%	0	0.0%	469,161	2.2%
Non-Home-Based	4,826,634	23.8%	124,757	28.0%	274,646	100.0%	179,392	61.8%	5,405,429	25.4%
Total	20,308,001	100%	445,398	100%	274,646	100%	290,357	100%	21,318,402	100%
Sunday Trips										
Home-Based Work	1,404,824	7.4%	22,318	4.6%	0	0.0%	0	0.0%	1,427,142	7.2%
Home-Based Shop (Other)	5,847,940	30.9%	103,310	21.1%	0	0.0%	66,893	22.7%	6,018,143	30.2%
Home-Based Social/Recr.	6,855,961	36.2%	209,195	42.8%	0	0.0%	71,671	24.3%	7,136,827	35.8%
Home-Based School	496,416	2.6%	4,478	0.9%	0	0.0%	1,722	0.6%	502,616	2.5%
Non-Home-Based	4,335,757	22.9%	149,403	30.6%	203,252	100%	154,298	52.4%	4,842,710	24.3%
Total	18,940,898	100%	488,704	100%	203,252	100%	294,584	100%	19,927,438	100%

2.2 Weekday and Weekend Travel by Trip Purpose and Travel Mode

Intraregional trips by trip purpose and travel mode are discussed in this section. Following the discussion of average weekday travel is a review of average trips by purpose and mode on Saturday and Sunday. In all cases, reported trips are for intraregional, weighted and expanded daily person trips.

Weekday Trips

Regional weekday trips by purpose and detailed and general travel mode are shown in Table 2.2.1 (for a summary of how reported survey modes were consolidated to detailed and general mode categories, see Table 2.2B in Appendix B). The majority of Bay Area residents travel in private vehicles; 80% of weekday trips are vehicle driver or vehicle passenger trips. Walking trips have the second largest mode share of 10.3%. Transit trips account for 6.2% of total trips while bicycle trips comprise 1.5% of weekday intraregional travel. School bus passengers account for 0.8% of all trips while 1.3% of all weekday trips are made by other travel modes. An unweighted version of Table 2.2.1 is located in Appendix B (Table 2.2.1.1B). Additionally, see Table 2.2.1.2B in Appendix B for a distribution of weekday trips by the forty-five different reported survey modes.

Note that school bus passengers are assigned exclusively to home-based school trips. There were a handful of respondents reporting their travel mode as school bus for trips with purposes other than home-based school. For this analysis, these trips were placed into the mode other category. This was done for Table 2.2.1 and in all other tables included in this report. There are some tables that do not include school bus passengers as a general mode of travel. For these tables, school bus passengers have been placed in the mode other category regardless of trip purpose.

Transit trips account for nearly 1.3 million of the 20.8 million weekday trips, or 6.2%. Public bus passengers comprise 53.2% of all transit trips, and BART has the next highest share of transit trips at 31.3%. Streetcar and light rail vehicles account for 8.3% of all transit trips, and Caltrain holds 4.9% of the weekday transit share. Ferry passengers make 1.7% of weekday trips while AMTRAK and ACE passengers carry the balance (0.6%) of transit passengers.

Table 2.2.2 summarizes weekday trips by general trip purpose at origin and destination. Detailed purposes at origin and destination are provided in Table 2.2.2.2B in Appendix B. This table shows the propensity of workers and students to travel directly from home to work or school in the morning as opposed to driving directly home during the evening commute. Home-to-work trips number 2.45 million on the average weekday while work-to-home trips number 2.14 million trips. Therefore, the number of people traveling directly from home-to-work is 14.5% higher than those traveling directly from work-to-home. This reflects the increased willingness of individuals to make intermediate trips during the commute home (to stop at the grocery store or gym, or for a meal, etc.) as opposed to making these stops on the way to work or school.

Table 2.2.2 also allows for a better look at non-home-based trips. The largest sub-group of non-home-based trips are shop(other)-to-shop(other) trips (754,818 of 4.6 million non-home-based

trips). The second and third largest subgroups are work-to-shop(other) (511,614 trips) and work-to-social/recreational (511,124 trips). The majority of work-to-shop (other) trips (54.3%) are comprised of shopping away from home activities (see Table 2.2.2.2B in Appendix B for trips by detailed purpose at origin and destination). This includes midday work-to-shop trips as well as stops at the grocery store at the end of the workday. Approximately 28% of work-to-shop(other) trips are for trips from work to personal services such as banking, dry cleaning, or government services. Work-to-social/recreational trips are primarily made up of work-to-meal trips (70%), which typically represent midday work-to-lunch trips. Another major contributor to work-to-social/recreational trips is work-to-recreation/entertainment trips (16%). Since this category includes exercise, midday and post-work trips from work to the gym likely make up the plurality of work-to-recreation/entertainment trips.

The results in Table 2.2.2 can also be used to characterize non-home-based trips in terms of work-related and non-work-related trips. Of the 4.65 million non-home-based trips, 45.5% (2.11 million) are non-home-based work trips, and 54.5% are non-home-based non-work trips (2.54 million).

Weekday trips by general trip purpose and travel mode are displayed in Table 2.2.3. Column percentages represent modal shares for each trip purpose while row percentages represent trip purpose shares for each particular mode. Again, note that school bus passengers are gleaned out only for home-based school trips.

For all trip purposes except home-based school, vehicle drivers dominate mode shares. This is most pronounced for weekday home-based work trips where vehicle drivers make about 3.4 million of the nearly 4.6 million work trips, or 74.9% of work trips. Vehicle drivers make the majority of weekday home-based shopping trips (61.1%), and vehicle passengers account for 22.2% of shopping trips. Weekday home-based social/recreational trips have the most balanced vehicle share with 46.6% of trips made by drivers and 35.9% made by passengers. This is a reflection of the group nature of social/recreational trips. Weekday home-based school trips, which are primarily made by children, are predominantly vehicle passenger trips (see Purvis, June 2003 for trip linking details for adults and children for work and school trips).

Walking trips comprise 10.3% of all trips and are made more often for non-home-based trips than for any other purpose (27.8% non-home-based walk trip share). Home-based shop trips have the second highest walk share of 26.7%. Home-based school and social/recreational trips make up 20.2% and 17.9% of walking trips, respectively. The lowest share of walking trips by purpose is for home-based work trips (7.4% of walk trips). However, walking trips constitute only 3.4% of home-based work trips. The share of walking trips is approximately even for home-based shop and social/recreational trips at 10.7% and 10.6%. Walking comprises the largest mode share by purpose for home-based school trips (16.8%).

Table 2.2.3 shows that transit trips account for 6.2% of all weekday trips. The plurality of transit trips, 43.7%, is for home-based work trips. The next highest share of transit trips is for home-based school trips (17.0%). By purpose, transit trips account for 12.2% of home-based work trips and 8.4% of home-based school trips. Transit shares for the remaining purposes are similar

(3.3% share for home-based shop trips, 4.1% for home-based social/recreational trips, and 3.8% for non-home-based trips).

Bicycle shares are quite low for each trip purpose, ranging from 1.1% of non-home based trips to a high of 1.8% for home-based work trips. The majority of bicycle trips are for home-based work and home-based shop trips with a combined share of 51.5% of all bicycle trips.

The aggregate number of weekday, Saturday, and Sunday trips by general purpose and travel mode is provided in Table 2.2.3.1; however, the results are discussed in detail in the weekend section.

Vehicle occupancy rates by trip purpose are provided in Table 2.2.4 for weekday, Saturday, and Sunday trips. Vehicle occupancy is calculated by dividing the sum of vehicle driver and vehicle passenger trips by the number of vehicle driver trips. For weekday trips, vehicle occupancies range from a high of 4.08 persons per vehicle for home-based school trips to a low of 1.09 persons per vehicle for home-based work trips. The average vehicle occupancy for regional weekday trips is 1.44 persons per vehicle (for a discussion of weekend trips see the following subsection).

The vehicle occupancy rates detailed in Table 2.2.4 are rough estimates due to the way in which trips were reported and subsequently linked. Multi-passenger vehicle trips may contain drivers and passengers with differing trip purposes. For example, a parent escorting a child from home to school is considered to be on a home-based shop (other) trip (recall that activities involving picking up or dropping off passengers were grouped in the home-based shop (other) category by general trip purpose). In contrast, the child is considered to be making a home-based school trip. If the parent continues to work after dropping the child off at school, his or her trip would be classified as a home-to-work trip with a vehicle occupancy of two persons (Purvis, June 2003). This method tends to skew vehicle occupancy results for all types of trips, particularly home-based school trips.

Weekend Trips

Saturday and Sunday trips are summarized in this subsection for the weighted and expanded intraregional trips reported in the 2000 survey. Appendices E and F include tables for Saturday and Sunday trips similar to those presented in the weekday portion of section 2.2.

Tables 2.2.1.1E and 2.2.1.1F report the number of Saturday and Sunday trips by general purpose and detailed and general travel mode. Unweighted versions of these tables are available in Appendices E and F along with a distribution of trips by all reported modes. Similar to weekday trips, vehicle trips dominate modal shares for weekend trips. In contrast to weekday trips, vehicle passenger shares on the weekend days are higher than those on the average weekday. Vehicle driver trips make up 50.4% of Saturday trips and 51.2% of trips on Sunday. Vehicle passenger trips account for 36.7% of Saturday trips and 35.9% of Sunday trips (compared to 24.5% for weekday trips). Transit shares are significantly lower during the weekend, with 2.4% of Saturday trips made by transit and only 2.2% of Sunday trips made by transit. Walk trip shares are about 2% lower than the average weekday share on Saturday and Sunday. Bicycle

trips on Saturday comprise 1.0% of the mode share. On Sunday, 1.7% of trips are made on a bicycle (a slightly larger share than the weekday bicycle share of 1.5%).

Weekend trips by purpose at origin and destination are provided in Appendices E and F. Table 2.2.2.1E shows the distribution of Saturday trips by purpose at origin and destination, while Table 2.2.2.1F focuses on Sunday trips. Home-based shop (other) and home-based social/recreational trips dominate weekend travel with a combined share of 66.9% of all trips on Saturday and 67.1% of all Sunday trips. A review of non-home-based weekend trips reveals that shopping and social/recreational activities also dominate non-home-based trips. Of non-home-based trips on Saturday, 98.1% have either shop (other) or social/recreation activities as a purpose at the origin, destination or both. On Sunday, the share decreases slightly to 97.9%. This means that a large majority of trips on the weekend are devoted to either shop (other) activities such as shopping away from home, banking, picking up dry cleaning, or getting a haircut or to social/recreational activities including meals, entertainment, or religious activities.

Tables 2.2.2.2E and 2.2.2.2F allow a closer look at the nature of non-home-based weekend trips. Trips with shop (other) activities at both trip ends comprise 25% of all non-home-based trips on Saturday (1.2 million). A majority of these shop(other)-to-shop(other) trips (51.9%) are between shopping locations outside of the home (629,139 trips). This shows the propensity of individuals to trip chain while shopping on Saturday. For example, a person (or family or group) might stop first at an electronics store and then continue on to a furniture store. Another example might be an outing to a large-scale grocery store followed by a stop at a specialty shop. Non-home-based trips on Saturday also include many social/recreational-to-social/recreational trips. Table 2.2.2.2E indicates that 72.1% (805,189 of 1.1 million) of social/recreational-to-social/recreational trips are a combination of trips between meals, recreation/entertainment activities, and social activities. Similar results are found for trips on Sunday where shop(other)-to-shop(other) trips and social/recreational-to-social/recreational trips account for 47.5% of non-home-based trips. An interesting and intuitive difference between trips on Saturday and Sunday is the prevalence of trips with volunteer/civic/religious activities at the origin and meals as the destination activity on Sunday. These trips likely represent post-worship meals that are quite common on Sundays.

Weekend trips by purpose and general travel mode are provided in Table 2.2.3E and Table 2.2.3F. Row percentages are mode specific while column shares are trip purpose specific. As with weekday trips, school bus passengers are gleaned out only for home-based school trips. For all other trip purposes, trips with a mode of school bus were placed in the mode other category.

Like weekdays, the majority of weekend vehicle driver trips are made in a private vehicle. On both Saturday and Sunday, 87.1% of trips are made by vehicle drivers and vehicle passengers. The difference between weekday and weekend trips is that vehicle passenger shares increase on weekend days and vehicle driver shares decrease. Vehicle driver trips account for 55.5% of all weekday trips but only 50.4% and 51.2% of all trips on Saturday and Sunday. On the average weekday, vehicle passengers make only 24.5% of trips. This share increases to 36.7% on Saturday and 35.9% on Sunday, reflecting the increased number of group and family outings on weekend days.

Transit use substantially decreases on Saturdays and Sundays as compared to weekdays. A mere 2.4% of Saturday trips are made by transit while only 2.2% of Sunday trips are by transit modes. For all other modes, modal splits decrease from weekdays to weekend days. The exception is for bicycle trips, which slightly increase on Sunday; 318,530 trips are made by bicycle compared to 303,961 trips on an average weekday.

Table 2.2.3.1 compares the number of weekday, Saturday, and Sunday trips by purpose and general travel mode. This table indicates that almost 10% fewer trips are made on Sunday as compared to the average weekday (18.9 million versus 20.8 million). Table 2.2.3.1 also shows that approximately 7% more trips occur on Saturday as compared to Sunday. Nearly twice as many home-based social/recreational trips are made during the weekend, and almost the same number of social/recreational trips occur on Saturday and Sunday (6.8 million on each day). Only a fraction of home-based work trips are made over the weekend while non-home-based trips remain fairly steady across all days of the week.

Vehicle occupancy rates for Saturday and Sunday trips are outlined in Table 2.2.4. The same limitations apply to the calculated rates for weekend travel as discussed previously for weekday travel. As expected (due to the increase in vehicle passenger trips), vehicle occupancies during the weekend are higher than those during the week (1.7 versus 1.4). Occupancy increases most substantially for non-home-based trips and home-based social/recreational trips on the weekend days.

Table 2.2.1
2000 Regional Weekday Trips by Purpose and Detailed Travel Mode

Detailed Mode	H. B. Work		H. B. Shop (Other)		H. B. Soc/Rec		H. B. School		Non-Home-Based		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Vehicle Driver	3,440,726	74.8%	3,267,669	61.1%	1,687,142	46.6%	415,031	16.1%	2,734,922	58.7%	11,545,490	55.5%
Vehicle Passenger	301,358	6.6%	1,185,517	22.2%	1,296,737	35.8%	1,257,561	48.8%	1,009,061	21.7%	5,050,234	24.3%
Carpool Driver	2,629*	0.1%	1,073*	0.0%	344*	0.0%	95*	0.0%	1,553*	0.0%	5,694	0.0%
Carpool Passenger	12,384	0.3%	1,292*	0.0%	4,343*	0.1%	19,060	0.7%	6,412	0.1%	43,491	0.2%
Taxi Passenger	5,752*	0.1%	4,772*	0.1%	11,698	0.3%	3,555*	0.1%	3,599*	0.1%	29,376	0.1%
Public Bus Passenger	222,235	4.8%	119,787	2.2%	75,825	2.1%	174,987	6.8%	88,330	1.9%	681,164	3.3%
School Bus Passenger	0	0.0%	0	0.0%	0	0.0%	161,490	6.3%	0	0.0%	161,490	0.8%
Streetcar/LRT Passenger	45,400	1.0%	16,314	0.3%	12,707	0.4%	14,101	0.5%	17,478	0.4%	106,000	0.5%
Shuttle Bus Passenger	10,483	0.2%	274*	0.0%	285*	0.0%	484*	0.0%	2,497*	0.1%	14,023	0.1%
Dial-a-Ride Passenger	0	0.0%	437*	0.0%	494*	0.0%	96*	0.0%	0	0.0%	1,027	0.0%
BART Passenger	234,758	5.1%	34,544	0.6%	49,343	1.4%	25,428	1.0%	56,623	1.2%	400,696	1.9%
CalTrain Passenger	39,529	0.9%	3,922*	0.1%	5,733	0.2%	2,793*	0.1%	10,341	0.2%	62,318	0.3%
AMTRAK/ACE Pssgr.	5,447	0.1%	61*	0.0%	1,500*	0.0%	263*	0.0%	238*	0.0%	7,509	0.0%
Airplane Passenger	0	0.0%	1,743*	0.0%	47*	0.0%	0	0.0%	320*	0.0%	2,110	0.0%
Ferry Passenger	11,485	0.2%	434*	0.0%	5,217*	0.1%	351*	0.0%	4,417*	0.1%	21,904	0.1%
Bicycle	81,109	1.8%	75,328	1.4%	55,772	1.5%	42,688	1.7%	49,064	1.1%	303,961	1.5%
Walk	158,100	3.4%	573,699	10.7%	384,721	10.6%	433,273	16.8%	596,639	12.8%	2,146,432	10.3%
Other	25,184	0.5%	47,988	0.9%	24,709	0.7%	24,980	1.0%	68,100	1.5%	190,961	0.9%
Don't Know	2,295*	0.0%	10,753	0.2%	5,844*	0.2%	3,018*	0.1%	8,639	0.2%	30,549	0.1%
TOTAL	4,598,874	100.0%	5,345,607	100.0%	3,622,461	100.0%	2,579,254	100.0%	4,658,233	100.0%	20,804,429	100.0%

General Mode	H. B. Work		H. B. Shop (Other)		H. B. Soc/Rec		H. B. School		Non-Home-Based		Total Purposes	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Vehicle Driver	3,443,355	74.9%	3,268,742	61.1%	1,687,486	46.6%	415,126	16.1%	2,736,475	58.7%	11,551,184	55.5%
Vehicle Passenger	313,742	6.8%	1,186,809	22.2%	1,301,080	35.9%	1,276,621	49.5%	1,015,473	21.8%	5,093,725	24.5%
Transit Passenger	558,854	12.2%	175,062	3.3%	150,325	4.1%	217,923	8.4%	177,427	3.8%	1,279,591	6.2%
School Bus Passenger	0	0.0%	0	0.0%	0	0.0%	161,490	6.3%	0	0.0%	161,490	0.8%
Bicycle	81,109	1.8%	75,328	1.4%	55,772	1.5%	42,688	1.7%	49,064	1.1%	303,961	1.5%
Walk	158,100	3.4%	573,699	10.7%	384,721	10.6%	433,273	16.8%	596,639	12.8%	2,146,432	10.3%
Other	43,714	1.0%	65,967	1.2%	43,077	1.2%	32,133	1.2%	83,155	1.8%	268,046	1.3%
TOTAL	4,598,874	100.0%	5,345,607	100.0%	3,622,461	100.0%	2,579,254	100.0%	4,658,233	100.0%	20,804,429	100.0%

Notes: School Bus Passengers are included in mode "Other" for all trip purposes except home-based school.
Values marked by an asterisk are based on fewer than 50 sample trips and are provided for informational purposes only.
See Appendix B for an unweighted version of this table.

Table 2.2.2
2000 Regional Weekday Trips by Trip Purpose at Origin and Destination

Origin Purpose	Destination Purpose						TOTAL
	Home	Work	Shop (Other)	Social/ Recreation	School	Unknown	
Home	545,038	2,454,444	2,297,120	1,743,971	1,407,851	50,584	8,499,008
	6.4%	28.9%	27.0%	20.5%	16.6%	0.6%	100.0%
	6.7%	69.9%	55.9%	53.2%	86.4%	60.3%	40.9%
Work	2,144,430	310,504	511,614	511,124	28,979	8,315	3,514,966
	61.0%	8.8%	14.6%	14.5%	0.8%	0.2%	100.0%
	26.2%	8.8%	12.5%	15.6%	1.8%	9.9%	16.9%
Shop (Other)	2,401,110	269,697	754,818	420,557	54,349	7,619	3,908,150
	61.4%	6.9%	19.3%	10.8%	1.4%	0.2%	100.0%
	29.3%	7.7%	18.4%	12.8%	3.3%	9.1%	18.8%
Social/ Recreation	1,878,490	430,732	404,297	408,133	64,529	7,758	3,193,939
	58.8%	13.5%	12.7%	12.8%	2.0%	0.2%	100.0%
	22.9%	12.3%	9.8%	12.4%	4.0%	9.2%	15.4%
School	1,171,403	36,951	128,544	187,251	71,644	7,230	1,603,023
	73.1%	2.3%	8.0%	11.7%	4.5%	0.5%	100.0%
	14.3%	1.1%	3.1%	5.7%	4.4%	8.6%	7.7%
Unknown	51,756	10,027	10,739	8,623	1,803	2,395	85,343
	60.6%	11.7%	12.6%	10.1%	2.1%	2.8%	100.0%
	0.6%	0.3%	0.3%	0.3%	0.1%	2.9%	0.4%
TOTAL	8,192,227	3,512,355	4,107,132	3,279,659	1,629,155	83,901	20,804,429
	39.4%	16.9%	19.7%	15.8%	7.8%	0.4%	100.0%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Notes: Upper entry is number of trips.
Middle entry is row percent.
Lower entry is column percent.*

Table 2.2.3**2000 Regional Weekday Trips by Trip Purpose and General Travel Mode**

Travel Mode	Home-Based Work	Home-Based Shop (Other)	Home-Based Social/Rec.	Home-Based School	Non-Home- Based	Total Purposes
Vehicle Driver	3,443,355	3,268,742	1,687,486	415,126	2,736,475	11,551,184
	29.8%	28.3%	14.6%	3.6%	23.7%	100.0%
	74.9%	61.1%	46.6%	16.1%	58.7%	55.5%
Vehicle Passenger	313,742	1,186,809	1,301,080	1,276,621	1,015,473	5,093,725
	6.2%	23.3%	25.5%	25.1%	19.9%	100.0%
	6.8%	22.2%	35.9%	49.5%	21.8%	24.5%
Transit Passenger	558,854	175,062	150,325	217,923	177,427	1,279,591
	43.7%	13.7%	11.7%	17.0%	13.9%	100.0%
	12.2%	3.3%	4.1%	8.4%	3.8%	6.2%
School Bus Passenger	0	0	0	161,490	0	161,490
	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
	0.0%	0.0%	0.0%	6.3%	0.0%	0.8%
Bicycle	81,109	75,328	55,772	42,688	49,064	303,961
	26.7%	24.8%	18.3%	14.0%	16.1%	100.0%
	1.8%	1.4%	1.5%	1.7%	1.1%	1.5%
Walk	158,100	573,699	384,721	433,273	596,639	2,146,432
	7.4%	26.7%	17.9%	20.2%	27.8%	100.0%
	3.4%	10.7%	10.6%	16.8%	12.8%	10.3%
Other	43,714	65,967	43,077	32,133	83,155	268,046
	16.3%	24.6%	16.1%	12.0%	31.0%	100.0%
	1.0%	1.2%	1.2%	1.2%	1.8%	1.3%
TOTAL	4,598,874	5,345,607	3,622,461	2,579,254	4,658,233	20,804,429
	22.1%	25.7%	17.4%	12.4%	22.4%	100.0%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes: Upper entry is number of trips.

Middle entry is row percent.

Lower entry is column percent.

Table 2.2.3.1**2000 Regional Weekday, Saturday, and Sunday Trips by Purpose and General Travel Mode**

Travel Mode	Home-Based Work	Home-Based Shop (Other)	Home-Based Social/Rec.	Home-Based School	Non-Home- Based	Total Purposes
Vehicle Driver	3,443,355	3,268,742	1,687,486	415,126	2,736,475	11,551,184
	1,051,926	3,894,981	2,844,690	126,128	2,323,446	10,241,171
	1,059,482	3,331,905	2,995,597	95,310	2,218,852	9,701,146
Vehicle Passenger	313,742	1,186,809	1,301,080	1,276,621	1,015,473	5,093,725
	164,849	2,047,673	3,126,124	219,203	1,890,913	7,448,762
	128,453	1,744,052	3,015,353	267,484	1,646,063	6,801,405
Transit Passenger	558,854	175,062	150,325	217,923	177,427	1,279,591
	103,939	120,637	137,263	28,234	106,556	496,629
	139,726	92,769	110,758	14,816	57,338	415,407
School Bus Passenger	0	0	0	161,490	0	161,490
	0	0	0	13,697	0	13,697
	0	0	0	38,320	0	38,320
Bicycle	81,109	75,328	55,772	42,688	49,064	303,961
	12,835	68,531	95,333	4,153	19,331	200,183
	33,273	104,849	126,796	5,068	48,544	318,530
Walk	158,100	573,699	384,721	433,273	596,639	2,146,432
	81,124	517,880	586,038	71,562	420,279	1,676,883
	42,862	542,747	557,837	75,418	335,637	1,554,501
Other	43,714	65,967	43,077	32,133	83,155	268,046
	21,352	75,775	67,440	0	66,109	230,676
	1,028	31,618	49,620	0	29,323	111,589
TOTAL	4,598,874	5,345,607	3,622,461	2,579,254	4,658,233	20,804,429
	1,436,025	6,725,477	6,856,888	462,977	4,826,634	20,308,001
	1,404,824	5,847,940	6,855,961	496,416	4,335,757	18,940,898

Notes: Upper entry is number of Weekday trips.

Middle entry is number of Saturday trips.

Lower entry is number of Sunday trips.

Table 2.2.4**2000 Regional Weekday, Saturday, and Sunday Vehicle Occupancies by Trip Purpose**

Mode	Home-Based Work	Home-Based Shop (Other)	Home-Based Social/Rec.	Home-Based School	Non-Home Based	Total Purposes
Weekday Trips						
Vehicle Driver	3,443,355	3,268,742	1,687,486	415,126	2,736,475	11,551,184
Vehicle Passenger	313,742	1,186,809	1,301,080	1,276,621	1,015,473	5,093,725
In-Vehicle Person	3,757,097	4,455,551	2,988,566	1,691,747	3,751,948	16,644,909
Vehicle Occupancy	1.091	1.363	1.771	4.075	1.371	1.441
Saturday Trips						
Vehicle Driver	1,051,926	3,894,981	2,844,690	126,128	2,323,446	10,241,171
Vehicle Passenger	164,849	2,047,673	3,126,124	219,203	1,890,913	7,448,762
In-Vehicle Person	1,216,775	5,942,654	5,970,814	345,331	4,214,359	17,689,933
Vehicle Occupancy	1.157	1.526	2.099	2.738	1.814	1.727
Sunday Trips						
Vehicle Driver	1,059,482	3,331,905	2,995,597	95,310	2,218,852	9,701,146
Vehicle Passenger	128,453	1,744,052	3,015,353	267,484	1,646,063	6,801,405
In-Vehicle Person	1,187,935	5,075,957	6,010,950	362,794	3,864,915	16,502,551
Vehicle Occupancy	1.121	1.523	2.007	3.806	1.742	1.701

2.3 Distribution of Weekday and Weekend Trips by Time of Day

This section summarizes the distribution of weekday and weekend intraregional trips by time of day. Included in this discussion are trips reported in the survey with valid start and end time entries. Trips with missing start or end time data were excluded from this portion of the analysis. For purposes of comparison with the 1990 report and in keeping with the MTC suite of travel demand models, the peak hour periods reported for the 2000 survey are the same as those provided in the regional travel characteristics report for the 1990 Bay Area Travel Survey.

The time of day tables and figures discussed in this section include three different methods of distributing trips based on start and end time values. The first examines the distribution of trips by time of departure, or time at trip origin. The second reviews time of arrival, or time at trip destination. In these two analyses, trips were assigned to a specific 30-minute interval based on the reported start time (time at trip origin) or end time (time at trip destination). The time at trip origin and time at trip destination tables and figures are useful in showing the peaking patterns of trips by purpose over the course of the day. For weekday trips, these tables can be used to understand the patterns of work and non-work trips. For weekend trips, where shop (other) and social/recreational trips dominate, the time of departure and arrival tables can be used to study peaking patterns and trip purpose shares for shop and non-shop trips and social/recreational and non-social/recreational trips. Additionally, the time at trip origin tables can be used to develop a set of peaking factors for travel demand forecasting systems (Purvis, 1994).

The third method of distributing trips by time of day is a bit more cumbersome and is referred to as the trips-in-motion analysis. The goal of the trips-in-motion analysis was to assign each trip into specific one-hour time periods based on the reported start and end times. The hour-long intervals for this analysis were 15 minutes apart. For example, the first time period began at 12:00am and ended at 1:00am, and the second time period began at 12:15am and ended at 1:15am. Trips were allocated to each time period in which they appeared. If a person reported beginning a trip at 7:50am and ending the trip at 8:05pm, the trip was assigned to five time periods: 7:00am to 8:00 am, 7:15am to 8:15am, 7:30am to 8:30am, 7:45am to 8:45am, and 8:00am to 9:00am. In this way, the results of the trips-in-motion analysis reflect the total number of trips on the network during any given time period.

Weekday Trips

Weekday trips by mode and trip purpose distributed by time at trip origin are shown in Table 2.3.1. A review of total trips indicates that 9.7% of weekday trips occur during the AM peak period (7:00am to 8:00am) while 8.9% of all weekday trips occur in the PM peak period (4:30pm to 5:30pm). This follows the general rule suggested by most traffic engineers: in the absence of peak period counts, one can assume that approximately 10% of daily trips occur in the AM and PM peak hours.

Almost half of all weekday trips (nearly 8.6 million) begin in the three-hour morning and evening peak periods from 6:00am to 9:00am and 3:30pm to 6:30pm. This means that half of all trips made during the week occur in a quarter of the time available to make them.

Trips made by transit are even more concentrated in this six-hour interval. Nearly 60% of all transit trips occur during the three-hour AM and PM peak periods. Vehicle driver trips are a bit more dispersed throughout the day; only 46.5% of vehicle driver trips are included in the two three-hour peak periods.

The distribution of weekday home-based work trips shown in Table 2.3.1 reflects typical trends in work trips. During the morning period, the majority of work trips are from home to work, with the reverse occurring during the evening where trips begin at work and end at home. Of the home-based work trips that occur during the average weekday, 67.9% take place from home to work during the three-hour morning peak (6:00am to 9:00am) while 60.3% occur from work to home in the three-hour evening peak (3:30pm to 6:30pm). The lower percentage during the PM peak period reflects the propensity of workers to make stops after work instead of heading straight to their homes. For example, one might make a stop to pick up dry cleaning before heading home after work. More importantly, a working parent might stop at a day care center to pick up a child at the end of his or her workday.

Table 2.3.1 also shows the high concentration of home-based work trips by transit that occur during the AM and PM peak periods. Of the home-based work trips made by transit, 75.8% occur from home to work during the three-hour AM peak period while 72.2% occur from work to home during the three-hour PM peak period. Vehicle driver work trips are a little less concentrated; 67.6% of home-based work trips made by vehicle drivers occur from home to work in the AM three-hour peak while only 59.2% take place from work to home in the PM peak period.

Home-based school trips follow the same pattern as home-based work trips. During the AM peak, the majority of home-based school trips are from home to school with the return trip being made from school to home during the PM peak period. Transit trips to and from school and home seem to be imbalanced. In the three-hour AM peak, 79.1% of home-based school transit trips are made from home to school as opposed to only 28.3% of transit trips from school to home occurring in the three-hour PM peak. This can probably be attributed to the fact that school days typically end in mid-afternoon, and since the PM peak periods in Table 2.3.1 begin only after 3:30pm, a number of transit trips from school to home may not be included. In fact, a review of Table 2.3.5B confirms this suspicion and shows that nearly 45,000 trips from school to home occur from 2:30pm to 3:30pm (40% of daily school-to-home transit trips).

Table 2.3.1 shows that all home-based trips (work, shop (other), social/recreational, and school) follow the AM/PM split pattern discussed previously for home-based school and home-based work trips. Most home-based trips are made from home in the AM peak and to home during the PM peak. Home-based shop (other) and social/recreational trips differ in that more of these trips depart from home in the PM peak than work and school trips. For travel by all modes, 11.5% of all home-based trips leave home in the three-hour PM peak. Of this 11.5% of trips, 87% (793,175 trips) are to shop (other) or social/recreational activities. These types of activities include leaving home in the evening for a meal, to do volunteer work, or to go to the gym.

It is interesting to note after a review of daily home-based trips, that for travel by all modes, the number of trips that leave home is 15% higher than the number of trips arriving home (7.9

million versus 6.8 million). By mode, the difference ranges from a low of 15% for transit trips to a high of 21% for vehicle driver trips. This might be attributed to several different factors. It could be due to a miscoding of trip origins and destinations in the survey file. It also might be attributed to overnight trips that take place on a typical weekday (business or personal). However, it is probably primarily due to the number of trips with invalid start and/or end time values that were excluded from this summary (nearly 2.5 million weekday trips were not included in the time-of-day analysis).

Non-home-based trips are more concentrated during the PM peak hours and periods. Only a small percentage of non-home-based trips occur in the AM peak periods ranging from a low of 1.6% of all non-home-based trips in the AM peak hour to a high of 4.9% in the three-hour AM peak period. During evening hours, 10.1% of all non-home-based trips occur in the PM peak hour, and 26.5% of all non-home-based trips occur in the three-hour PM peak. These late-afternoon and early-evening trips include shopping trips after work and social/recreational trips after school.

Table 2.3.2 shows the distribution of trips by purpose and time at trip destination and indicates some of the same trends found in Table 2.3.1. Of the 18 million daily weekday trips, 11.0% arrive during the AM peak hour while 8.5% arrive in the PM peak hour. The majority of home-based trips depart from home in the morning and return to home in the evening. An interesting finding in Table 2.3.2 is for home-based work trips. Only 7.6% of daily transit trips arrive during the two-hour AM peak from 7:00am to 9:00am. Recall that 62.0% of daily home-based work trips made by transit depart between 6:30am and 8:30am (Table 2.3.1). When the AM peak period is extended to three hours (6:30am to 9:30am), 77.6% of daily transit trips are captured. Conversely, 52.2% of trips made by vehicle drivers from home to work are captured in the AM peak hours from 7:00am to 9:00am. This percentage increases less significantly than for transit to 68.0% in the three-hour AM peak. This reflects the longer travel times associated with transit trips from home to work compared to vehicle driver trips.

For a more detailed look at the distribution of weekday trips, see Tables 2.3.1B through 2.3.12B in Appendix B, which show the distribution of weekday trips by purpose and time of day at trip origin and trip destination for thirty-minute intervals across various mode categories.

Figures 2.3.1 through 2.3.6 provide graphical representations of the information presented in Table 2.3.1 and in the corresponding appendix tables. Figure 2.3.1 shows the distribution of weekday trips split into the five general trip purpose categories. Figures 2.3.2 through 2.3.6 show the time at trip origin distribution for each general trip purpose.

Figure 2.3.1 shows that the morning commute is dominated by home-based work and home-based school trips. The midday hump that is typically seen for weekday trips is evident in the figure, especially for non-home-based trips. There is a sharp rise in non-home-based trips around the noontime hour reflecting the number of lunch trips and personal business trips that occur during the typical workday lunch period. Figure 2.3.1 also shows the typical AM and PM peaks associated with weekday travel. The distribution of AM trips is sharper and confined to a smaller time interval as compared to the PM period where trips are a bit more dispersed over the late afternoon and evening hours.

Home-based work trips by time at trip origin are displayed in Figure 2.3.2. This graphic shows the very pronounced split of work trips into the AM and PM peak periods. A small midday peak reflects lunch trips made to home by a small group of workers. Figure 2.3.2 also shows that workers are more likely to work later hours than to arrive at work earlier in the morning.

Time at trip origin for weekday home-based shop (other) trips is displayed in Figure 2.3.3. The large PM peak period for these types of trips stands out in this graphic. It also indicates the steady nature of home-based shop (other) trips. Between approximately 6:30am and 7:00pm no fewer than 200,000 home-based trips are departing each hour.

Figure 2.3.4 indicates that the peak period for home-based social/recreational trips occurs during the evening hours from about 4:00pm to 7:00pm. This is an intuitive result since a variety of social and recreational activities during the week must be postponed until the post work period but must not encroach too much on the late night hours preceding a workday.

Similarly intuitive results can be seen in Figure 2.3.5 for weekday home-based school trips. A sharp and pronounced AM peak exists from 6:00am to 9:00am, around the start of the school day. Two distinct peaks are evident during the PM period, one from 1:30pm to 3:30pm and the second between 4:30pm and 6:00pm. The first peak corresponds to the end of the school day for most elementary and secondary schools. The second peak likely reflects parents picking up children from childcare facilities at the close of the workday.

The final trip purpose category, non-home-based trips, is outlined in Figure 2.3.6 by time at trip origin. The most pronounced peak for non-home-based trips occurs between 11:00am and 1:00pm, which corresponds to typical lunch periods during the workday. Two other mini-peaks are evident for non-home-based trips and correspond to the end of the school day and the end of the workday when students and employees are able to make stops and run errands before returning to the home location.

Figure 2.3.7 is the only graphic included in the main text that is based on the trips-in-motion analysis (see Table 2.3.25B for detailed trip purpose shares). This figure shows trip purpose shares for time intervals spanning the average weekday. The reader should note that this graphic does not accurately reflect the number of trips that occur during each time period. It only shows the share of trips being pursued for each general trip purpose. During the morning hours, the highest share of trips is for home-based work trips. In the late afternoon and early evening period, home-based work and non-home-based trips dominate trip purpose shares. Home-based social/recreational trips are the majority during the late evening hours. Tables 2.3.13B through 2.3.25B in Appendix B show the detailed results of the trips-in-motion analysis by trip purpose and travel mode. While these appendix tables contain a wealth of information, only a few key points and trends are highlighted in the following paragraphs.

A comparison of Tables 2.3.15B and 2.3.16B reiterates a trend discussed earlier in the report: transit trips are more concentrated in the peak period than are vehicle driver trips. The graphics in these two tables show that vehicle driver trips are more dispersed over the midday and evening

periods than transit trips, which are much more likely to occur during the AM and PM peak periods.

Table 2.3.17B shows that vehicle passenger trips are much more likely to be home-based trips than non-home based trips. This reflects a key characteristic of household travel. Multi-passenger trips being made either to or from home likely include many trips where picking up and dropping off passengers and attending social and recreational outings with household members are taking place.

Weekend Trips

This subsection reports on the distribution of weekend intraregional trips by time of day. Weekend trips are analyzed by time at trip origin, time at trip destination, and with the trips-in-motion method.

Appendices E and F contain tables and figures for Saturday and Sunday travel similar to those included in the main text for this section. Detailed tables showing the distribution of weekend trips by time at trip origin and destination by trip purpose and travel mode are also included (Tables 2.3.1E through 2.3.12E for Saturday trips; Tables 2.3.1F through 2.3.12F for Sunday trips). Additionally, trips-in-motion results are provided in Appendices E and F for weekend travel.

Figures 2.3.1E through 2.3.6E summarize the results of the time at trip origin analysis for Saturday trips. Figure 2.3.1E provides the distribution of all trips by time at trip origin and trip purpose. This figure shows that the majority of trips on Saturday are home-based social/recreational and home-based shop (other) trips. Non-home based trips also make up a significant portion of daily Saturday trips, and as expected, home-based work and school trips are minimal on Saturdays. Unlike the average weekday trip distribution, trips on Saturday do not show two distinct peaks in the AM and PM periods. Rather, trips are dispersed fairly evenly from 7:00am to 6:00pm barring a lull in productions in the early afternoon between 1:00pm and 2:00pm.

Though relatively few home-based work trips take place on the average Saturday, those made still follow the weekday AM and PM peak trends as displayed in Figure 2.3.2E. Two sharp peaks are shown for Saturday work trips similar to those found in Figure 2.3.2 for weekday home-based work trips.

Home-based shop (other) trips on Saturday are similar to weekday trips in that they do not peak in the AM and PM periods but extend from the morning hours to the evening hours. Figure 2.3.3E shows the distribution of Saturday shop (other) trips by time at trip origin. Home-based shopping trips on Saturday are most concentrated in the hours between 8:30am and 5:00pm with a slight lull in productions from 1:30pm to 2:00pm.

Figure 2.3.4E reveals the pattern of Saturday home-based social/recreational trips by time at trip origin. The graphic shows three mini-peaks for these trips: one in the morning hours from 7:30am to 10:30am, a second from 11:30am to 1:30pm, and a final mini-peak between 4:00pm

and 6:30pm. Despite the drop in productions from 1:30pm to 4:00pm, the number of home-based social/recreational trips departing from 8:00am to almost 9:30pm on Saturday night remains steadily over 300,000 trips per hour.

Like home-based work trips on Saturday, home-based school trips are only a small fraction of trips on Saturday. Several mini-peaks can be seen in Figure 2.3.5E which shows the distribution of school trips. However, the most pronounced are during the AM and PM peak hours of 6:30am to 8:30am and 2:00pm to 3:30pm.

Non-home-based trips on Saturday peak between 9:30am and 1:00pm and again from 2:00pm to 3:30pm. Similar to home-based social/recreational trips, non-home-based trips remain steadily above 200,000 trips for the majority of the day (from 10:00am to 8:00pm).

Tables 2.3.13E through 2.3.33E detail the results of the trips-in-motion analysis and report the number of trips by purpose and mode that occur during consecutive hour-long intervals beginning every 15 minutes throughout the day. Table 2.3.20E indicates that the majority of home-based social/recreational trips on Saturday depart from the home location. Another interesting trend resulting from this analysis is found by comparing Table 2.3.20E and Table 2.3.13E. Based on the trips-in-motion analysis, home-based social recreational trips on Saturday have more of an AM/PM peak hour tendency than home-based shop (other) trips do.

Figure 2.3.7E summarizes the results of the trips-in-motion analysis for Saturday trips and shows the trip purpose share by time of day based on results provided in Table 2.3.33E. Like Figure 2.3.7 for weekday trips-in-motion, Figure 2.3.7E does not reflect the number of trips on the network during the specified intervals. It merely shows the split of trips by purpose during the interval. What can be gleaned from this figure is that home-based shop (other) trips dominate trip purpose shares in the daylight hours (9:30am to 5:00pm) while home-based social/recreational trips lead shares in the evening and early morning hours (5:00pm to 3:00am) on an average Saturday.

Sunday trips by all purposes by time at trip origin are displayed in Figure 2.3.1F. Like Saturday trips, Sunday trips are not separated into two peak periods as weekday trips are. Sunday trips are concentrated between the hours of 8:00am and 7:00pm, with a slight lull in productions from 1:00pm to 2:00pm.

Home-based work trips on Sunday (provided in Figure 2.3.2F) follow a pattern similar to home-based work trips on Saturday. The small number of work trips that occur are concentrated in two distinct AM and PM peak periods. The PM peak on Sunday is much higher than the Saturday peak. This is probably due to the fact that after working a full day on Sunday an individual is more likely to head straight home as opposed to participating in a social/recreational activity on Saturday evening after a day of work.

The number of home-based shop (other) trips on Sunday is slightly less than Saturday shop trips (Figure 2.3.3F). It also appears that shop (other) trips on Sunday tend to occur later in the day than shop (other) trips on Saturday.

Home-based social/recreational trips on Sunday are most concentrated between the hours of 8:00am and 1:00pm (Figure 2.3.4F). This trend is likely due to the high number of religious activities that take place on Sunday mornings. This differs from the Saturday trend where social/recreational trips are more concentrated in the evening hours.

Figure 2.3.5F shows that home-based school trips on Sunday are patterned very much like home-based school trips on the weekday though they are only a fraction of weekday school trips.

Non-home-based trips on Sunday are also quite similar to weekday non-home-based trips both in distribution and in number. Non-home-based trips are most concentrated between the hours of 10:00am and 12:00pm on Sunday (Figure 2.3.6F).

Detailed results of the trips-in-motion analysis for Sunday travel are provided in Tables 2.3.13F through 2.3.33F. Figure 2.3.7F displays trip purpose share by time of day based on the trips-in-motion analysis. The most notable result of the trips-in-motion analysis for Sunday trips is that for the majority of the day on Sunday, home-based social/recreational trips have the highest trip purpose share.

Table 2.3.1

2000 Distribution of Regional Weekday Trips by Time of Day - Time at Trip Origin

Comparison by Mode and Trip Purpose¹

Time at Trip Origin	HOME-BASED WORK				HOME-BASED SCHOOL				TOTAL HOME-BASED				NON-HOME-BASED		TOTAL TRIPS	
	From Home	Percent	Number	To Home	From Home	Percent	Number	To Home	From Home	Percent	Number	To Home	From Home	Percent	Number	Percent
<u>7:00 AM - 8:00 AM</u>	All Modes															
		723,425	29.7%	9,084	0.4%		548,401	39.1%	1,462	0.1%	1,626,625	20.6%	86,478	1.3%	57,353	1.6%
	Commuters	693,910	30.3%	8,943	0.5%		402,104	37.2%	1,365	0.2%	1,422,025	20.5%	61,882	1.1%	47,229	1.5%
	Transit Passengers	99,476	34.0%	1,659	0.6%		25,911	24.2%	0	0.0%	154,259	26.6%	2,806	0.6%	4,217	2.5%
	Vehicle Drivers	547,589	29.9%	6,388	0.4%		56,307	25.1%	1,285	0.7%	819,850	18.9%	50,249	1.4%	32,022	1.5%
<u>6:30 AM - 8:30 AM</u>	All Modes															
		1,289,894	53.0%	16,456	0.8%		1,014,363	72.3%	5,336	0.5%	2,986,118	37.9%	190,926	2.8%	115,749	3.2%
	Commuters	1,228,393	53.7%	15,734	0.8%		753,421	69.8%	2,714	0.3%	2,594,465	37.4%	134,966	2.3%	94,789	3.1%
	Transit Passengers	181,569	62.0%	3,253	1.2%		74,046	69.3%	135	0.1%	307,691	53.1%	5,461	1.1%	6,260	3.7%
	Vehicle Drivers	967,398	52.8%	11,429	0.7%		98,820	44.0%	2,358	1.3%	1,473,369	33.9%	106,516	3.0%	63,155	3.1%
<u>6:00 AM - 9:00 AM</u>	All Modes															
		1,651,677	67.9%	26,798	1.3%		1,141,348	81.3%	9,358	0.8%	3,725,302	47.3%	275,202	4.0%	175,460	4.9%
	Commuters	1,563,476	68.3%	24,448	1.2%		857,182	79.4%	5,265	0.7%	3,253,060	46.8%	195,380	3.3%	148,919	4.9%
	Transit Passengers	221,719	75.8%	3,350	1.3%		84,483	79.1%	255	0.2%	374,814	64.7%	6,101	1.2%	8,064	4.8%
	Vehicle Drivers	1,239,397	67.6%	18,568	1.2%		117,925	52.5%	4,367	2.5%	1,913,717	44.1%	155,779	4.3%	103,033	5.0%
<u>4:30 PM - 5:30 PM</u>	All Modes															
		20,355	0.8%	549,874	26.0%		15,726	1.1%	104,791	9.1%	291,187	3.7%	972,380	14.2%	363,409	10.1%
	Commuters	18,184	0.8%	523,241	26.4%		14,419	1.3%	92,500	11.4%	255,587	3.7%	883,479	15.1%	335,339	11.0%
	Transit Passengers	303	0.1%	86,342	32.6%		953	0.9%	7,325	6.6%	6,558	1.1%	105,268	20.9%	32,415	19.3%
	Vehicle Drivers	16,348	0.9%	394,839	25.1%		8,152	3.6%	12,190	6.8%	151,997	3.5%	561,608	15.6%	224,742	10.9%
<u>4:00 PM - 6:00 PM</u>	All Modes															
		41,159	1.7%	941,382	44.6%		38,661	2.8%	221,884	19.3%	602,232	7.6%	1,806,616	26.4%	669,401	18.5%
	Commuters	36,597	1.6%	894,991	45.1%		34,116	3.2%	190,930	23.6%	529,304	7.6%	1,632,372	28.0%	615,158	20.1%
	Transit Passengers	1,497	0.5%	144,847	54.7%		3,212	3.0%	14,669	13.2%	17,525	3.0%	188,726	37.5%	57,196	34.0%
	Vehicle Drivers	31,559	1.7%	680,149	43.3%		19,938	8.9%	24,499	13.8%	314,411	7.2%	1,014,044	28.2%	403,309	19.5%
<u>3:30 PM - 6:30 PM</u>	All Modes															
		59,655	2.5%	1,274,772	60.3%		57,069	4.1%	340,549	29.6%	909,899	11.5%	2,555,038	37.4%	957,826	26.5%
	Commuters	52,953	2.3%	1,210,340	61.0%		50,115	4.6%	273,045	33.7%	801,610	11.5%	2,293,931	39.3%	872,827	28.6%
	Transit Passengers	2,150	0.7%	191,265	72.2%		4,052	3.8%	31,387	28.3%	24,305	4.2%	262,692	52.2%	71,821	42.7%
	Vehicle Drivers	45,268	2.5%	930,791	59.2%		28,976	12.9%	36,625	20.6%	481,211	11.1%	1,424,713	39.6%	574,594	27.8%
<u>D A I L Y</u>	All Modes															
		2,433,604	100%	2,113,000	100%		1,403,758	100%	1,151,568	100%	7,881,253	100%	6,840,493	100%	3,609,437	100%
	Commuters	2,287,669	100%	1,984,017	100%		1,080,119	100%	809,705	100%	6,943,586	100%	5,833,508	100%	3,053,013	100%
	Transit Passengers	292,655	100%	264,946	100%		106,853	100%	110,945	100%	579,043	100%	502,952	100%	168,014	100%
	Vehicle Drivers	1,833,597	100%	1,571,919	100%		224,712	100%	178,073	100%	4,343,144	100%	3,593,572	100%	2,068,221	100%

¹ For the sake of comparison, time intervals are the same as those used in the 1990 Regional Travel Characteristics Report (Purvis, 1994).

Table 2.3.2

2000 Distribution of Regional Weekday Trips by Time of Day - Time at Trip Destination

Comparison by Mode and Trip Purpose¹

Time at Trip Destination	HOME-BASED WORK				HOME-BASED SCHOOL				TOTAL HOME-BASED				NON-HOME-BASED		TOTAL	
	From Home	Percent	Number	To Home	From Home	Percent	Number	To Home	From Home	Percent	Number	To Home	Number	Percent	Number	Percent
<u>7:30 AM - 8:30 AM</u> All Modes Commuters Transit Passengers Vehicle Drivers	712,782	29.3%	7,518	0.4%	753,680	53.7%	3,598	0.3%	1,841,852	23.4%	103,885	1.5%	68,460	1.9%	2,014,197	11.0%
	676,427	29.6%	7,518	0.4%	558,434	51.7%	2,134	0.3%	1,574,048	22.7%	74,935	1.3%	53,864	1.8%	1,702,847	10.8%
	100,024	4.4%	1,227	0.5%	31,735	93.6%	135	0.1%	160,544	27.7%	2,264	0.5%	3,805	2.3%	166,613	13.3%
	529,277	28.9%	5,545	0.4%	62,098	27.6%	1,937	1.1%	815,285	18.8%	60,567	1.7%	31,693	1.5%	907,545	9.1%
	1,277,595	52.5%	16,127	0.8%	1,042,643	74.3%	8,373	0.7%	2,976,821	37.8%	205,275	3.0%	121,822	3.4%	3,303,918	18.0%
<u>7:00 AM - 9:00 AM</u> All Modes Commuters Transit Passengers Vehicle Drivers	1,210,783	52.9%	15,503	0.8%	772,173	71.5%	4,705	0.6%	2,578,976	37.1%	147,491	2.5%	99,907	3.3%	2,826,374	17.9%
	174,706	7.6%	2,571	1.0%	70,555	163.5%	135	0.1%	293,700	50.7%	3,983	0.8%	5,879	3.5%	303,562	24.3%
	956,991	52.2%	12,020	0.8%	95,966	42.7%	3,957	2.2%	1,453,214	33.5%	118,085	3.3%	65,489	3.2%	1,636,788	16.4%
	1,664,137	68.4%	27,713	1.3%	1,150,167	81.9%	12,490	1.1%	3,702,388	47.0%	289,938	4.2%	185,015	5.1%	4,177,341	22.8%
	1,576,431	68.9%	23,063	1.2%	863,130	79.9%	6,341	0.8%	3,246,240	46.8%	204,107	3.5%	157,972	5.2%	3,608,319	22.8%
<u>6:30 AM - 9:30 AM</u> All Modes Commuters Transit Passengers Vehicle Drivers	227,172	77.6%	3,253	1.2%	83,866	78.5%	135	0.1%	371,687	64.2%	5,872	1.2%	7,287	4.3%	384,846	30.8%
	1,245,935	68.0%	18,025	1.1%	118,649	52.8%	5,131	2.9%	1,908,794	43.9%	162,827	4.5%	108,155	5.2%	2,179,776	21.8%
	20,137	0.8%	475,939	22.5%	17,162	1.2%	122,463	10.6%	301,457	3.8%	922,723	13.5%	329,834	9.1%	1,554,014	8.5%
	18,574	0.8%	445,632	22.5%	13,972	1.3%	107,502	13.3%	266,583	3.8%	830,881	14.2%	302,580	9.9%	1,400,044	8.8%
	989	0.3%	57,260	21.6%	211	0.2%	11,275	10.2%	8,082	1.4%	80,629	16.0%	23,451	14.0%	112,162	9.0%
<u>4:30 PM - 6:30 PM</u> All Modes Commuters Transit Passengers Vehicle Drivers	14,870	0.8%	349,772	22.3%	8,776	3.9%	12,230	6.9%	159,368	3.7%	521,531	14.5%	200,059	9.7%	880,958	8.8%
	42,475	1.7%	898,170	42.5%	40,627	2.9%	234,115	20.3%	635,458	8.1%	1,792,113	26.2%	625,805	17.3%	3,053,376	16.7%
	38,088	1.7%	850,705	42.9%	36,126	3.3%	204,171	25.2%	562,934	8.1%	1,620,694	27.8%	573,590	18.8%	2,757,218	17.4%
	2,333	0.8%	110,389	41.7%	3,389	3.2%	28,122	25.3%	18,334	3.2%	166,549	33.1%	47,835	28.5%	232,718	18.6%
	32,600	1.8%	674,756	42.9%	22,012	9.8%	24,600	13.8%	341,442	7.9%	1,018,706	28.3%	376,339	18.2%	1,736,487	17.4%
<u>4:00 PM - 7:00 PM</u> All Modes Commuters Transit Passengers Vehicle Drivers	61,348	2.5%	1,222,447	57.9%	64,885	4.6%	353,715	30.7%	959,537	12.2%	2,537,317	37.1%	938,383	26.0%	4,435,237	24.2%
	55,359	2.4%	1,157,484	58.3%	57,837	5.4%	283,237	35.0%	851,339	12.3%	2,268,671	38.9%	853,433	28.0%	3,973,443	25.1%
	2,866	1.0%	162,889	61.5%	4,295	4.0%	50,250	45.3%	25,203	4.4%	256,735	51.0%	69,473	41.3%	351,411	28.1%
	46,704	2.5%	910,054	57.9%	33,078	14.7%	37,172	20.9%	515,347	11.9%	1,416,569	39.4%	554,110	26.8%	2,486,026	24.8%
	2,433,604	100%	2,113,000	100%	1,403,758	100%	1,151,568	100%	7,881,253	100%	6,840,493	100%	3,609,437	100%	18,331,183	100%
<u>DAILY</u> All Modes Commuters Transit Passengers Vehicle Drivers	2,287,669	100%	1,984,017	100%	1,080,119	100%	809,705	100%	6,943,586	100%	5,833,508	100%	3,053,013	100%	15,830,107	100%
	292,655	100%	264,946	100%	106,853	100%	110,945	100%	579,043	100%	502,952	100%	168,014	100%	1,250,009	100%
	1,833,597	100%	1,571,919	100%	224,712	100%	178,073	100%	4,343,144	100%	3,593,572	100%	2,068,221	100%	10,004,937	100%

¹ For the sake of comparison, time intervals are the same as those used in the 1990 Regional Travel Characteristics Report (Purvis, 1994).

Figure 2.3.1
2000 Weekday Total Trips by Time at Trip Origin by Trip Purpose

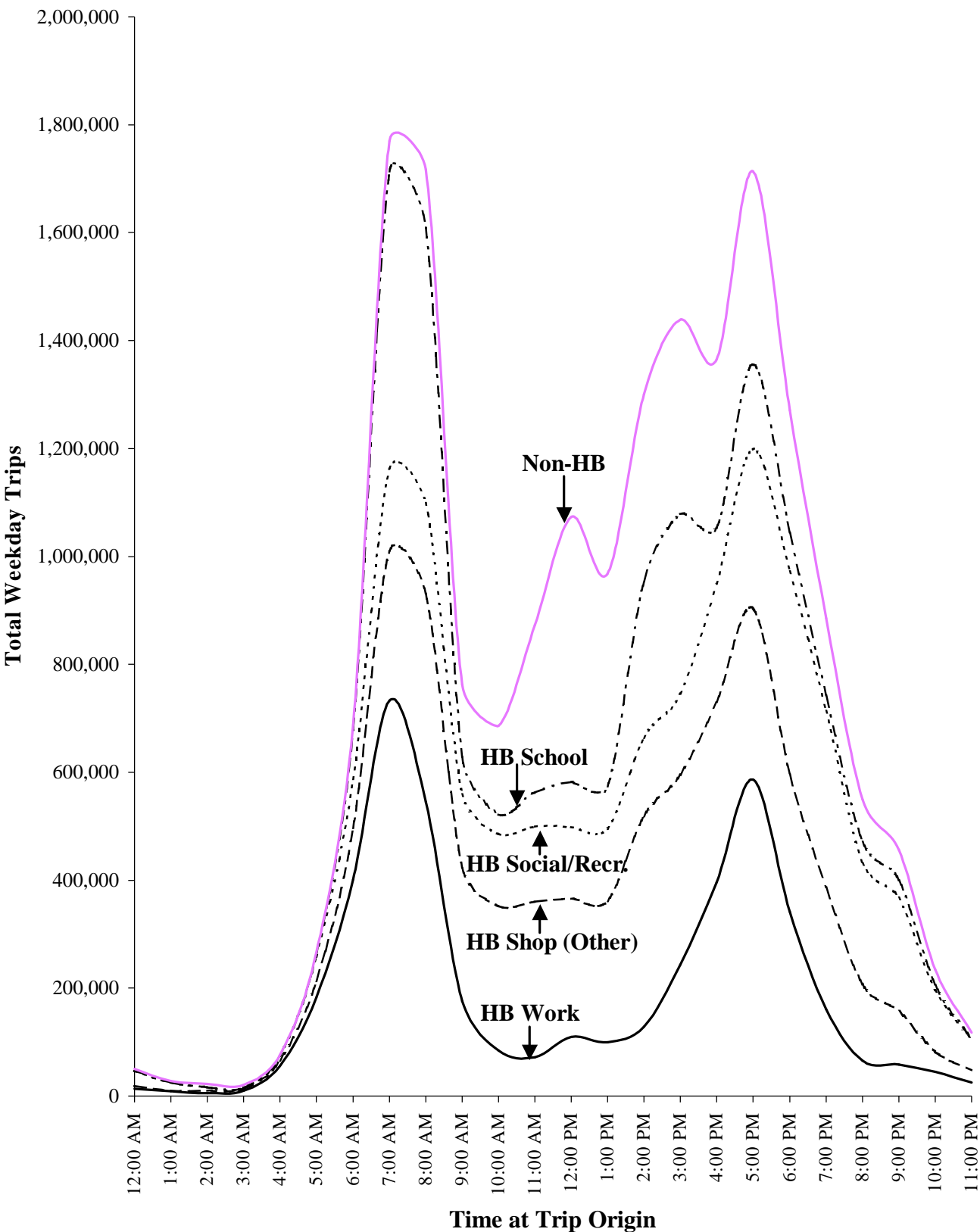


Figure 2.3.2
2000 Weekday Home-Based Work Trips by Time at Trip Origin

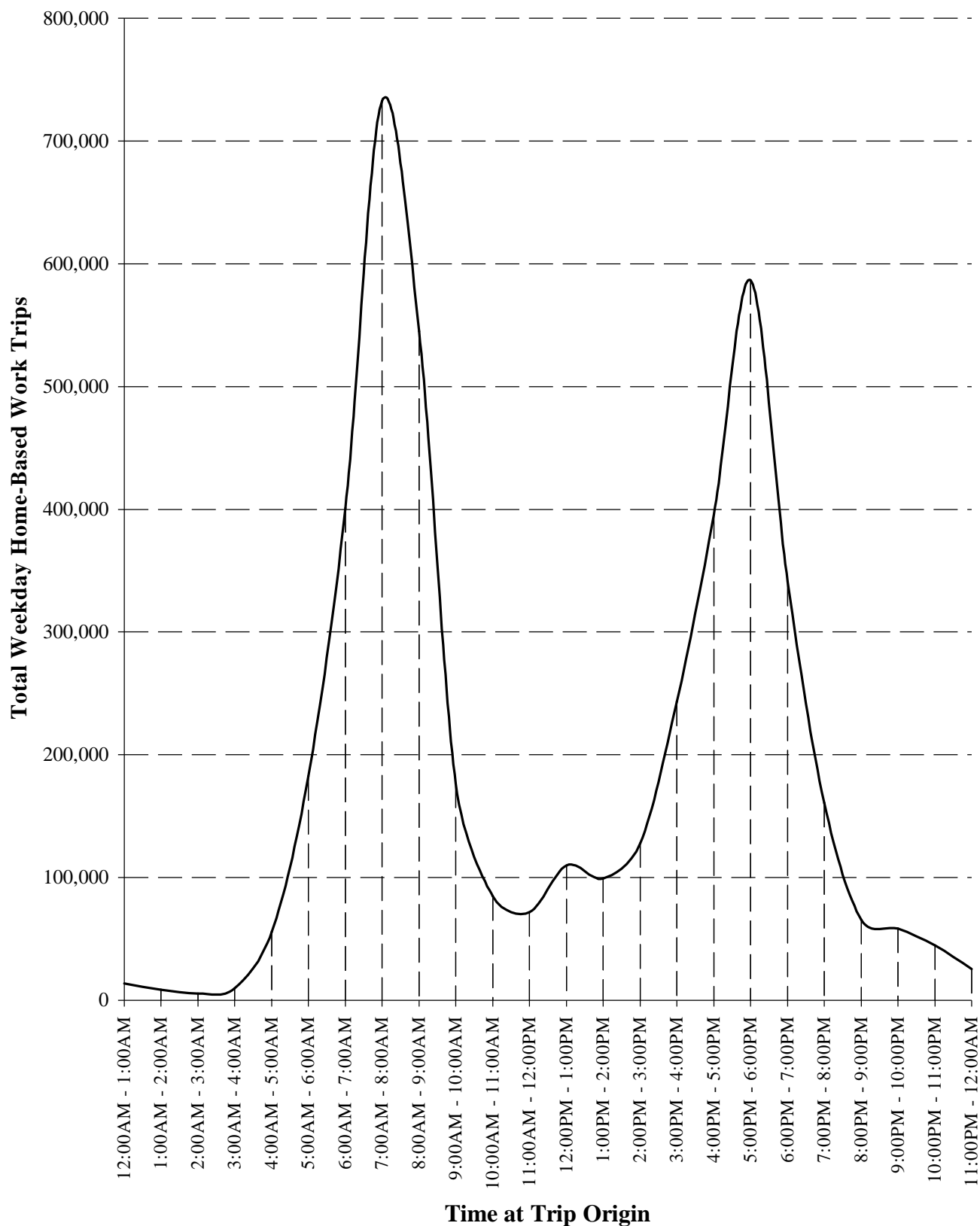


Figure 2.3.3
2000 Weekday Home-Based Shop (Other) Trips by Time at Trip Origin

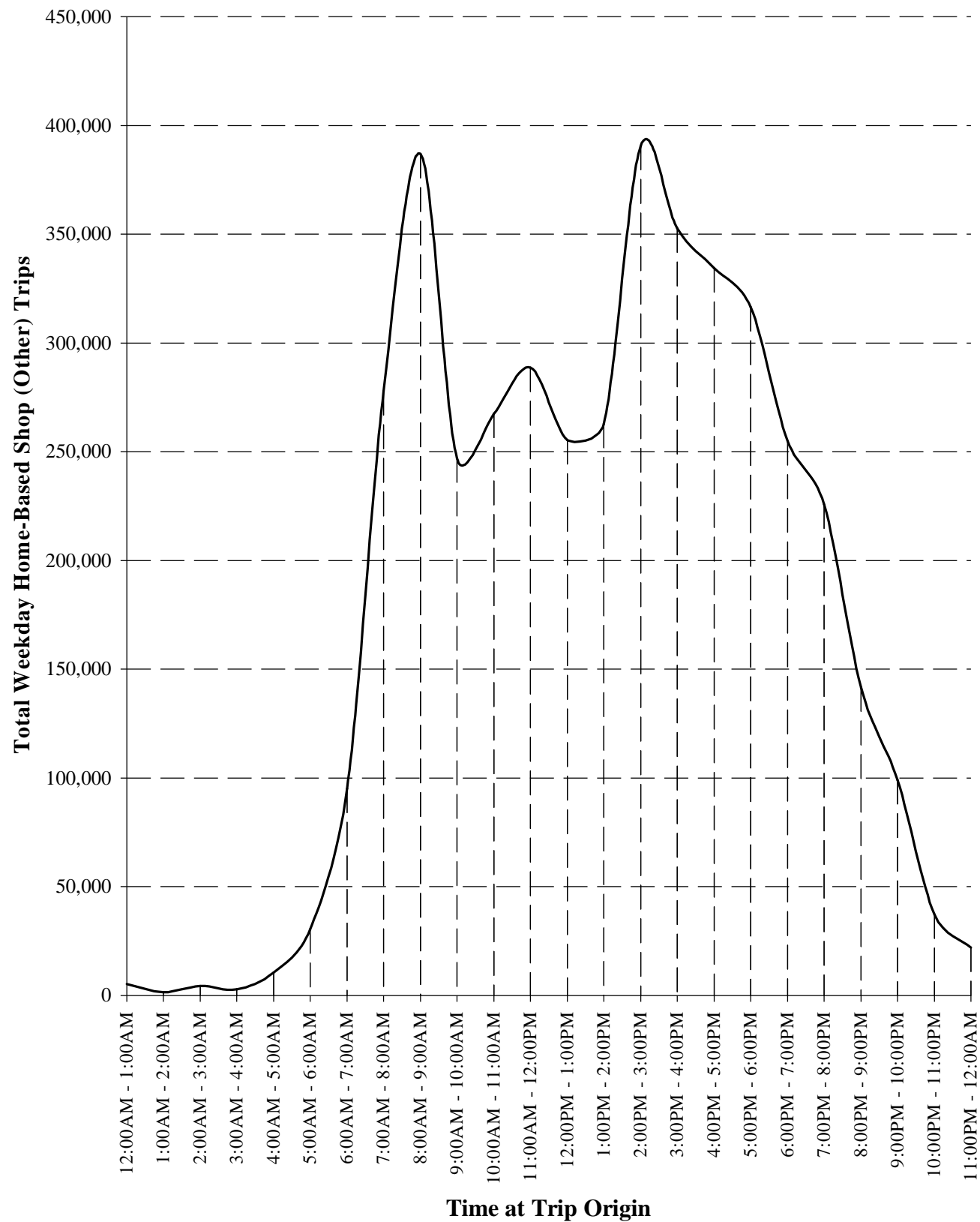


Figure 2.3.4
2000 Weekday Home-Based Social/Recreational Trips by Time at Trip Origin

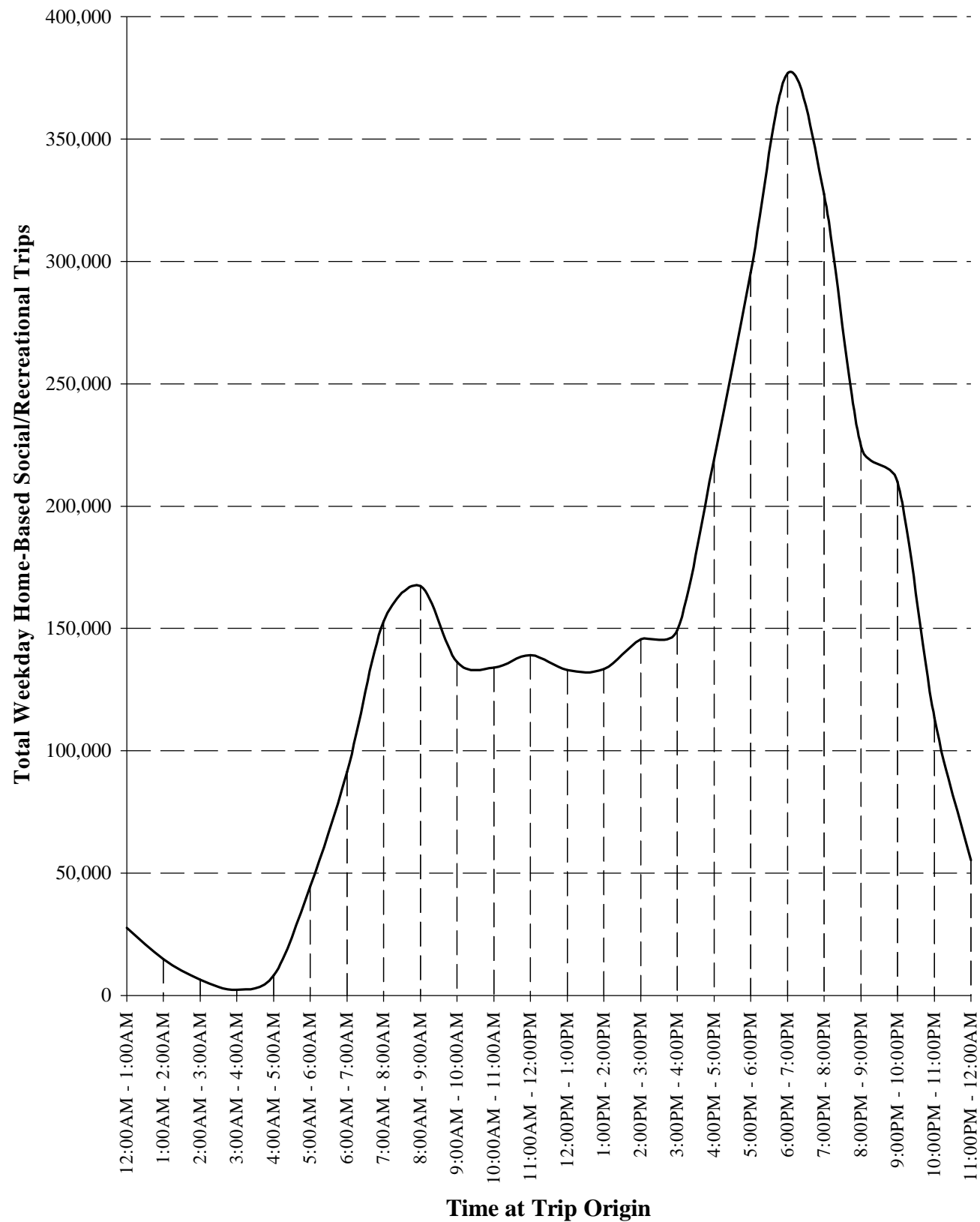


Figure 2.3.5
2000 Weekday Home-Based School Trips by Time at Trip Origin

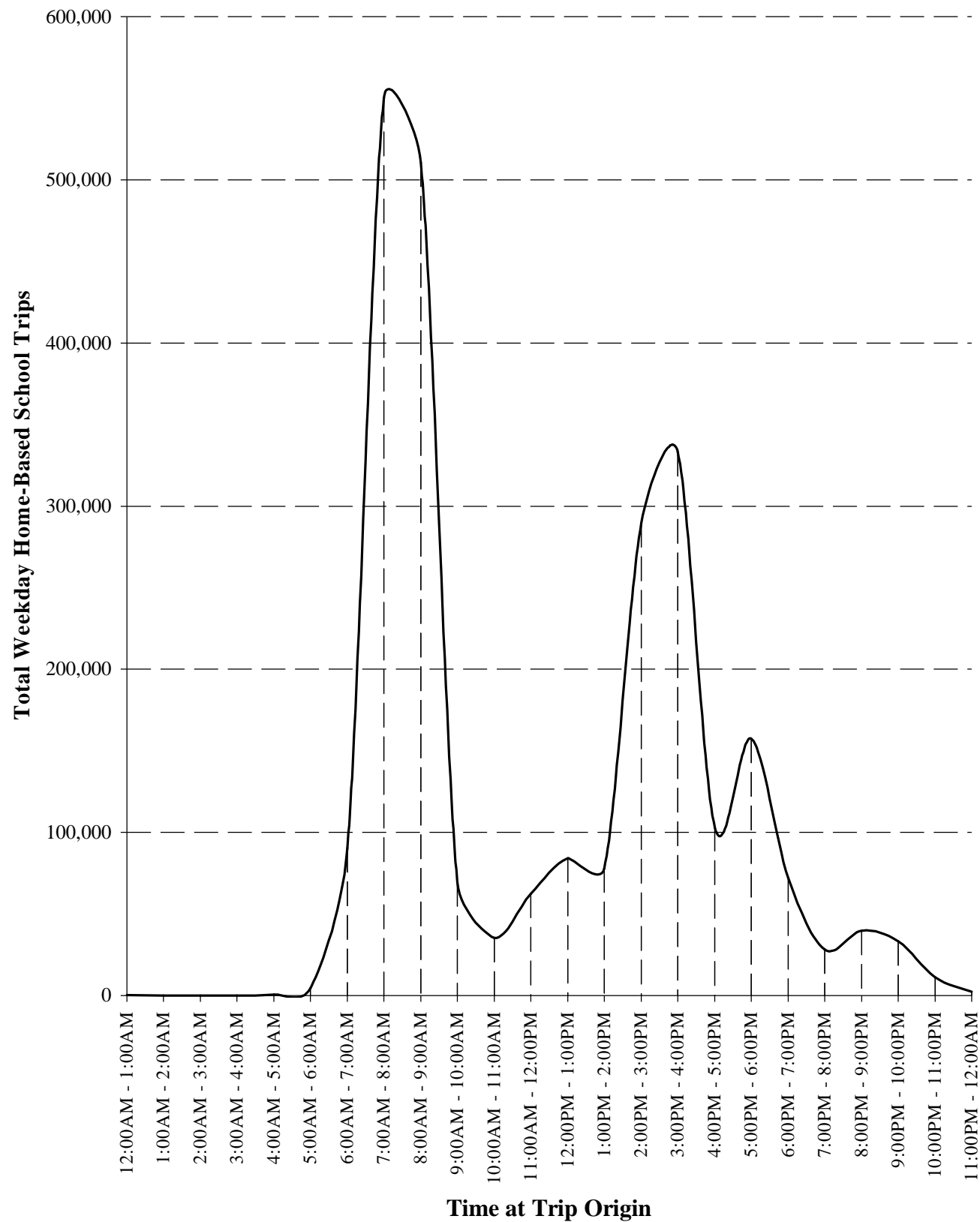


Figure 2.3.6
2000 Weekday Non-Home-Based Trips by Time at Trip Origin

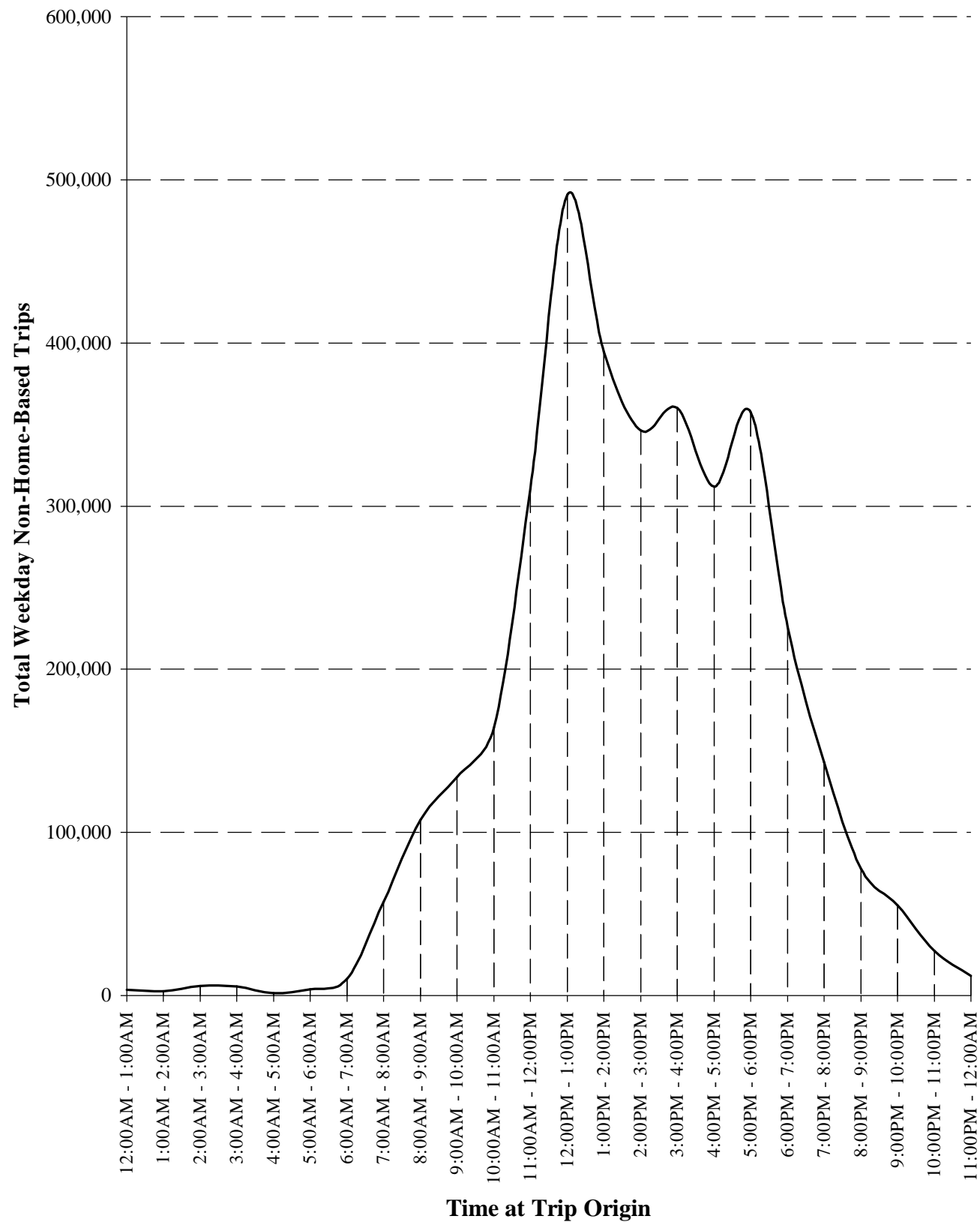
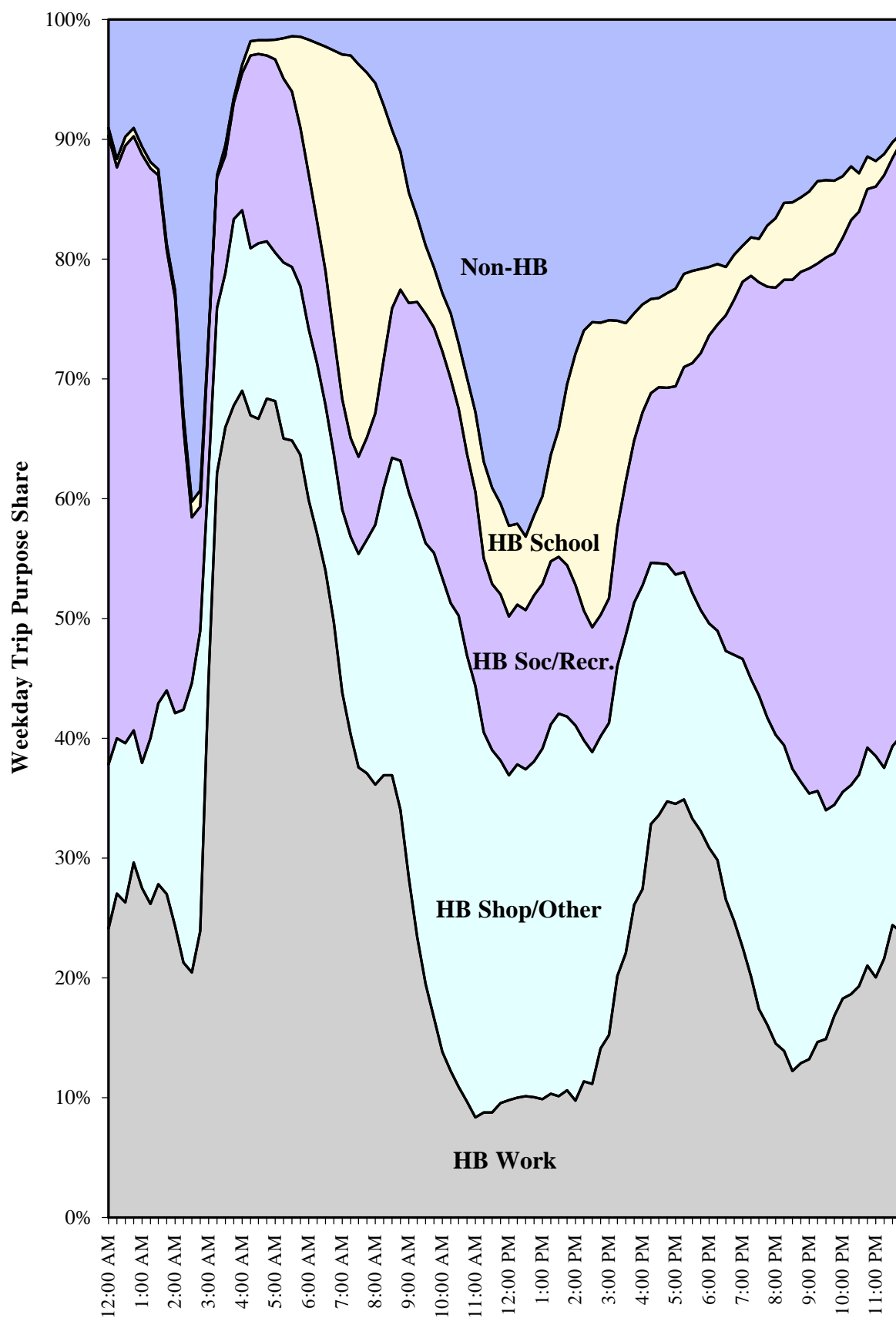


Figure 2.3.7
Weekday Trips in Motion by Trip Purpose Share by Time of Day



2.4 Reported Trip Duration by Trip Purpose and Travel Mode

Trip durations from the 2000 household survey are discussed in this section. Durations are reported by trip purpose and travel mode and were calculated based on the reported start and end time information provided by respondents.

BATS2000 survey participants were asked to record the start and end time of each activity pursued over a two-day period. Similar to other survey respondents, BATS2000 participants tended to round reported start and end times to the nearest fifteen-minute interval. For example, rather than reporting a trip beginning at 7:37pm and ending at 10:08pm, a respondent might prefer to say that she/he began her/his trip at 7:45pm and arrived at her/his destination at 10:15pm. The table below outlines this trend in the BATS2000 survey and compares the reported start and end times to those recorded in the year 2001 National Household Travel Survey (NHTS) sponsored by the Bureau of Transportation Statistics and the Federal Highway Administration (U.S. Department of Transportation, 2004).

Starting Minute	NHTS Trips (unweighted)	Percent of Trips	Cumulative Percent of Trips	Bay Area Trips (unweighted)	Percent of Trips	Cumulative Percent of Trips
00	140,523	21.9%	21.9%	54,492	23.8%	23.8%
15	52,892	8.2%	30.1%	18,262	8.0%	31.8%
30	119,947	18.7%	48.7%	46,078	20.1%	51.9%
45	53,207	8.3%	57.0%	19,873	8.7%	60.6%
Other	275,723	42.9%	99.9%	59,595	26.0%	86.6%
Unknown	656	0.1%	100.0%	30,622	13.4%	100.0%
Total	642,948	100.0%		228,922	100.0%	

NHTS Source: U.S. Department of Transportation, 2004.

The table above shows that 57.0% of NHTS respondents and 60.6% of BATS2000 participants reported start times beginning either on the hour, quarter hour, half hour, or three quarters past the hour.

Trip durations calculated from the 2000 survey are outlined in the table below. This duration distribution is for all intraregional travel in the Bay Area (weekday, Saturday, and Sunday trips).

Reported Trip Duration	Number of Trips	Percent of Total
5 minutes	4,989,433	8.3%
10 minutes	6,989,046	11.6%
15 minutes	9,188,434	15.3%
20 minutes	4,270,473	7.1%
25 minutes	1,904,092	3.2%
30 minutes	6,917,934	11.5%
35 minutes	1,036,094	1.7%
40 minutes	1,115,368	1.9%
45 minutes	2,319,225	3.9%
50 minutes	754,872	1.3%
55 minutes	375,621	0.6%
60 minutes	2,399,793	4.0%
Sub-Total	42,260,385	70.4%
All Other Times	9,941,787	16.6%
Unknown Duration	7,851,156	13.1%
TOTAL	60,053,328	100.0%

Since respondents tend to report start and end times on the hour, quarter hour, half hour, or three quarters past the hour, it follows that a number of trip durations will be in increments of fifteen minutes. The table above shows that nearly 35% of trips (20.8 million) have durations of 15, 30, 45, or 60 minutes. The table also shows the tendency of respondents to report trip durations to the nearest five minute interval. The most common trip duration in the 2000 household survey is fifteen minutes (15.3% of trips). Just more than 70% of trips have a duration of one hour or less (rounded to the nearest five minutes), and 57% of trips are thirty minutes or less (5, 10, 15, 20, 25, 30).

Weekday Trips

Average trip durations for weekday intraregional trips are shown in Table 2.4.1 by trip purpose and travel mode. The average duration for all trips is 32.4 minutes. The longest average travel time is 38.1 minutes for home-based work trips, and the shortest average travel time is for home-based school trips at 24.4 minutes.

The average travel time for vehicle drivers for all trip purposes is 32.7 minutes. Vehicle drivers spend the most time getting to and from work. The average commute time for home-based work

trips by this mode is 35.4 minutes. Vehicle passengers follow a similar trend and spend the most time (36.6 minutes) commuting to and from work.

For all trip purposes, the average transit trip takes approximately one hour. The average home-based work trip by transit is just over an hour long at 61.3 minutes. Home-based school trips have the shortest average transit travel time of 51.9 minutes.

Bicycle trips in the Bay Area have an average duration of half an hour. The shortest bike trip is between home and school (16.9 minutes). Surprisingly, the longest bike trip is for home-based shop (other) trips at 47.1 minutes. At first glance this appears to be counterintuitive. It seems that shopping trips would be the most difficult to accomplish on a bicycle since the rider would have to carry their purchases with them on the return trip. However, considering the other purposes included in the shop (other) category and the fact that not all shopping trips include bulky purchases, this could be a reasonable result. Additional purposes in the shop (other) category include trips to the barber or hairdresser, banking and government services, medical appointments, and all other purposes not falling into one of the predefined survey categories.

The average walk trip in the Bay Area has a duration of 23.3 minutes. This corresponds well with typical values associated with pedestrian walking speeds and distance limitations. The average pedestrian walks at a rate of 3 to 4 ft/s. In fact, pedestrian signals are generally designed for a walking speed of 3.5 ft/s (Zegeer et al., 2002). Planners typically assume that an individual will not walk more than one mile away from their origin. At a rate of 4 ft/s, a person could walk a mile in about 22 minutes. At 3ft/s, a mile could be covered in a little over 29 minutes. Therefore, the average walk time of 23.3 minutes seems quite appropriate.

Table 2.4.2 shows the distribution of weekday trip durations by trip purpose and is separated into three parts. The first section reports the weighted and expanded number of trips within each duration category by trip purpose. The second shows the percent of total trips occurring in each travel time interval, and the final section of Table 2.4.2 shows the cumulative percent of total trips by purpose across travel time intervals.

A review of Table 2.4.2 shows that 57.0% of home-based work trips have durations of 30 minutes or less, and 20.9% are between 40.1 and 60.0 minutes long. Nearly 4% of home-based work trips in the Bay Area are more than an hour and a half long. Just over 38% of home-based shop (other) trips occur within 15 minutes of the home location, and nearly 60% are within a 30-minute travel time from home. For weekday travel, home-based social/recreational trips show an even higher propensity for being located near the home. Almost 72% of weekday home-based social/recreational trips are within 30 minutes of the home location. Nearly 32% of home-based school trips have a travel time less than or equal to 10 minutes. At the fifteen-minute mark, 53.6% of home-based school trips are captured. Non-home-based trips have the highest number of unknown travel times at 22.5%. Of the non-home-based trips with reported start and end times, Table 2.4.2 shows that 54.1% have travel times of 30 minutes or less, and 62.2% have durations of 45 minutes or less.

Figure 2.4.1 is the graphic version of Table 2.4.2. It provides the frequency distribution of weekday trips by duration and trip purpose. The spiky nature of this figure is due to the

tendency of respondents to report start and end times on the hour, quarter hour, half hour, and three quarters past the hour and to round start and end times to the nearest five minutes. From this figure, it is easy to see that the majority of trips for all purposes have a duration less than or equal to 30 minutes.

Table 2.4.3 and Figures 2.4.2 through 2.4.7 explore the relationship between trip duration and travel mode. Similar to Table 2.4.2, Table 2.4.3 is broken into three sections reporting the number of weekday trips by duration and mode, the percent of total trips, and the cumulative percent of trips. The most interesting patterns in this table are for transit, bike, and walk modes. Table 2.4.3 indicates that 54.1% of trips made by transit are between 25.1 and 60.0 minutes long. Nearly 12% of transit trips are more than 90 minutes long. Only a small percentage (5.7%) have durations of 15 minutes or less. Conversely, the majority of bicycle and walk trips have travel times less than or equal to 20 minutes (53.4% and 59.2%, respectively).

Figures 2.4.2 through 2.4.7 show graphically the information contained in Table 2.4.3. Figures 2.4.5 and 2.4.6 clearly show that the majority of bike and walk trips have durations of less than 30 minutes while Figure 2.4.4 displays the high travel times for trips made by transit. Vehicle driver and passenger trips are provided in Figures 2.4.2 and 2.4.3. Trips by these modes are most often within a travel time of 30 minutes.

Weekend Trips

Trip durations by purpose and by mode for weekend travel are discussed in this section, and relevant tables are included in Appendices E and F.

Table 2.4.1E outlines average trip durations for Saturday trips by travel mode and trip purpose. The average travel time for trips on Saturday is 32.8 minutes, which is slightly higher than the average weekday trip duration. The average trip duration for vehicle drivers on Saturday is smaller than the weekday value (31.8 minutes for vehicle drivers on Saturday versus 32.7 minutes for vehicle drivers on the average weekday). However, travel time for vehicle persons increases from 30.9 minutes on the weekday to 32.5 minutes on Saturday.

A significant difference between weekday and Saturday travel is the increase in the average travel time for home-based social/recreational trips made by transit. On the average weekday, the average home-based social/recreational transit trip is just over an hour long (61.8 minutes). On Saturday, the travel time for home-based social/recreational trips by transit is 83.2 minutes. This reflects an additional 21 minutes individuals are willing to spend for social/recreational transit trips on Saturday.

Another interesting difference between weekday and Saturday trips is for the bicycle mode. While many of the bicycle categories on Saturday do not have a sufficient number of bicycle trips, a comparison can be made between the average duration of bike trips by all purposes on weekdays and Saturday. The average bicycle trip on Saturday is almost 9 minutes longer than the average weekday bicycle trip. Surprisingly, the duration of home-based social/recreational bicycle trips decreases on Saturday to an average of 23.2 minutes (compared to 30.4 minutes on the average weekday). This could be attributed to individuals pursuing longer bike trips during

the weekday as part of an exercise routine that may come to a halt on Saturdays. However, further investigation of this trend is necessary.

Walk trips have slightly longer durations on Saturday than on the weekday. Travel times for walking by all purposes increases from 23.3 minutes on the weekday to 25.3 minutes on Saturday. Finally, it is interesting to note that for all trip purposes except home-based work trips, travel times increase on Saturday as compared to the weekday.

Trip durations by mode and purpose for Sunday travel are provided in Table 2.4.1F. The average travel time for Sunday trips is 31.8 minutes. Similar to Saturday trips, Sunday trips display a shift in travel times for vehicle drivers and passengers. While the average travel time for vehicle persons on Sunday is comparable to the average time on the weekday (30.5 minutes on Sunday versus 30.9 minutes on the weekday), vehicle drivers spend less time driving on Sunday and vehicle passengers spend more time in cars on Sunday. The average trip duration for Sunday vehicle driver trips is 29.7 minutes, whereas the weekday average is 32.7 minutes. Vehicle passenger trips on Sunday average 31.7 minutes while 27.1 minutes is the weekday average for vehicle passengers.

Similar to Saturday travel, the duration of home-based social/recreational trips made by transit increases from 61.8 minutes on the weekday to 75.9 minutes on Sunday. Average transit travel time for all purposes also increases significantly from 60.1 minutes during the week to 69.3 minutes on Sunday.

Table 2.4.1F shows an interesting trend for bicycle and walk trips pursued on Sunday. The average duration of bike trips by all purposes on Sunday is 47.0 minutes (the average bike trip during the week is 31.7 minutes). Walk trips on Sunday average 30.9 minutes as compared to 23.3 minutes on the average weekday. Both results are intuitive and reflect the fact that individuals are able to pursue activities at a more leisurely pace and by alternative modes when not restricted by the rigor of the typical weekday work routine.

In addition to comparing Saturday and Sunday trips to weekday trips, it is also interesting to note the differences in travel times between Saturday and Sunday trips by purpose and by mode using the results provided in Tables 2.4.1E and 2.4.1F.

Trips made by vehicle drivers and passengers are longer on Saturday than on Sunday. Vehicle persons spend an average of 32.5 minutes traveling on Saturday as opposed to 30.5 minutes on Sunday. This difference is most pronounced for home-based shop (other) trips. Vehicle persons spend 35.2 minutes on home-based shop (other) trips on Saturday but only 31.4 minutes on Sunday.

Another notable difference between Saturday and Sunday travel is for person commuters. Recall that person commuters represent vehicle drivers, vehicle passengers, and transit passengers. For all purposes except home-based work trips, persons traveling in private vehicles and/or by transit spend more time making trips on Saturday than they do on Sunday.

Bicycle trips on Sunday tend to be longer than those made on Saturday (47.0 minutes versus 40.6 minutes). Walk trips follow the same pattern and tend to be longer on Sunday. The average Saturday walk trip is 25.3 minutes while the average walk trip on Sunday is 30.9 minutes.

Tables 2.4.2E and 2.4.2F detail trip durations for Saturday and Sunday trips by trip purpose. Similar to Table 2.4.2 for weekday travel, these two tables are divided into three sections: number of regional trips, percent of total trips, and cumulative percent of trips. The frequency distribution of trip durations for weekend trips is quite similar to that of weekday trips.

One interesting generalization can be made when comparing weekend work trips based on the regional number of trips provided in Tables 2.4.2E and 2.4.2F. If it can be assumed that the same individuals are making the same work commutes on Saturday and Sunday as during the week (i.e., workers who travel 30 minutes to get to work on the average weekday also travel 30 minutes to get to work on Saturday and Sunday), then work trips made on Saturday and Sunday can be characterized as follows. Employed individuals working on the weekend are more likely to make home-based work trips with durations of 30 minutes or less on Saturday and to make work trips with durations greater than 30 minutes on Sunday. In making this statement, one must consider a few key points regarding home-based work trips on the weekend. First, the commute between work and home on a weekend day may or may not be the same as the weekday home-based work commute. In some cases it will be longer, and in others it will be shorter. Additionally, some people work during the weekend and not during the week or they have shifts that span the weekend or a weekend day, so these weekend work trips are part of their usual schedule and do not reflect additional work taking place on the weekend (overtime work).

The frequency distribution of trip durations on Saturday and Sunday by trip purpose is displayed graphically in Figures 2.4.1E and 2.4.1F. The same trends found on the weekday are evident in the figures for Saturday and Sunday travel. The majority of trips have durations of 30 minutes or less. The figures also display the same spiky nature due to the respondent's tendency to round travel times to the nearest five minutes and to report start and end times on the hour, quarter hour, half hour, and three quarters past the hour.

Tables 2.4.3E and 2.4.3F provide the frequency distribution of trip durations on Saturday and Sunday by travel mode. Barring a few differences, these tables indicate that trip durations by travel mode for weekend days follow a similar trend to that of weekdays. For travel on Saturday and Sunday, at least half of trips for all travel by all modes except transit have travel times of half an hour or less. This result parallels weekday findings for duration by mode.

Weekend transit trips have longer durations than travel by all other modes (as was found on the average weekday). However, transit trips on Saturday and Sunday tend to have even longer durations than weekday transit trips. Table 2.4.3E shows that two thirds of Saturday trips by transit have durations greater than 30 minutes. The most common travel time for transit trips on Saturday was an hour and a half or more (14.8% of transit trips reported durations greater than or equal to 90 minutes). Table 2.4.3F indicates that this trend is even more pronounced on Sunday with 22.2% of transit trips having durations greater than or equal to 90 minutes. This result implies that individuals are more likely to take longer distance transit trips over the weekend, with a preference of doing so on Sunday rather than Saturday.

During the weekend, walk and bicycle trips also tend to have longer durations than on a typical weekday. On the weekday, 13.9% of bicycle trips have durations longer than 45 minutes (see Table 2.4.3). Tables 2.4.3E and 2.4.3F show that the shares of weekend bike trips longer than 45 minutes is nearly double the weekday value at 23.0% on both Saturday and Sunday. Walking trips over the weekend follow the same pattern, though the differences are not quite as stark. On the average weekday, slightly less than 10% of walk trips are longer than 45 minutes. The weekend shares are higher with 12.1% of Saturday walk trips having durations longer than 45 minutes and 12.6% of Sunday walk trips with travel times greater than 45 minutes. The graphical versions of the information contained in Tables 2.4.3E and 2.4.3F are provided in Figures 2.4.2E through 2.4.7E and 2.4.2F through 2.4.7F. These figures show trip duration shares for each travel mode on Saturday and Sunday.

Table 2.4.1**2000 Regional Weekday Reported Trip Duration (in Minutes) by Purpose and Mode**

Mode	Home-Based Work	Home-Based Shop (Other)	Home-Based Social/Rec.	Home-Based School	Non-Home- Based	Total Purposes
Vehicle Driver	35.4	31.4	28.1	26.0	34.6	32.7
Vehicle Passenger	36.6	32.5	26.4	19.3	30.5	27.1
<i>Vehicle Persons</i>	<i>35.5</i>	<i>31.7</i>	<i>27.3</i>	<i>20.9</i>	<i>33.4</i>	<i>30.9</i>
Transit Passenger	61.3	67.2	61.8	51.9	58.1	60.1
<i>Person Commuter</i>	<i>38.8</i>	<i>33.2</i>	<i>29.1</i>	<i>24.5</i>	<i>34.8</i>	<i>33.2</i>
School Bus	NA	NA	NA	38.0	NA	38.0
Bicycle	28.6	47.1	30.4	16.9	29.9	31.7
Walk	21.4	34.4	20.7	18.9	18.8	23.3
Other	39.0	61.7	37.0	34.2	39.9	43.6
<i>Total Modes</i>	<i>38.1</i>	<i>33.9</i>	<i>28.3</i>	<i>24.4</i>	<i>32.8</i>	<i>32.4</i>

Table 2.4.2**2000 Regional Weekday Trip Duration Frequency Distribution by Trip Purpose***Number of Regional Trips*

Travel Time	Home-Based Work	Home-Based Shop (Other)	Home-Based Social/Rec.	Home-Based School	Non-Home- Based	Total Purposes
0 - 5 minutes	208,127	566,509	456,499	362,854	491,318	2,085,307
5.1 - 10.0 minutes	337,765	710,453	573,942	457,182	542,319	2,621,661
10.1 - 15.0 minutes	644,522	786,956	702,440	561,741	615,327	3,310,986
15.1 - 20.0 minutes	390,583	374,832	309,571	230,411	302,503	1,607,900
20.1 - 25.0 minutes	233,174	203,063	125,661	134,930	155,470	852,298
25.1 - 30.0 minutes	804,964	535,920	423,764	286,855	412,094	2,463,597
30.1 - 35.0 minutes	178,026	97,374	63,327	74,819	99,244	512,790
35.1 - 40.0 minutes	199,024	112,905	76,811	81,682	108,043	578,465
40.1 - 45.0 minutes	380,647	174,478	125,317	102,146	172,399	954,987
45.1 - 50.0 minutes	137,884	71,878	44,854	36,678	62,765	354,059
50.1 - 55.0 minutes	72,223	39,667	21,557	16,160	36,850	186,457
55.1 - 60.0 minutes	371,538	182,809	120,343	80,151	178,357	933,198
60.1 - 65.0 minutes	54,530	24,057	14,078	14,313	33,698	140,676
65.1 - 70.0 minutes	59,633	30,660	17,747	11,284	38,874	158,198
70.1 - 75.0 minutes	117,291	56,540	43,697	18,121	68,830	304,479
75.1 - 80.0 minutes	46,897	21,700	11,819	8,392	28,740	117,547
80.1 - 85.0 minutes	19,606	11,127	7,559	6,156	15,157	59,605
85.0 - 90.0 minutes	110,855	71,540	40,892	19,946	63,398	306,631
> 90.0 minutes	179,315	238,989	128,482	51,504	184,053	782,343
Unknown Duration	52,270	1,034,151	314,101	23,929	1,048,796	2,473,246
TOTAL	4,598,874	5,345,607	3,622,461	2,579,254	4,658,233	20,804,429

Table 2.4.2 (continued)**2000 Regional Weekday Trip Duration Frequency Distribution by Trip Purpose***Percent of Total Trips*

Travel Time	Home-Based Work	Home-Based Shop (Other)	Home-Based Social/Rec.	Home-Based School	Non-Home- Based	Total Purposes
0 - 5 minutes	4.5%	10.6%	12.6%	14.1%	10.5%	10.0%
5.1 - 10.0 minutes	7.3%	13.3%	15.8%	17.7%	11.6%	12.6%
10.1 - 15.0 minutes	14.0%	14.7%	19.4%	21.8%	13.2%	15.9%
15.1 - 20.0 minutes	8.5%	7.0%	8.5%	8.9%	6.5%	7.7%
20.1 - 25.0 minutes	5.1%	3.8%	3.5%	5.2%	3.3%	4.1%
25.1 - 30.0 minutes	17.5%	10.0%	11.7%	11.1%	8.8%	11.8%
30.1 - 35.0 minutes	3.9%	1.8%	1.7%	2.9%	2.1%	2.5%
35.1 - 40.0 minutes	4.3%	2.1%	2.1%	3.2%	2.3%	2.8%
40.1 - 45.0 minutes	8.3%	3.3%	3.5%	4.0%	3.7%	4.6%
45.1 - 50.0 minutes	3.0%	1.3%	1.2%	1.4%	1.3%	1.7%
50.1 - 55.0 minutes	1.6%	0.7%	0.6%	0.6%	0.8%	0.9%
55.1 - 60.0 minutes	8.1%	3.4%	3.3%	3.1%	3.8%	4.5%
60.1 - 65.0 minutes	1.2%	0.5%	0.4%	0.6%	0.7%	0.7%
65.1 - 70.0 minutes	1.3%	0.6%	0.5%	0.4%	0.8%	0.8%
70.1 - 75.0 minutes	2.6%	1.1%	1.2%	0.7%	1.5%	1.5%
75.1 - 80.0 minutes	1.0%	0.4%	0.3%	0.3%	0.6%	0.6%
80.1 - 85.0 minutes	0.4%	0.2%	0.2%	0.2%	0.3%	0.3%
85.0 - 90.0 minutes	2.4%	1.3%	1.1%	0.8%	1.4%	1.5%
> 90.0 minutes	3.9%	4.5%	3.5%	2.0%	4.0%	3.8%
Unknown Duration	1.1%	19.3%	8.7%	0.9%	22.5%	11.9%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 2.4.2 (continued)**2000 Regional Weekday Trip Duration Frequency Distribution by Trip Purpose***Cumulative Percent of Total Trips*

Travel Time	Home-Based Work	Home-Based Shop (Other)	Home-Based Social/Rec.	Home-Based School	Non-Home- Based	Total Purposes
0 - 5 minutes	4.5%	10.6%	12.6%	14.1%	10.5%	10.0%
5.1 - 10.0 minutes	11.9%	23.9%	28.4%	31.8%	22.2%	22.6%
10.1 - 15.0 minutes	25.9%	38.6%	47.8%	53.6%	35.4%	38.5%
15.1 - 20.0 minutes	34.4%	45.6%	56.4%	62.5%	41.9%	46.3%
20.1 - 25.0 minutes	39.4%	49.4%	59.9%	67.7%	45.2%	50.4%
25.1 - 30.0 minutes	57.0%	59.4%	71.6%	78.9%	54.1%	62.2%
30.1 - 35.0 minutes	60.8%	61.3%	73.3%	81.8%	56.2%	64.7%
35.1 - 40.0 minutes	65.2%	63.4%	75.4%	84.9%	58.5%	67.5%
40.1 - 45.0 minutes	73.4%	66.6%	78.9%	88.9%	62.2%	72.0%
45.1 - 50.0 minutes	76.4%	68.0%	80.1%	90.3%	63.6%	73.7%
50.1 - 55.0 minutes	78.0%	68.7%	80.7%	90.9%	64.4%	74.6%
55.1 - 60.0 minutes	86.1%	72.1%	84.0%	94.0%	68.2%	79.1%
60.1 - 65.0 minutes	87.3%	72.6%	84.4%	94.6%	68.9%	79.8%
65.1 - 70.0 minutes	88.6%	73.2%	84.9%	95.0%	69.8%	80.6%
70.1 - 75.0 minutes	91.1%	74.2%	86.1%	95.7%	71.2%	82.0%
75.1 - 80.0 minutes	92.1%	74.6%	86.4%	96.1%	71.8%	82.6%
80.1 - 85.0 minutes	92.6%	74.8%	86.7%	96.3%	72.2%	82.9%
85.0 - 90.0 minutes	95.0%	76.2%	87.8%	97.1%	73.5%	84.4%
> 90.0 minutes	98.9%	80.7%	91.3%	99.1%	77.5%	88.1%
Unknown Duration	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Figure 2.4.1

Trip Duration Frequency Distribution - Weekday Trips by Trip Purpose

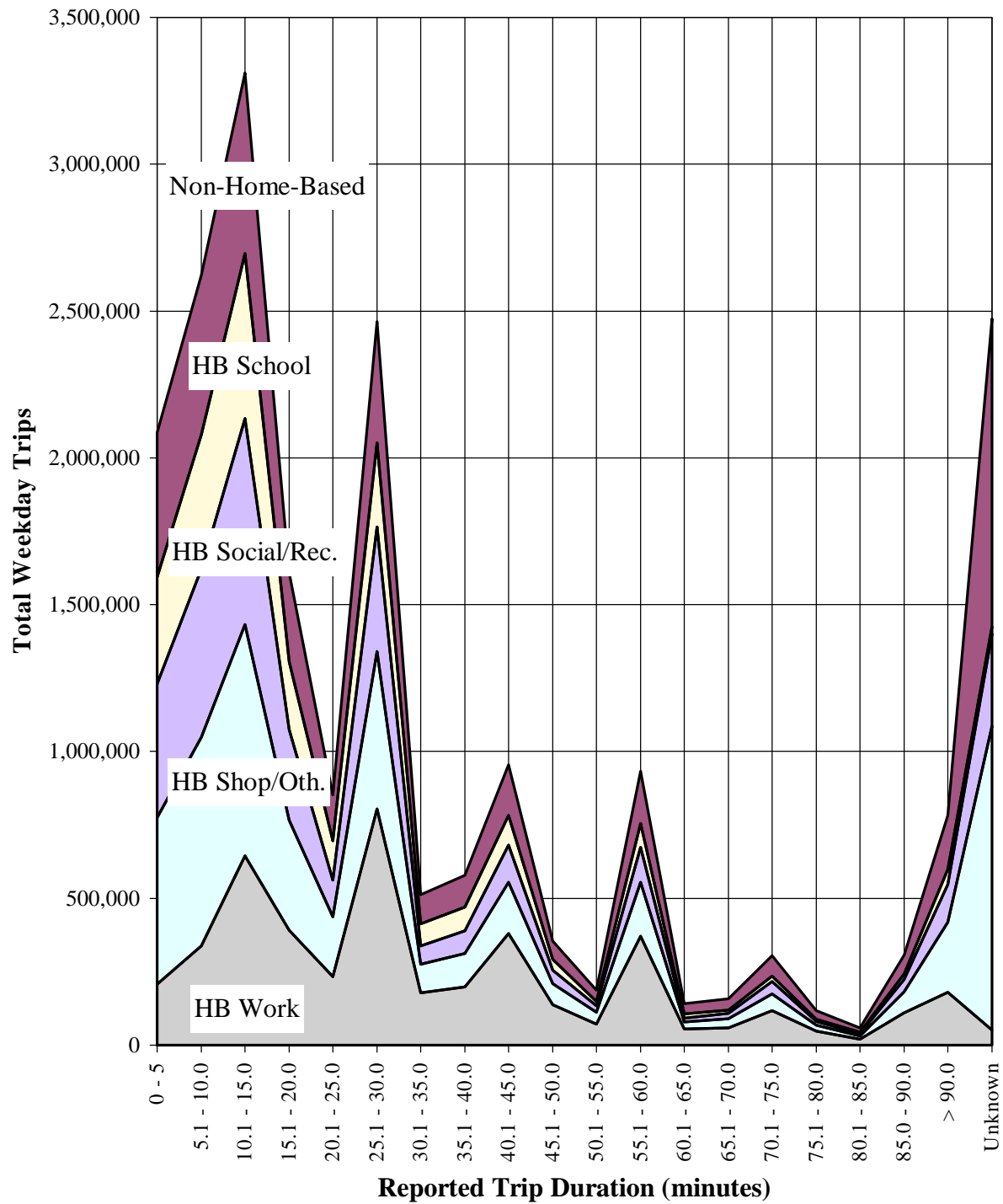


Table 2.4.3**2000 Regional Weekday Trip Duration Frequency Distribution by Travel Mode***Number of Regional Trips*

Travel Time	Vehicle Driver	Vehicle Passenger	Transit Passenger	Bicycle	Walk	Other	Total Purposes
0 - 5 minutes	986,930	616,069	18,748	23,034	425,621	14,905	2,085,306
5.1 - 10.0 minutes	1,361,264	836,853	16,750	48,630	339,163	19,001	2,621,661
10.1 - 15.0 minutes	1,790,243	1,009,838	37,882	60,992	365,200	46,831	3,310,987
15.1 - 20.0 minutes	939,693	421,527	37,290	29,788	139,724	39,879	1,607,901
20.1 - 25.0 minutes	494,789	209,001	37,517	11,113	76,984	22,892	852,297
25.1 - 30.0 minutes	1,443,124	552,790	185,901	36,014	178,268	67,499	2,463,596
30.1 - 35.0 minutes	305,472	102,075	46,848	5,442	24,207	28,747	512,790
35.1 - 40.0 minutes	329,623	118,692	70,340	3,302	36,884	19,624	578,465
40.1 - 45.0 minutes	553,054	177,133	133,573	13,624	45,610	31,993	954,986
45.1 - 50.0 minutes	208,555	58,937	54,484	3,765	18,323	9,996	354,059
50.1 - 55.0 minutes	110,840	26,140	30,973	1,920	11,304	5,279	186,457
55.1 - 60.0 minutes	519,328	136,298	170,556	12,485	70,023	24,508	933,198
60.1 - 65.0 minutes	73,397	20,525	38,196	651	4,603	3,303	140,675
65.1 - 70.0 minutes	87,049	28,211	28,932	1,179	11,031	1,796	158,197
70.1 - 75.0 minutes	168,433	44,878	64,496	1,882	16,954	7,838	304,480
75.1 - 80.0 minutes	56,115	19,363	32,337	740	6,317	2,674	117,547
80.1 - 85.0 minutes	30,460	9,151	15,690	486	1,566	2,251	59,604
85.0 - 90.0 minutes	144,150	39,547	76,726	5,614	18,815	21,779	306,631
> 90.0 minutes	402,419	148,133	152,769	13,375	49,881	15,767	782,343
Unknown Duration	1,546,247	518,564	29,581	29,926	305,954	42,975	2,473,246
TOTAL	11,551,184	5,093,726	1,279,588	303,961	2,146,433	429,537	20,804,429

Table 2.4.3 (continued)**2000 Regional Weekday Trip Duration Frequency Distribution by Travel Mode***Percent of Total Trips*

Travel Time	Vehicle Driver	Vehicle Passenger	Transit Passenger	Bicycle	Walk	Other	Total Purposes
0 - 5 minutes	8.5%	12.1%	1.5%	7.6%	19.8%	3.5%	10.0%
5.1 - 10.0 minutes	11.8%	16.4%	1.3%	16.0%	15.8%	4.4%	12.6%
10.1 - 15.0 minutes	15.5%	19.8%	3.0%	20.1%	17.0%	10.9%	15.9%
15.1 - 20.0 minutes	8.1%	8.3%	2.9%	9.8%	6.5%	9.3%	7.7%
20.1 - 25.0 minutes	4.3%	4.1%	2.9%	3.7%	3.6%	5.3%	4.1%
25.1 - 30.0 minutes	12.5%	10.9%	14.5%	11.8%	8.3%	15.7%	11.8%
30.1 - 35.0 minutes	2.6%	2.0%	3.7%	1.8%	1.1%	6.7%	2.5%
35.1 - 40.0 minutes	2.9%	2.3%	5.5%	1.1%	1.7%	4.6%	2.8%
40.1 - 45.0 minutes	4.8%	3.5%	10.4%	4.5%	2.1%	7.4%	4.6%
45.1 - 50.0 minutes	1.8%	1.2%	4.3%	1.2%	0.9%	2.3%	1.7%
50.1 - 55.0 minutes	1.0%	0.5%	2.4%	0.6%	0.5%	1.2%	0.9%
55.1 - 60.0 minutes	4.5%	2.7%	13.3%	4.1%	3.3%	5.7%	4.5%
60.1 - 65.0 minutes	0.6%	0.4%	3.0%	0.2%	0.2%	0.8%	0.7%
65.1 - 70.0 minutes	0.8%	0.6%	2.3%	0.4%	0.5%	0.4%	0.8%
70.1 - 75.0 minutes	1.5%	0.9%	5.0%	0.6%	0.8%	1.8%	1.5%
75.1 - 80.0 minutes	0.5%	0.4%	2.5%	0.2%	0.3%	0.6%	0.6%
80.1 - 85.0 minutes	0.3%	0.2%	1.2%	0.2%	0.1%	0.5%	0.3%
85.0 - 90.0 minutes	1.2%	0.8%	6.0%	1.8%	0.9%	5.1%	1.5%
> 90.0 minutes	3.5%	2.9%	11.9%	4.4%	2.3%	3.7%	3.8%
Unknown Duration	13.4%	10.2%	2.3%	9.8%	14.3%	10.0%	11.9%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 2.4.3 (continued)**2000 Regional Weekday Trip Duration Frequency Distribution by Travel Mode***Cumulative Percent of Total Trips*

Travel Time	Vehicle Driver	Vehicle Passenger	Transit Passenger	Bicycle	Walk	Other	Total Purposes
0 - 5 minutes	8.5%	12.1%	1.5%	7.6%	19.8%	3.5%	10.0%
5.1 - 10.0 minutes	20.3%	28.5%	2.8%	23.6%	35.6%	7.9%	22.6%
10.1 - 15.0 minutes	35.8%	48.3%	5.7%	43.6%	52.6%	18.8%	38.5%
15.1 - 20.0 minutes	44.0%	56.6%	8.6%	53.4%	59.2%	28.1%	46.3%
20.1 - 25.0 minutes	48.2%	60.7%	11.6%	57.1%	62.7%	33.4%	50.4%
25.1 - 30.0 minutes	60.7%	71.6%	26.1%	68.9%	71.0%	49.1%	62.2%
30.1 - 35.0 minutes	63.4%	73.6%	29.8%	70.7%	72.2%	55.8%	64.7%
35.1 - 40.0 minutes	66.2%	75.9%	35.3%	71.8%	73.9%	60.4%	67.5%
40.1 - 45.0 minutes	71.0%	79.4%	45.7%	76.3%	76.0%	67.8%	72.0%
45.1 - 50.0 minutes	72.8%	80.5%	50.0%	77.5%	76.9%	70.2%	73.7%
50.1 - 55.0 minutes	73.8%	81.1%	52.4%	78.2%	77.4%	71.4%	74.6%
55.1 - 60.0 minutes	78.3%	83.7%	65.7%	82.3%	80.7%	77.1%	79.1%
60.1 - 65.0 minutes	78.9%	84.1%	68.7%	82.5%	80.9%	77.9%	79.8%
65.1 - 70.0 minutes	79.7%	84.7%	71.0%	82.9%	81.4%	78.3%	80.6%
70.1 - 75.0 minutes	81.1%	85.6%	76.0%	83.5%	82.2%	80.1%	82.0%
75.1 - 80.0 minutes	81.6%	86.0%	78.5%	83.7%	82.5%	80.7%	82.6%
80.1 - 85.0 minutes	81.9%	86.1%	79.8%	83.9%	82.5%	81.3%	82.9%
85.0 - 90.0 minutes	83.1%	86.9%	85.7%	85.8%	83.4%	86.3%	84.4%
> 90.0 minutes	86.6%	89.8%	97.7%	90.2%	85.7%	90.0%	88.1%
Unknown Duration	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Figure 2.4.2

2000 Regional Weekday Trip Duration Shares for Vehicle Driver Trips

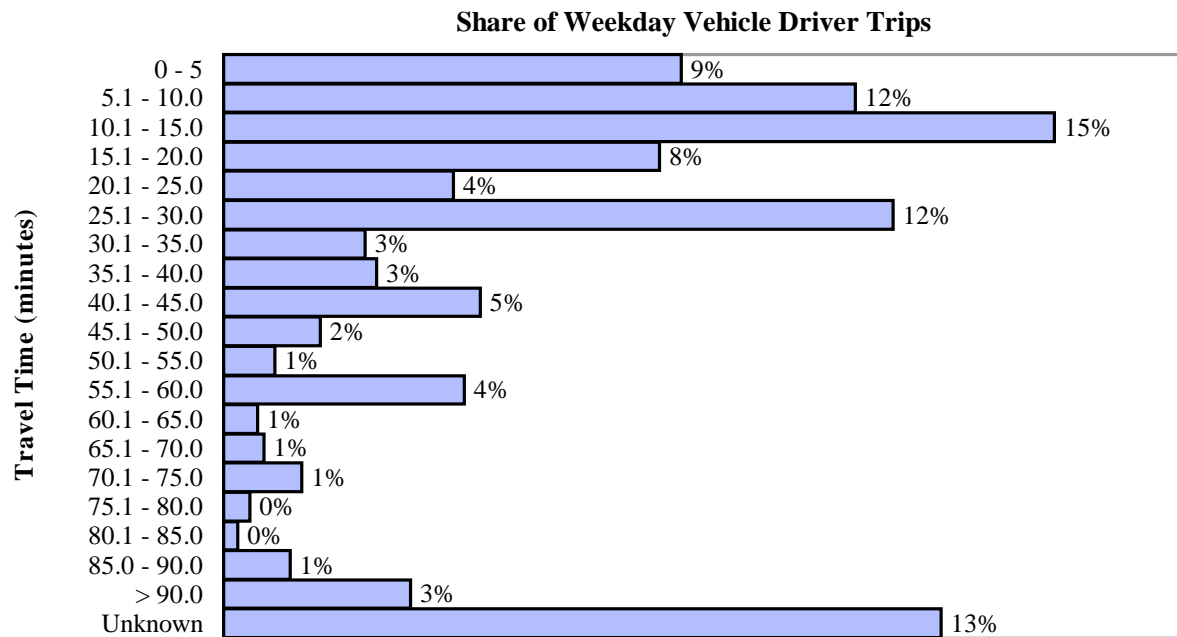


Figure 2.4.3

2000 Regional Weekday Trip Duration Shares for Vehicle Passenger Trips

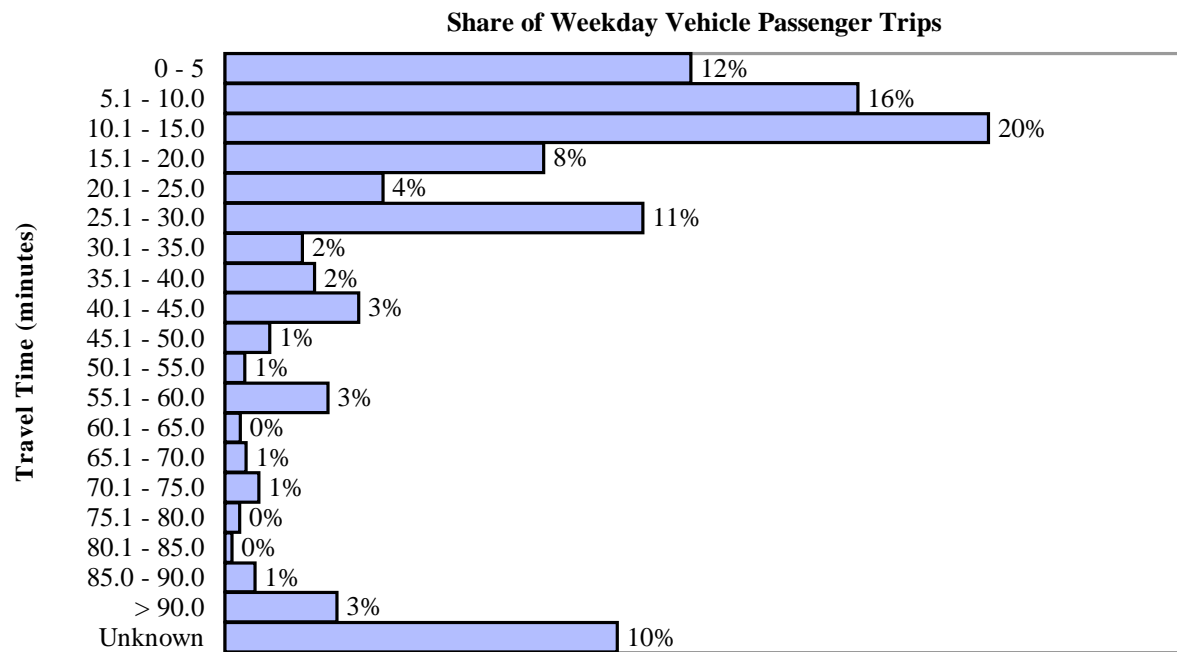


Figure 2.4.4

2000 Regional Weekday Trip Duration Shares for Transit Trips

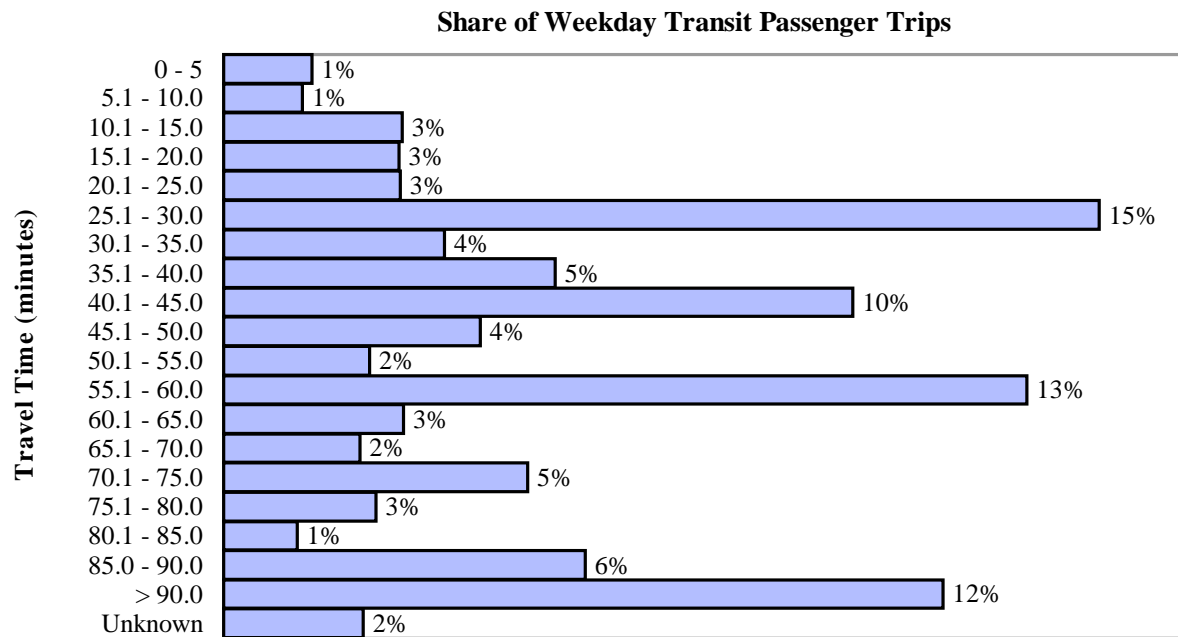


Figure 2.4.5

2000 Regional Weekday Trip Duration Shares for Bicycle Trips

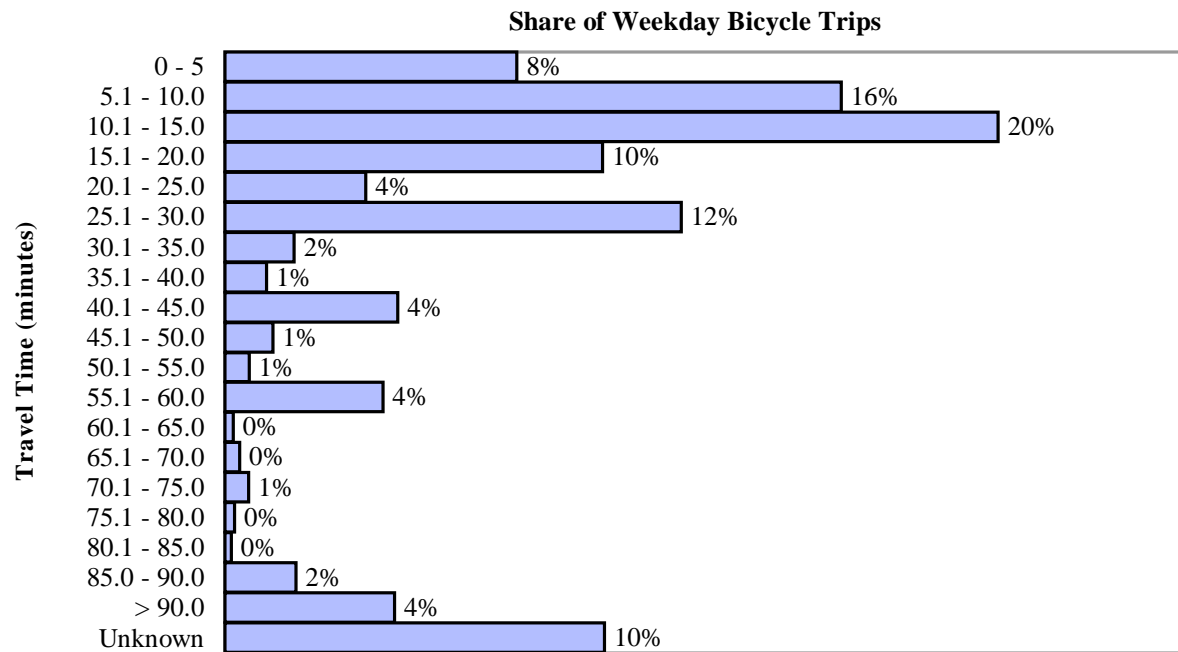


Figure 2.4.6

2000 Regional Weekday Trip Duration Shares for Walk Trips

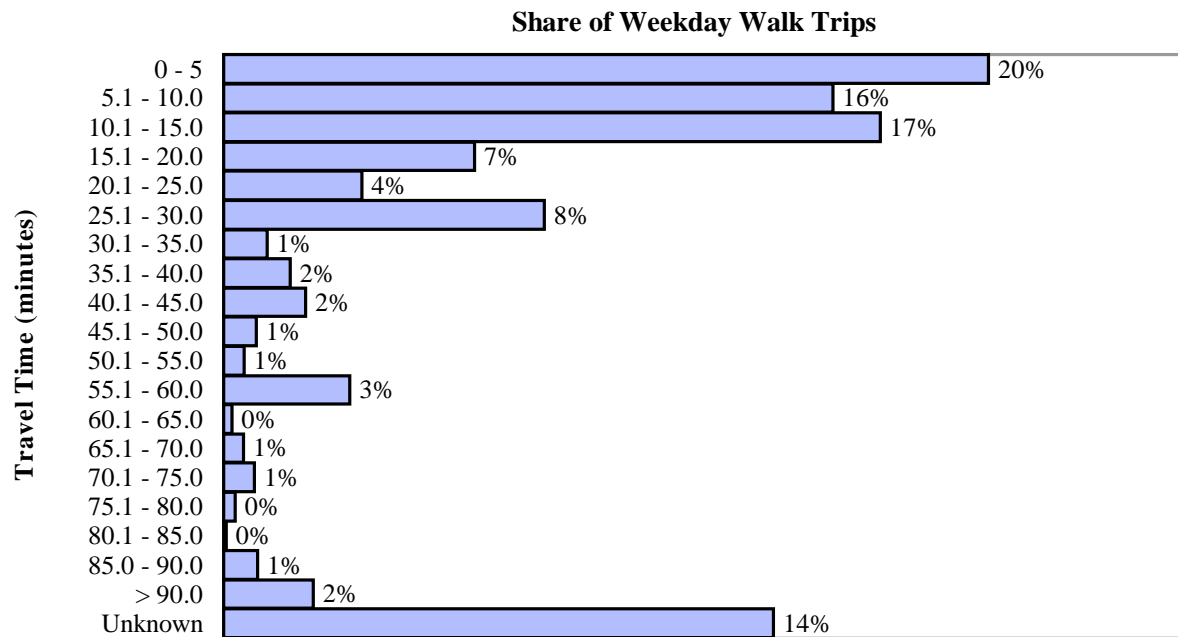
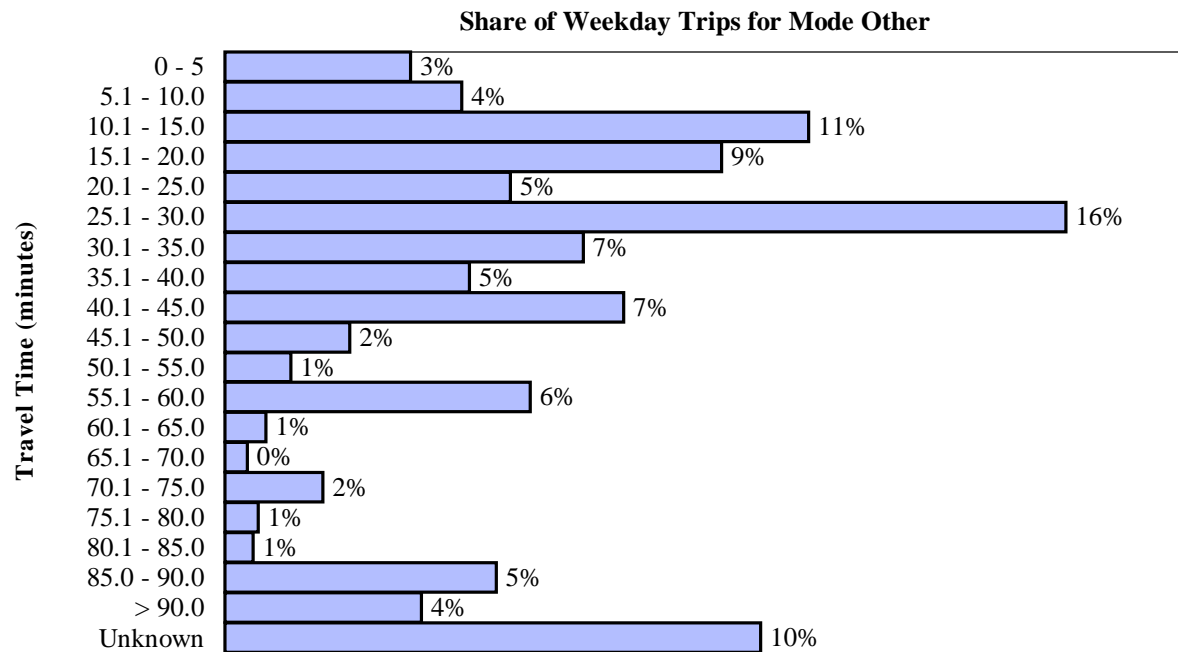


Figure 2.4.7

2000 Regional Weekday Trip Duration Shares for Mode Other



Section 3: 2000 Regional Household and Person Level Trip Rates

Average aggregate trip rates at both the household and person levels for intraregional travel in the Bay Area are presented in this section. Trip rates are reported by household characteristics including size, income, vehicle availability, housing structure type, county of residence, number of workers, household life cycle category, and area type of residence. Trip rates are also stratified by trip purpose and travel mode. The trip rates included in this report are based on the weighted and expanded number of households and persons represented by the BATS2000 survey.

3.1 Regional Trip Rates by Trip Purpose and Travel Mode

Weekday trip rates are discussed in this subsection and are reported by general travel mode and by the five aggregate trip purpose categories. Trips per household, trips per person age five and older, and trips per person for individuals of all ages are presented. Trip rates were calculated using the weighted and expanded results of the BATS2000 survey: 2,466,020 regional households, 6,113,940 individuals age five and over, and 6,641,061 persons of all ages.

Weekday Trip Rates

Regional weekday trip rates by trip purpose and travel mode are shown in Table 3.1. The average trip rate for Bay Area households in 2000 is 8.4 trips per weekday. By trip purpose, Bay Area households average 1.9 home-based work trips and 2.2 home-based shop trips on the typical weekday. The lowest trip rate for regional households is for home-based school trips with only 1.0 produced per weekday. Households average 1.5 home-based social/recreational trips per weekday and 1.9 non-home-based trips. By mode, 6.8 household trips per weekday are made in private vehicles, and nearly one trip per day is a walk trip (0.87 per household).

Trip rates per person were calculated for all persons surveyed in BATS2000 and for persons age 5 years and older only. Individuals five and older average 3.2 trips per weekday for all trip purposes. Persons five and over average 0.75 home-based work trips, 0.80 home-based shop (other) trips, 0.54 home-based social/recreational trips, 0.38 home-based school trips, and 0.73 non-home-based trips on the average weekday. Of the 3.2 trips per person per weekday, 1.9 trips are made by vehicle drivers.

Trip rates for individuals of all ages are also provided in Table 3.1. Bay Area residents average 3.1 trips per weekday. The largest rate is for home-based shop (other) trips at 0.81 per person. Individuals average 0.70 non-home-based trips per weekday. The trip rate for home-based school trips increased slightly when trips made by children younger than five were included in the calculation (from 0.38 to 0.39). The average trip rate for home-based work trips is 0.69. For home-based social/recreational trips, the average is 0.55 trips per person per weekday.

Table 3.1 shows that person and household level trip rates are higher in 2000 than in 1990. However, it may not be appropriate to say that people are indeed traveling more. These higher trips rates may be due to the different survey methods used in 1990 and 2000. Recall that the 1990 survey was trip-based while the 2000 survey was an activity-based survey. Research suggests that intermediate stops (non-home-based trips) are better captured with activity-based

surveys than with traditional trip-based surveys (Stopher, 1992). Another difference between the 1990 and 2000 surveys is the way in which trip rates were calculated. Unlike the 1990 survey, BATS2000 collected travel information for individuals of all ages; though children younger than five were tallied in 1990, their travel information was not recorded. Thus, 1990 rates would actually be higher if travel information for children under 5 had been recorded. By the same token, 2000 rates would be lower if travel for children under 5 was not included in the trip rate calculations.

Weekend Trip Rates

Weekend trip rates at both the person and household levels stratified by trip purpose and travel mode are reported in this section for intraregional Bay Area travel in 2000. Tables pertaining to this discussion can be found in Appendices E and F.

Saturday trip rates for all purposes are slightly lower than weekday rates as outlined in Table 3.1E. Households average 8.2 trips per day on Saturday. As expected, home-based work and home-based school trip rates decrease on Saturday as compared to the weekday (0.58 home-based work trips per household and 0.19 home-based school trips per household on Saturday). Bay Area residents make nearly twice as many home-based social/recreational trips on Saturday than on the weekday (2.8 trips per household on Saturday versus 1.5 per weekday). Households average 2.7 home-based shop (other) trips and 2.0 non-home-based trips on Saturday. By mode, trip rates per household made by vehicle drivers slightly decrease from the weekday from 4.7 to 4.2 per day on Saturday while in-vehicle person trips (vehicle driver and vehicle passenger trips) increase from 6.8 to 7.2 on Saturday. This can be attributed to the propensity of individuals to engage in more group travel on Saturday. Persons age five and older average 3.1 trips on Saturday by all purposes. The average trip rate for persons of all ages in the household is 3.1 trips per day on Saturday.

Trip rates for Sunday travel are displayed in Table 3.1F. On Sunday, households average 7.7 trips per day, which is lower than the household trip rate for both weekdays and Saturdays. Similar to Saturday rates, home-based work and school trips per household are much lower on Sunday than during the week while home-based social/recreational and shop (other) trips dominate trips produced on Sunday. Persons age five and older make 2.9 trips per day on Sunday. The average trip rate for persons of all ages on Sunday is 2.9 per capita. Bicycle trip rates per household and per person are higher on Sunday than on Saturday. The average household makes 0.13 bicycle trips on Sunday compared to 0.08 on Saturday. Trip rates for all other modes on Sunday are lower than those for Saturday travel.

Table 3.1
2000 Regional Weekday Trip Rates by Purpose and Mode

Mode	Home-Based				Non-	Total
	Work	Shop	Soc/Rec	School	Home-Based	
<i>Trips per Household</i>						
Vehicle Driver	1.396	1.326	0.684	0.168	1.110	4.684
In-Vehicle Person	1.524	1.807	1.212	0.686	1.521	6.750
Transit	0.227	0.071	0.061	0.088	0.072	0.519
Person	1.750	1.878	1.273	0.774	1.593	7.269
School Bus	0.000	0.000	0.000	0.065	0.000	0.065
Bicycle	0.033	0.031	0.023	0.017	0.020	0.123
Walk	0.064	0.233	0.156	0.176	0.242	0.870
Other	0.018	0.027	0.017	0.013	0.034	0.109
Total	1.865	2.168	1.469	1.046	1.889	8.436
<i>Trips per Person 5 Years and Older</i>						
Vehicle Driver	0.559	0.531	0.274	0.068	0.445	1.876
In-Vehicle Person	0.610	0.661	0.442	0.242	0.583	2.537
Transit	0.091	0.028	0.024	0.034	0.029	0.205
Person	0.700	0.689	0.466	0.275	0.612	2.742
School Bus	0.000	0.000	0.000	0.025	0.000	0.025
Bicycle	0.013	0.012	0.009	0.007	0.008	0.049
Walk	0.026	0.084	0.055	0.067	0.095	0.327
Other	0.007	0.010	0.007	0.005	0.013	0.041
Total	0.746	0.795	0.537	0.379	0.727	3.184
<i>Trips per Person in Household</i>						
Vehicle Driver	0.518	0.492	0.254	0.063	0.412	1.739
In-Vehicle Person	0.566	0.671	0.450	0.255	0.565	2.506
Transit	0.084	0.026	0.023	0.033	0.027	0.193
Person	0.650	0.697	0.473	0.288	0.592	2.699
School Bus	0.000	0.000	0.000	0.024	0.000	0.024
Bicycle	0.012	0.011	0.008	0.006	0.007	0.046
Walk	0.024	0.086	0.058	0.065	0.090	0.323
Other	0.007	0.010	0.006	0.005	0.013	0.040
Total	0.692	0.805	0.545	0.388	0.701	3.133

Notes:

1. Trip rates are based on expanded survey households (2,466,020); population age 5+ (6,113,940); and total household population (6,641,061).
2. The 2000 trip rates are calculated slightly differently than those reported in the 1990 survey. The 1990 survey did not collect travel data from children four and under, though they were included in the household size tabulations. The 2000 survey collected travel information for all household members, regardless of age.

3.2 Regional Trip Rates by Household Size

Aggregate trip rates stratified by the size of the household in the 2000 survey are discussed in this section. Trip rates are provided for both persons and households, and transit shares are also included. As in the previous section, rates were calculated using the weighted and expanded number of intraregional trips, households, and persons in the 2000 household travel survey. In this and following sections, trip rates per person are for individuals of all ages who participated in the survey. Regional household characteristics influencing trip rates are also discussed including household size, and the distribution of income, workers, children, and vehicles in the household.

To report trip rates by household size, five different size categories were used: one-person, two-person, three-person, four-person, and five-or-more-person households. The distribution of regional households by household size and the population represented by each category are detailed in the table below.

Household Size	Households	Percent of Households	Household Population ¹	Percent of Household Population
One person	623,387	25.3%	630,771	9.5%
Two persons	753,130	30.5%	1,522,537	22.9%
Three persons	398,876	16.2%	1,216,150	18.3%
Four persons	366,736	14.9%	1,492,580	22.5%
Five or more persons	323,891	13.1%	1,779,022	26.8%
TOTAL	2,466,020	100.0%	6,641,061	100.0%

¹. Different factors were used to expand the number of households and the number of persons in the 2000 survey. Thus, the household populations in the table are not equivalent to the household size multiplied by the number of households (see Purvis, 2003 for further explanation).

The table above indicates that the majority of Bay Area households are two-person homes (30.5%). The largest portion of the population, however, is represented by five-or-more-person households (nearly 1.8 million residents, or 26.8% of the Bay Area's population).

Weekday Trip Rates

Trips per household by household size and trip purpose are shown in Figure 3.2.1. Information in the figure is based on detailed information contained in Table 3.2.1C in Appendix C, which includes household trip rates by household size, trip purpose, and travel mode. Figure 3.2.1 shows that trips per household increases linearly with an increase in household size. The number of trips produced per weekday by five-or-more-person households is approximately five times

greater than the number of trips produced by one-person households (3.5 trips/household versus 16.0 trips/household). This figure also indicates that home-based work trips tend to max out at around 2.5 trips per weekday for households with three or more members; three-person households produce 2.4 weekday home-based work trips while five-or-more-person homes average 2.7 home-based work trips per weekday. Home-based school trips increase at the highest rate by household size, which is primarily a result of the number of school-age children present in larger homes. Home-based shop (other) trips, non-home-based trips, and home-based social/recreational trips increase in a linear fashion. Five-or-more-person households make over five times as many home-based shopping, social/recreational, and non-home-based trips than single-person households.

Weekday trips per person by household size are plotted in Figure 3.2.2 (see Appendix C, Table 3.2.2C for a detailed distribution of trips by purpose, mode, and household size). Figure 3.2.2 indicates that individuals in single-person households make slightly more trips than individuals who live with others. This is a common trend found in travel research. There are three possible explanations for why this occurs. First, it may be that people living alone have an increased need for social interactions and must therefore make more trips to satisfy this desire. The values in Figure 3.2.2 support this idea; they show that individuals in single-person homes make more non-home-based and home-based social/recreational trips than people in multiple-person homes. The second idea is that people living alone have no one to share the burden with for home maintenance type activities. Again, Figure 3.2.2 supports this idea since individuals in single-person homes make slightly more home-based work and shop (other) trips than multi-person homes (except for shop (other) trips made by persons in four-person households). The final thought about the increased number of trips per person made by single-person households is that individuals living alone have more freedom to make additional trips because they do not have obligations to family members or housemates living in the same home. For most individuals living alone, the higher trip rate is likely due to some combination of these three factors.

Trips per capita decreases with each additional individual in the household for one-, two-, and three-person homes from 3.4 trips per person to 3.0 trips per person. This decrease is followed by an increase in trips per person for those living in four-person households, who average 3.3 trips per weekday. Individuals in five-or-more-person homes make the fewest trips, averaging only 2.9 per weekday.

Information on weekday transit shares for home-based work trips by household size is provided in Table 3.2.1 and in Figure 3.2.3. Table 3.2.1 indicates that the highest home-based work transit share is for single-person households at 17.5%. The lowest transit share for weekday home-based work trips is for four-person households (8.5%). For all trip purposes, one-person households lead transit shares at 10.1%. The transit share for all trip purposes for all households is half the value of the transit share for home-based work trips (6.2% transit for all trip purposes versus 12.2% for home-based work trips).

Regional weekday transit shares for all household sizes are plotted in Figure 3.2.3. This graphic clearly shows that transit shares are inversely proportionate to household size for all trip purposes. Transit shares decrease as household size increases. There is a slight increase in transit shares for five-or-more-person households from 4% for four-person homes to 5.1% for

larger households. The increase is more pronounced for home-based work trips where transit shares increase from 8.5% for four-person homes to 10.5% for five-or-more-person homes.

Regional household characteristics by household size are outlined in Table 3.2.2 and may assist in further understanding trip rates displayed in the aforementioned tables and figures. These characteristics will also be useful in discussions for the following sections that stratify trip rates by household income, workers in the household, and vehicle availability.

The average household income for weighted and expanded BATS2000 households is \$83,000 per year. As household size increases, income per household rises from \$52K for single-person homes to \$102K for four-person households. Five-or-more-person households average only \$89K per year, which is less than the average income for two-person households. The income value calculated per person in Table 3.2.2 shows how household income is distributed across household members for the five household size groups. For all households, the average income per person is nearly \$31K. Income per person ranges from a high of \$52K for single-person homes to a low of \$16K per person for the largest household group. Income per worker shows less of a disparity between one-person and five-or-more-person households. Single-person homes average \$58,000 per worker while five-or-more-person homes average \$44K per worker.

The average Bay Area home includes 1.4 workers and 0.77 children. One-, two-, and three-person households have significantly more workers than children while four-person and five-or-more-person homes nearly average one worker per child in the household.

Table 3.2.2 also shows the average number of vehicles per household by household size. The average regional household has 1.77 vehicles. One-person homes average 0.89 vehicles, which reflects the number of households with zero vehicles. Households with three or more members average more than two vehicles, with four-person and five-or-more-person homes averaging 2.36 vehicles per household. The average number of vehicles per household in 2000 (1.77) is just slightly less than the average found in 1990 (1.79). The largest difference is for one-person and two-person households, where the average number of vehicles was found to be lower in 2000 than in 1990 (0.89 in 2000 versus 0.95 in 1990 for one-person households and 1.75 in 2000 versus 1.82 in 1990 for two-person homes) (Purvis, 1994).

The average ages of the head of household and of all persons five years and older stratified by household size is provided in Table 3.2.2. In the case of BATS2000, the first person listed for each household in the survey file was considered the head of household. If person one was reported as a minor, the first adult listed in the household was designated as the householder. The average age of the household head for all households is 44.8 years. This is slightly higher than the 42.4 years calculated in the 1990 survey (Purvis, 1994). An interesting result in the 2000 survey is that the age of the householder decreases as the average number of children in the household increases. This may be due to the larger share of older individuals living in one- or two-person homes without children. The average age of persons five and over in the 2000 survey is 35.7 years. By household size, the average age ranges from a low of 26.3 for the largest households to a high of 48.8 for single-person homes.

Weekend Trip Rates

Saturday trips per household by household size and trip purpose are displayed in Figure 3.2.1E in Appendix E. The information in this graphic is based on the detailed distribution shown in Table 3.2.1E. Like weekday trips, trips on Saturday increase in an approximate linear fashion as household size increases. Five-or-more-person households make nearly five times as many trips on Saturday than single-person households (14.6 trips/household versus 3.4 trips/household). The biggest jump in trips is between three- and four-person households. Four-person households make 4.5 additional trips per day than three-person households. The smallest difference between trips produced by household size is between four-person and five-or-more-person homes. Households with five or more individuals make only one more trip per day on Saturday than four-person homes. Figure 3.2.1E shows that the additional trip is a home-based social/recreational trip.

Figure 3.2.2E shows that there is greater variation in trips per person on Saturday than during the week (for a detailed distribution of trips by household size, purpose, and mode, see Table 3.2.2E). Trips per person ranges from a low of 2.7 for those in five-or-more-person households to a high of 3.3 for individuals who live alone. The distribution of trips per person for Saturday trips follows the same trend as weekday trips. There is a decrease in trips per person from one-person to three-person households followed by an increase in trips per person for four-person homes, with the largest households having the lowest per capita trip rate (2.7 per person).

Sunday trips by household size and purpose are highlighted in Figure 3.2.1F and in Table 3.2.1F in Appendix F. One-, two-, and three-person households have a distribution similar to that of Saturday trips by number and purpose. One-person households make 3.4 trips while two-person homes make 6.5 trips. Households with three members average 9.1 trips on Sunday. The most notable difference between trips on Sunday as compared to weekday and Saturday trips is that larger households (those with four or more individuals) tend to make fewer trips per day on Sunday. For all purposes, four-person and five-or-more-person homes make two fewer trips per day on Sunday than they do on Saturday. The largest difference is for five-or-more-person households, which make 3.5 fewer trips on Sunday than on an average weekday.

Trips per person on Sunday are displayed in Figure 3.2.2F. Trips made by individuals decrease with each additional household member. Persons living alone average 3.4 trips on Sunday while persons in five-or-more-person homes make roughly one less trip per day on Sunday (2.3 trips per person). The detailed distribution of per capita trip rates on Sunday by household size, mode, and trip purpose is included in Appendix F (Table 3.2.2F).

Figure 3.2.1
2000 Weekday Trips per Household by Household Size and Trip Purpose

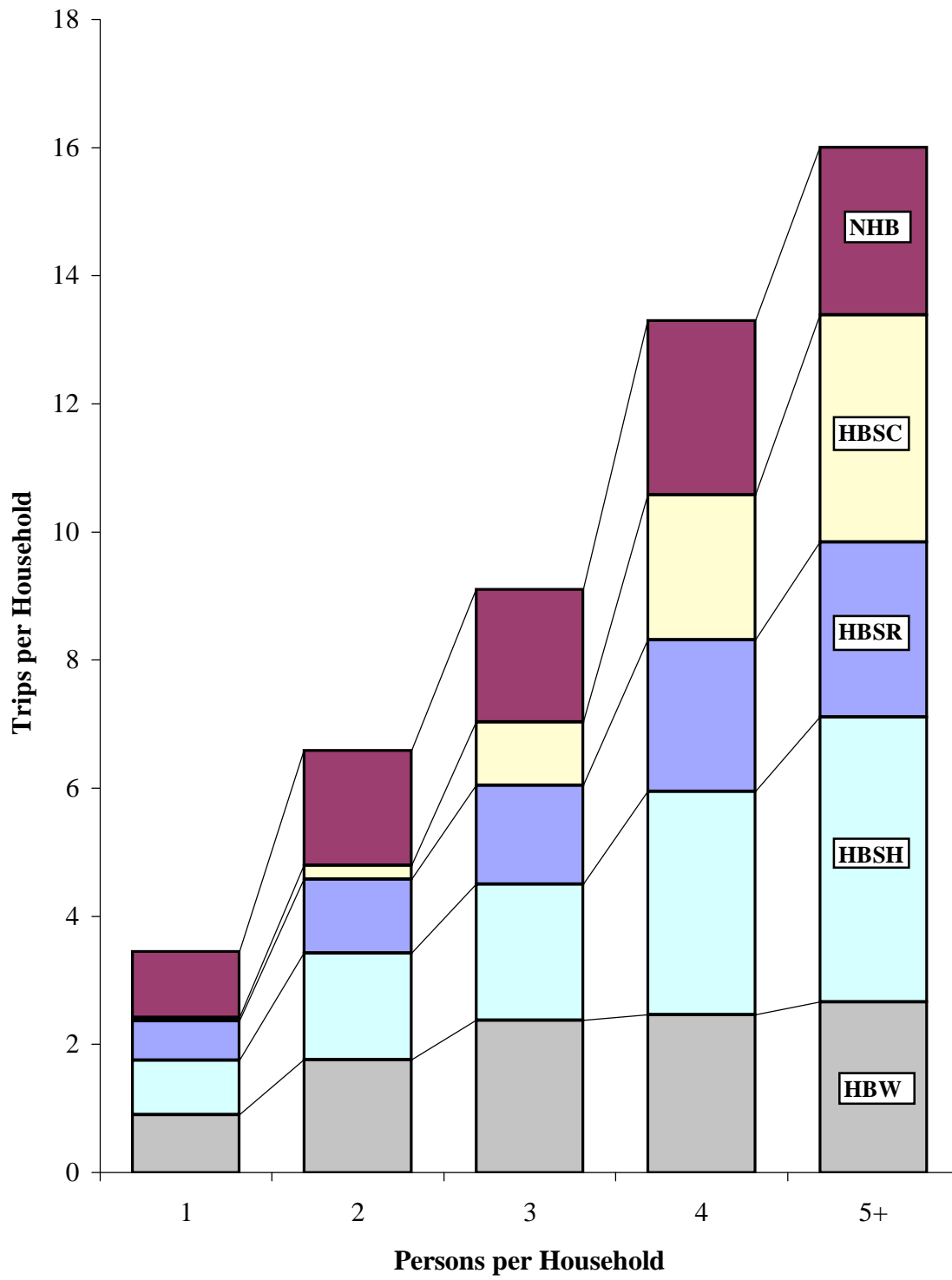


Figure 3.2.2
2000 Weekday Trips per Person by Household Size and Trip Purpose

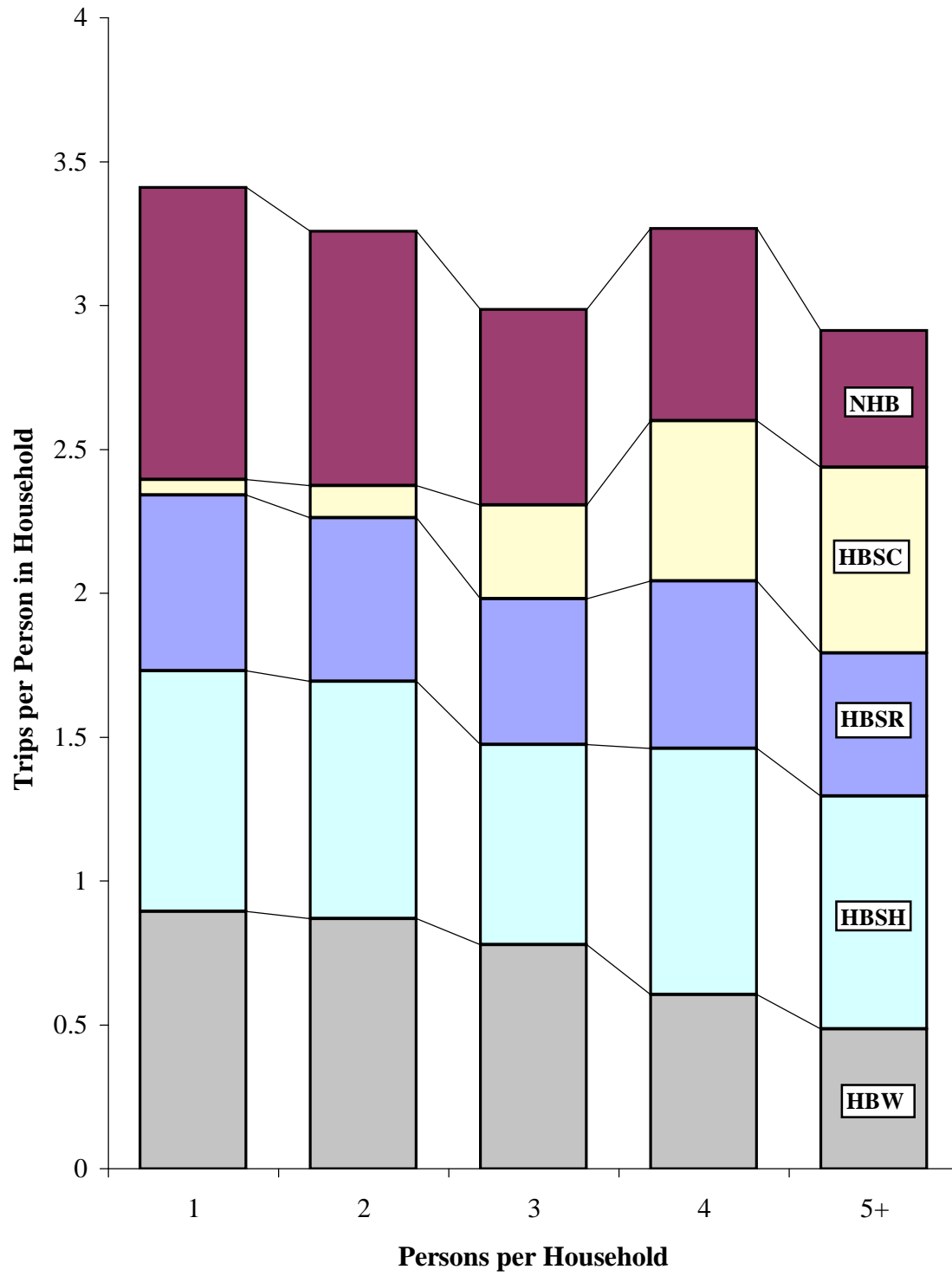


Table 3.2.1**2000 Regional Weekday Transit Shares for Trips per Household by Household Size**

Household Size	Home-Based Work Trips/HH			Total Trips/HH		
	Transit	All Modes	% Transit	Transit	All Modes	% Transit
One Person	0.158	0.904	17.5%	0.350	3.452	10.1%
Two Persons	0.240	1.757	13.7%	0.501	6.586	7.6%
Three Persons	0.281	2.374	11.8%	0.562	9.104	6.2%
Four Persons	0.208	2.460	8.5%	0.531	13.300	4.0%
Five or More Persons	0.280	2.664	10.5%	0.819	16.004	5.1%
Total	0.227	1.865	12.2%	0.519	8.436	6.2%

Figure 3.2.3
2000 Regional Weekday Transit Share by Household Size

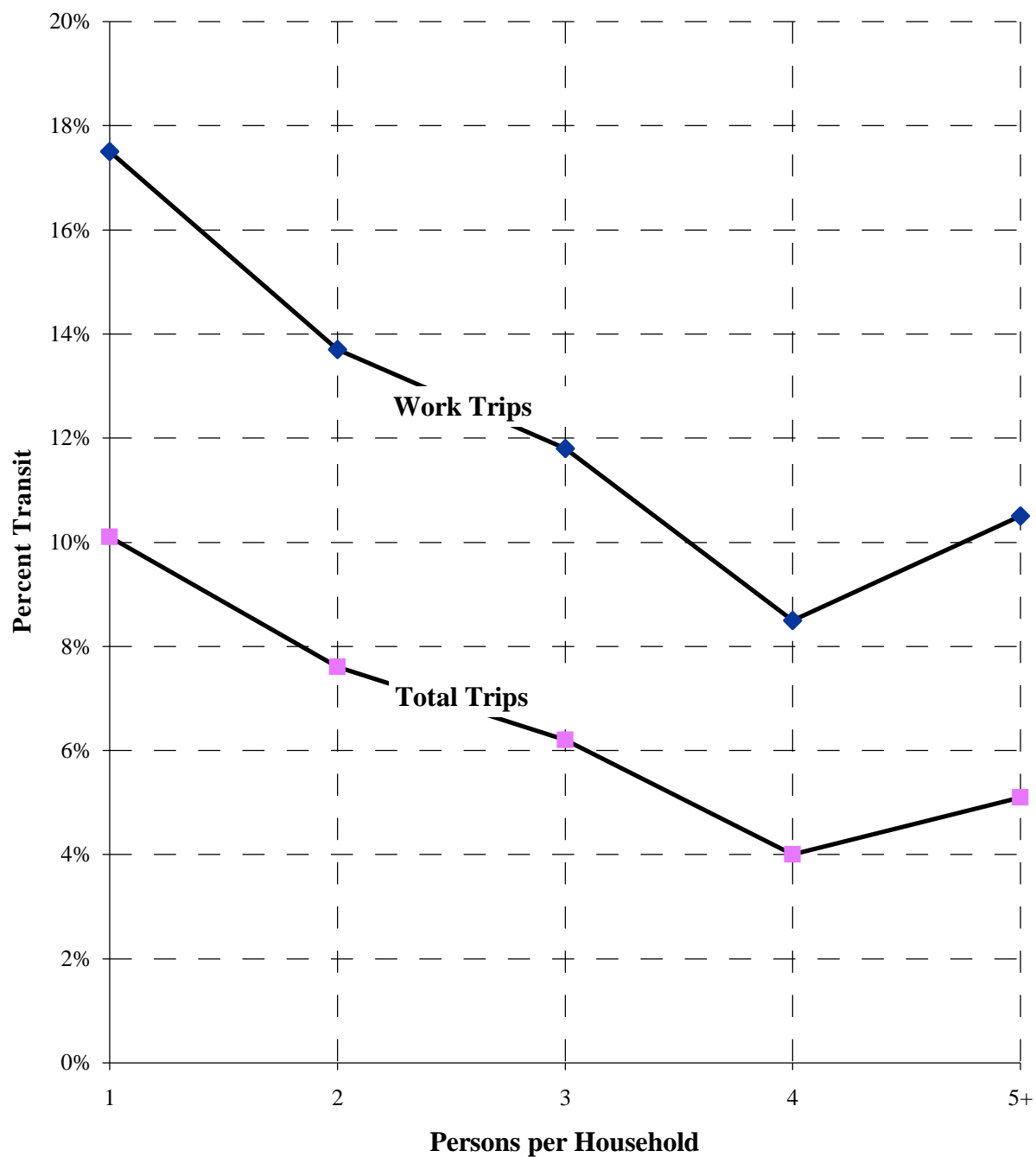


Table 3.2.2
2000 Regional Household Characteristics by Household Size

Household Size	Income per Household	Income per Person	Income per Worker	Workers per HHld	Children per HHld	Vehicles per HHld	Vehicles per Person	Average Age of HHld Head	Average Age of Persons Five and Over in Households
One Person	\$51,745	\$51,736	\$58,121	0.73	0.00	0.89	0.89	48.8	48.8
Two Persons	\$90,077	\$44,982	\$59,247	1.34	0.08	1.75	0.87	47.5	46.1
Three Persons	\$96,522	\$32,156	\$53,729	1.76	0.76	2.13	0.71	41.8	35.5
Four Persons	\$102,067	\$25,481	\$54,645	1.86	1.70	2.36	0.59	40.5	29.1
Five or More Persons	\$89,116	\$16,489	\$44,334	1.99	2.79	2.36	0.44	39.9	26.3
Total	\$83,201	\$30,907	\$54,200	1.42	0.77	1.77	0.66	44.8	35.7

3.3 Regional Trip Rates by Household Income

Trip rates are reported by household income in this section. The 2000 survey asked respondents to report their household income based on fifteen income categories. However, the tables in this section report income by quartiles: less than \$30,000; \$30,000 to \$59,999; \$60,000 to \$99,999; and \$100,000 or greater. These quartiles are based on best quartiles from Census 2000 income data for the San Francisco Bay Area. Detailed appendix tables showing trip rates by the fifteen income categories used in BATS2000 are located in Appendix C for weekday travel (Tables 3.3.1C and 3.3.2C) and in Appendices E and F for weekend travel (Tables 3.3.1E, 3.3.2E, 3.3.1F, and 3.3.2F).

The distribution of regional households by income quartile is provided in the table below. Nearly 11% of households surveyed did not report income. Roughly 14% reported household incomes less than \$30,000 per year, while the largest share, 27.3%, reported incomes between \$30,000 and \$59,999 per year. Just over 26% of households have incomes between \$60K and less than \$100K, and only 21.2% reported incomes greater than \$100K per year. The mean household size increases by income quartile from a low of 2.2 persons per household for the first quartile to 3.1 persons per household for the highest income quartile.

Household Income Quartiles	Households	Percent of Households	Household Population	Mean Household Size
< \$30,000	353,188	14.3%	773,777	2.191
\$30,000 - \$59,999	674,050	27.3%	1,729,006	2.565
\$60,000 - \$99,999	648,839	26.3%	1,864,964	2.874
\$100,000 or greater	523,041	21.2%	1,634,004	3.124
Refused/Unknown Income	266,902	10.8%	639,310	2.395
Total	2,466,020	100.0%	6,641,061	2.693

Weekday Trip Rates

Regional weekday household trip rates are listed by income quartile, mode, and trip purpose in Table 3.3.1. The share of transit trips is also provided in this table. The number of weekday trips per household increases with an increase in income. Low-income households average 6.2 trips per weekday. Low-medium-income households report 7.6 trips per weekday. High-medium-income homes average 9.1 trips per day, and households in the highest income quartile make 10.6 trips per weekday. Conversely, transit shares decrease with an increase in income. The low-income group has a 14.4% transit share for all trips while the high-income group has only a 4.3% transit share. The low-income share of transit is also significantly higher than the two medium-income groups, which have transit shares of 6.7% (low-medium) and 4.7% (high-medium).

For all income quartiles except low-income, transit shares are highest for home-based work trips. The highest portion of transit trips by trip purpose for low-income households is for home-based

school trips, where 30.9% are made by transit. Transit shares for home-based work trips range from 11.1% for high-income households to 15.8% for low-income households.

Table 3.3.3C in Appendix C displays the regional weekday transit shares for the fifteen detailed income categories included in BATS2000. This table shows that the highest transit shares for weekday home-based work trips are for households with incomes between \$30,000 and \$34,999 (22.7% transit). Households with income between \$10,000 and \$14,999 or \$25,000 and \$29,999 also have high transit shares at 19.7% and 18.5%, respectively. By all trip purposes, households with incomes between \$10,000 and \$14,999 have the largest transit share of 26.6%.

Household trip rates by mode for the different income quartiles reveal a few interesting trends. First, the number of vehicle driver trips increases by income category. Low-income households make 2.4 vehicle driver trips per weekday while low-medium-income homes make 4.1 vehicle driver trips. The high-medium group makes 5.3 vehicle driver trips, and the high-income group averages 6.3 vehicle driver trips per day. Walk trip rates follow the opposite trend and decrease from 1.1 trips per weekday for low-income homes to 0.78 trips per weekday for high-income households. Similar to transit shares, rates for trips made by school bus are highest for the low-income group.

The weekday per capita trip rates provided in Table 3.3.2 show the same general trends found in the household level trip rates. Trip rates per person increase as income increases, and vehicle driver trips per person increases with an increase in income. Individuals in low-income households make 2.8 trips per weekday while high-income persons make 3.4 trips per weekday. Low-income individuals average 1.1 vehicle driver trips per weekday compared to 2.0 vehicle driver trips per weekday for high-income persons.

Figures 3.3.1 and 3.3.2 show the distribution of weekday trip rates by purpose and income quartile at the household and person level. Figure 3.3.1 exaggerates the differences between trip rates for the four income groups because it does not take into account the number of individuals present in the household to make the trip. While household trip rates indicate that high-income households make almost one and a half times as many home-based shop (other) trips as low-income households, the person level trip rates show that home-based shop trips actually decrease slightly as income increases. This is due to the trips being distributed across more individuals (recall from the beginning of this section that mean household size increases with an increase in income). The per capita trip rates for weekday travel by income group show that the greatest difference in trip rates between low- and high-income persons is that high-income individuals make 56% more non-home based trips and 62% more home-based work trips than low-income individuals.

Weekend Trip Rates

Weekend trip rates stratified by household income are discussed in this subsection. Similar to weekday travel, household incomes are divided into four groups, or income quartiles. Tables 3.3.1E through 3.3.4E and Figures 3.3.1E and 3.3.2E in Appendix E detail trip rates at the household and person levels for trips on Saturday for the different income groups. Appendix F contains tables and figures for Sunday travel.

Saturday trips per household by the detailed income categories included in the survey are provided in Table 3.3.1E. Barring the lowest income category (less than \$10,000 per year), household trip rates increase as household income increases. Similarly, the number of trips made by vehicle drivers also increases per household as income increases. This trend follows the same pattern as weekday trips. At the person level, Table 3.3.2E shows that this trend is not quite as pronounced, but in general, the pattern is the same. Except for the lowest income group, trips per capita by all modes and by the vehicle driver mode increase as income increases.

Tables 3.3.3E and 3.3.4E provide Saturday trip rates by trip purpose, travel mode, and income quartile. Transit shares are also provided in this table. Like weekday transit shares, low-income households have a significantly higher share of trips made by transit than the three higher-income categories. Low-income households make 7.7% of trips by transit. The next highest transit share is for low-medium-income households, which make 2.4% of trips by transit. Person level rates displayed in Table 3.3.4E show that individuals in low-income households make the largest number of walking trips (0.30 walking trips per person on Saturday), primarily for home-based social/recreational trips. Individuals living in high-medium-income households produce 0.05 bicycle trips on Saturday, the highest trip rate for this mode.

Graphical displays of Saturday trip rates by income quartile and trip purpose at the household and person levels are shown in Figures 3.3.1E and 3.3.2E. These figures indicate that the discrepancies in trip rates between those in the lowest income households and those living in the highest income homes is much more pronounced for travel on Saturday than for weekday travel. During the week, high-income households only make 4.4 more trips than low-income households (see Figure 3.3.1). However, Figure 3.3.1E shows that, on Saturday, high-income households produce nearly seven more trips per day than low-income homes. At the person level, high-income individuals traveling on Saturday make roughly twice as many non-home-based, home-based social/recreational, and home-based shop (other) trips than persons from low-income homes. For weekday travel, the person level trip rate differences are much smaller, and in fact, persons in high-income households make fewer home-based shop (other) trips than low-income individuals. Weekday rates for non-home-based and home-based social/recreational trips are only about one and a half times higher for high-income individuals than for low-income persons (see Figure 3.3.2).

Sunday trip rates by detailed income category and trip purpose are shown in Table 3.3.1F at the household level and in Table 3.3.2F at the person level. Similar to weekday and Saturday rates, the number of trips per household and per person by all modes and purposes increases as income increases. The same is true for trips made by vehicle drivers. Rates on Sunday seem to fluctuate a bit more than weekday or Saturday trips in the low- to mid-range of income categories (from \$25K to less than \$50K per year), and this is also true at the person level for Sunday rates.

A review of the transit shares provided in Table 3.3.3F for Sunday travel suggests that transit shares steadily decline for all income quartiles from the weekday to Saturday to Sunday (the exception is for high-medium-income households whose transit share is slightly lower on Saturday than on Sunday). For all three days of travel, the low-income group has the highest transit share, but trips made by transit decrease to 5.7% for low-income households on Sunday.

The other interesting finding when comparing weekday, Saturday, and Sunday trip rates is for the bicycle and walk modes. Walk and bicycle trip rates are highest for low-income individuals during the week and highest for high-income persons on Sunday. This may suggest that lower-income individuals are likely to choose non-motorized modes for the balance of weekday travel while higher income individuals are more likely to choose non-motorized modes for more leisurely pursuits on the weekend. For example, the majority of weekday bicycle trips for low-income persons are for home-based work and shop (other) trips (0.01 trips per person during the week for each purpose). Walking trips during the week for low-income individuals are primarily for home-based shop (other) and non-home-based trips (0.14 shop (other) trips per weekday and 0.12 non-home-based trips per weekday). On Sunday, walk and bike trips made by high-income persons are mainly for shop (other) and social/recreational trips to and from home (see Table 3.3.4F).

Sunday travel shows the same trend as travel on Saturday in terms of the differential between trip rates for the lowest and highest income groups. Figures 3.3.1F and 3.3.2F indicate that low-income households make 6.7 fewer trips than high-income households. On Sundays, individuals from low-income homes make 1.5 fewer trips than high-income persons. This difference is over two and a half times higher than the difference between income groups during the week, where low-income persons make only 0.58 less trips than high-income individuals (see Figure 3.3.2). Across the four income categories presented in Figures 3.3.1F and 3.3.2F, the smallest difference is between the low-medium-income and high-medium-income categories at both the household and person level.

Table 3.3.1
2000 Regional Weekday Trips per Household by Household Income Quartile

Household Income	Mode	Home-Based				Non-	Total
		Work	Shop	Soc/Rec	School	Home-Based	
Low Income (<\$30,000)	Vehicle Driver	0.609	0.845	0.334	0.140	0.473	2.402
	In-Vehicle Person	0.722	1.222	0.632	0.448	0.727	3.752
	Transit	0.162	0.192	0.098	0.343	0.093	0.888
	Person	0.884	1.414	0.730	0.791	0.820	4.640
	School Bus	0.000	0.000	0.000	0.115	0.000	0.115
	Bicycle	0.032	0.030	0.012	0.014	0.022	0.110
	Walk	0.072	0.313	0.247	0.181	0.252	1.064
	Other	0.039	0.083	0.022	0.010	0.075	0.229
Total		1.026	1.841	1.011	1.112	1.169	6.157
Percent Transit		15.8%	10.4%	9.7%	30.9%	7.9%	14.4%
Low-Medium Income (\$30,000 - \$59,999)	Vehicle Driver	1.235	1.245	0.564	0.152	0.907	4.102
	In-Vehicle Person	1.351	1.732	1.009	0.601	1.235	5.927
	Transit	0.219	0.070	0.064	0.073	0.084	0.510
	Person	1.569	1.802	1.073	0.674	1.319	6.437
	School Bus	0.000	0.000	0.000	0.061	0.000	0.061
	Bicycle	0.022	0.032	0.017	0.012	0.011	0.094
	Walk	0.092	0.246	0.144	0.240	0.218	0.939
	Other	0.018	0.019	0.020	0.030	0.026	0.113
Total		1.701	2.099	1.253	1.017	1.574	7.644
Percent Transit		12.9%	3.3%	5.1%	7.2%	5.4%	6.7%
High-Medium Income (\$60,000 - \$99,999)	Vehicle Driver	1.694	1.425	0.751	0.162	1.270	5.302
	In-Vehicle Person	1.831	1.937	1.367	0.759	1.735	7.629
	Transit	0.254	0.042	0.041	0.039	0.050	0.426
	Person	2.085	1.979	1.408	0.798	1.785	8.055
	School Bus	0.000	0.000	0.000	0.060	0.000	0.060
	Bicycle	0.040	0.029	0.032	0.016	0.023	0.139
	Walk	0.048	0.232	0.144	0.143	0.222	0.789
	Other	0.014	0.020	0.020	0.008	0.037	0.099
Total		2.187	2.260	1.604	1.025	2.066	9.141
Percent Transit		11.6%	1.8%	2.6%	3.8%	2.4%	4.7%
High Income (\$100,000+)	Vehicle Driver	1.885	1.663	0.948	0.231	1.599	6.327
	In-Vehicle Person	2.007	2.238	1.699	0.984	2.193	9.120
	Transit	0.262	0.033	0.058	0.028	0.071	0.452
	Person	2.269	2.271	1.757	1.011	2.264	9.572
	School Bus	0.000	0.000	0.000	0.046	0.000	0.046
	Bicycle	0.029	0.030	0.022	0.016	0.020	0.117
	Walk	0.052	0.164	0.139	0.135	0.290	0.779
	Other	0.014	0.014	0.012	0.004	0.023	0.067
Total		2.363	2.480	1.930	1.211	2.597	10.581
Percent Transit		11.1%	1.3%	3.0%	2.3%	2.7%	4.3%
Refused/Unknown Income	Vehicle Driver	1.164	1.262	0.772	0.143	1.114	4.454
	In-Vehicle Person	1.325	1.607	1.160	0.456	1.463	6.011
	Transit	0.198	0.058	0.059	0.028	0.067	0.411
	Person	1.524	1.665	1.219	0.484	1.530	6.422
	School Bus	0.000	0.000	0.000	0.065	0.000	0.065
	Bicycle	0.052	0.032	0.029	0.039	0.033	0.187
	Walk	0.048	0.228	0.131	0.166	0.245	0.817
	Other	0.008	0.013	0.009	0.003	0.012	0.045
Total		1.631	1.939	1.389	0.759	1.820	7.537
Percent Transit		12.2%	3.0%	4.3%	3.8%	3.7%	5.5%
Total HH	Vehicle Driver	1.396	1.326	0.684	0.168	1.110	4.684
	In-Vehicle Person	1.524	1.807	1.212	0.686	1.521	6.750
	Transit	0.227	0.071	0.061	0.088	0.072	0.519
	Person	1.750	1.878	1.273	0.774	1.593	7.269
	School Bus	0.000	0.000	0.000	0.065	0.000	0.065
	Bicycle	0.033	0.031	0.023	0.017	0.020	0.123
	Walk	0.064	0.233	0.156	0.176	0.242	0.870
	Other	0.018	0.027	0.017	0.013	0.034	0.109
Total		1.865	2.168	1.469	1.046	1.889	8.436
Percent Transit		12.2%	3.3%	4.1%	8.4%	3.8%	6.2%

Table 3.3.2
2000 Regional Weekday Trips per Person by Household Income Quartile

Household Income	Mode	Home-Based				Non- Home-Based	Total
		Work	Shop	Soc/Rec	School		
Low Income (<\$30,000)	Vehicle Driver	0.278	0.386	0.152	0.064	0.216	1.096
	In-Vehicle Person	0.330	0.558	0.289	0.205	0.332	1.713
	Transit	0.074	0.088	0.045	0.157	0.042	0.405
	Person	0.403	0.646	0.333	0.361	0.374	2.118
	School Bus	0.000	0.000	0.000	0.052	0.000	0.052
	Bicycle	0.014	0.014	0.006	0.006	0.010	0.050
	Walk	0.033	0.143	0.113	0.083	0.115	0.486
	Other	0.018	0.038	0.010	0.005	0.034	0.104
Total		0.468	0.840	0.461	0.507	0.533	2.811
Percent Transit		15.8%	10.4%	9.7%	30.9%	7.9%	14.4%
Low- Medium Income (\$30,000 - \$59,999)	Vehicle Driver	0.481	0.485	0.220	0.059	0.354	1.599
	In-Vehicle Person	0.527	0.675	0.393	0.234	0.481	2.311
	Transit	0.085	0.027	0.025	0.028	0.033	0.199
	Person	0.612	0.703	0.418	0.263	0.514	2.509
	School Bus	0.000	0.000	0.000	0.024	0.000	0.024
	Bicycle	0.009	0.012	0.007	0.005	0.004	0.037
	Walk	0.036	0.096	0.056	0.094	0.085	0.366
	Other	0.007	0.007	0.008	0.012	0.010	0.044
Total		0.663	0.818	0.489	0.397	0.614	2.980
Percent Transit		12.9%	3.3%	5.1%	7.2%	5.4%	6.7%
High- Medium Income (\$60,000 - \$99,999)	Vehicle Driver	0.589	0.496	0.261	0.056	0.442	1.844
	In-Vehicle Person	0.637	0.674	0.476	0.264	0.603	2.654
	Transit	0.088	0.014	0.014	0.014	0.018	0.148
	Person	0.725	0.688	0.490	0.278	0.621	2.802
	School Bus	0.000	0.000	0.000	0.021	0.000	0.021
	Bicycle	0.014	0.010	0.011	0.006	0.008	0.048
	Walk	0.017	0.081	0.050	0.050	0.077	0.274
	Other	0.005	0.007	0.007	0.003	0.013	0.034
Total		0.761	0.786	0.558	0.357	0.719	3.180
Percent Transit		11.6%	1.8%	2.6%	3.8%	2.4%	4.7%
High Income (\$100,000+)	Vehicle Driver	0.604	0.532	0.304	0.074	0.512	2.025
	In-Vehicle Person	0.642	0.716	0.544	0.315	0.702	2.919
	Transit	0.084	0.011	0.019	0.009	0.023	0.145
	Person	0.726	0.727	0.562	0.324	0.725	3.064
	School Bus	0.000	0.000	0.000	0.015	0.000	0.015
	Bicycle	0.009	0.010	0.007	0.005	0.006	0.038
	Walk	0.017	0.053	0.044	0.043	0.093	0.250
	Other	0.005	0.005	0.004	0.001	0.007	0.021
Total		0.756	0.794	0.618	0.388	0.831	3.387
Percent Transit		11.1%	1.3%	3.0%	2.3%	2.7%	4.3%
Refused/ Unknown Income	Vehicle Driver	0.486	0.527	0.322	0.060	0.465	1.859
	In-Vehicle Person	0.553	0.671	0.484	0.190	0.611	2.510
	Transit	0.083	0.024	0.025	0.012	0.028	0.172
	Person	0.636	0.695	0.509	0.202	0.639	2.681
	School Bus	0.000	0.000	0.000	0.027	0.000	0.027
	Bicycle	0.022	0.013	0.012	0.016	0.014	0.078
	Walk	0.020	0.095	0.054	0.069	0.102	0.341
	Other	0.003	0.006	0.004	0.001	0.005	0.019
Total		0.681	0.810	0.580	0.317	0.760	3.147
Percent Transit		12.2%	3.0%	4.3%	3.8%	3.7%	5.5%
Total HH	Vehicle Driver	0.518	0.492	0.254	0.063	0.412	1.739
	In-Vehicle Person	0.566	0.671	0.450	0.255	0.565	2.506
	Transit	0.084	0.026	0.023	0.033	0.027	0.193
	Person	0.650	0.697	0.473	0.288	0.592	2.699
	School Bus	0.000	0.000	0.000	0.024	0.000	0.024
	Bicycle	0.012	0.011	0.008	0.006	0.007	0.046
	Walk	0.024	0.086	0.058	0.065	0.090	0.323
	Other	0.007	0.010	0.006	0.005	0.013	0.040
Total		0.692	0.805	0.545	0.388	0.701	3.133
Percent Transit		12.2%	3.3%	4.1%	8.4%	3.8%	6.2%

Figure 3.3.1
2000 Weekday Trips per Household by Household Income Quartile by Trip Purpose

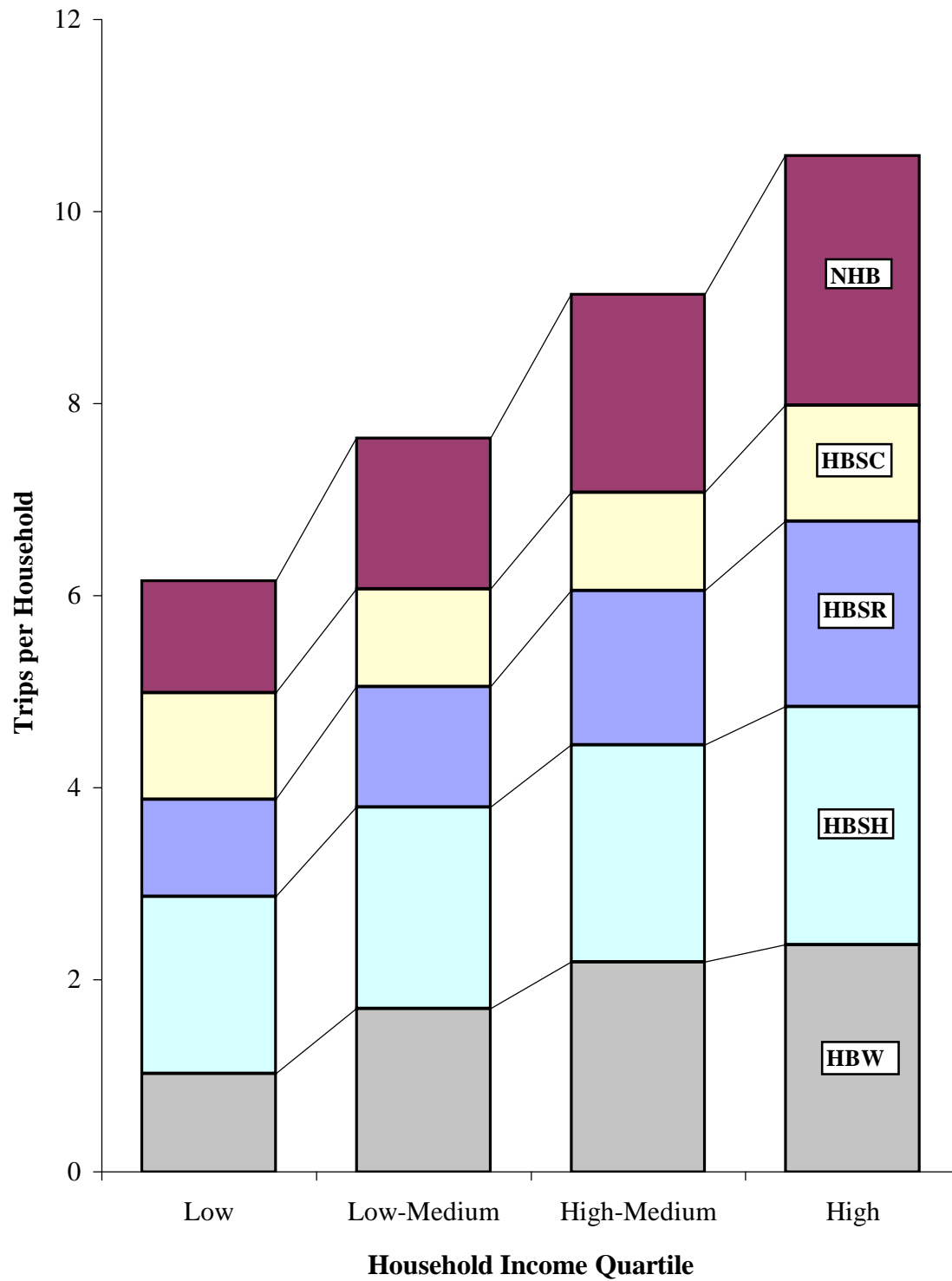
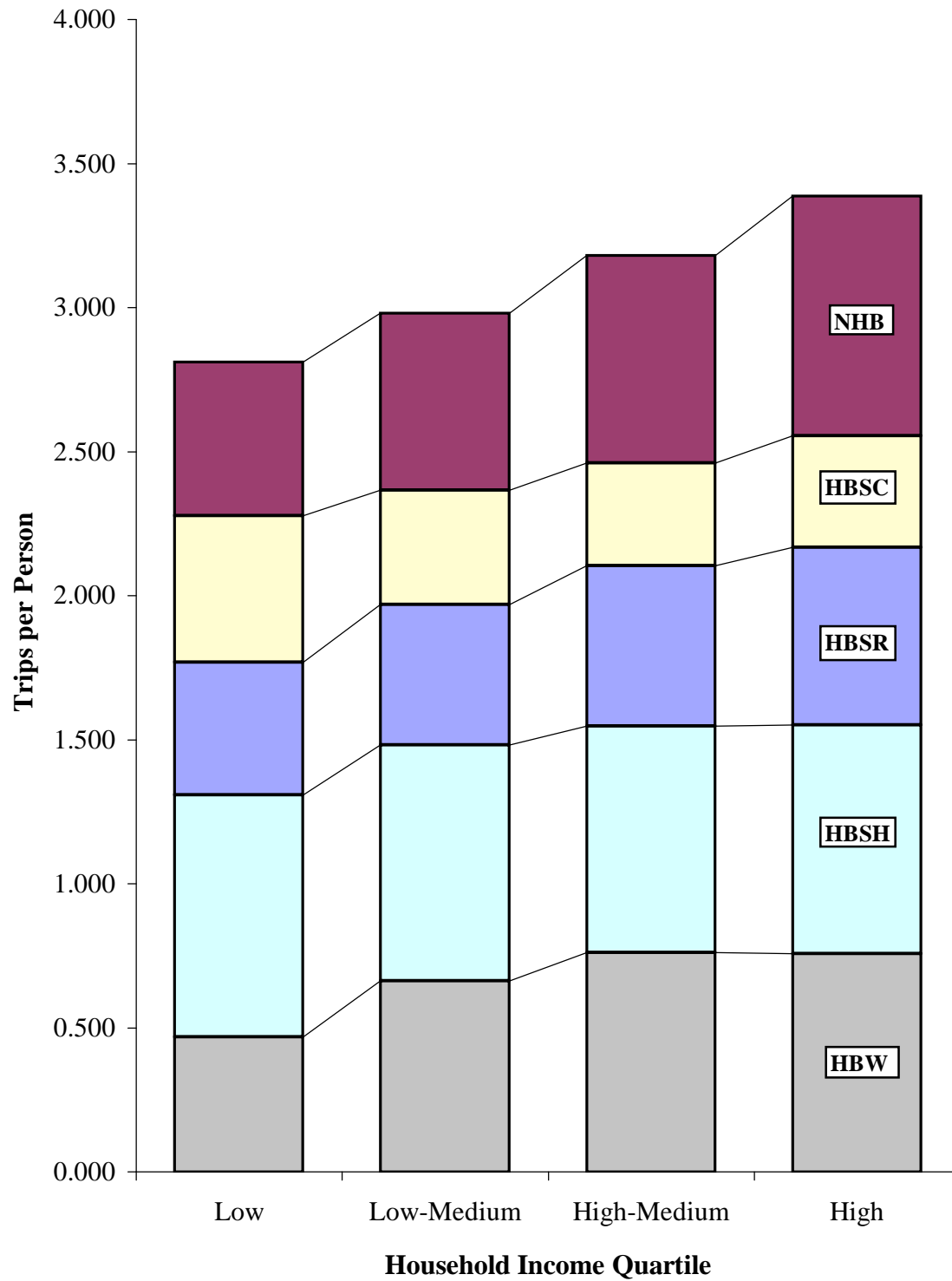


Figure 3.3.2

2000 Weekday Trips per Person by Household Income Quartile by Trip Purpose



3.4 Regional Trip Rates by Vehicle Availability

Weekday and weekend trip rates stratified by the number of vehicles available in the household are discussed in this section. Regional household characteristics by vehicle availability are also provided. As with previous sections, trip rates were calculated using the weighted and expanded count of intraregional weekday and weekend trips reported in the 2000 San Francisco Bay Area Travel Survey.

BATS2000 participants were asked to report the number of vehicles available for general travel; therefore, the number of vehicles reported does not necessarily reflect auto ownership in the Bay Area. To reflect this, the term vehicle availability is used in this section to indicate a household and individual's access to vehicles. The distribution of households and household population into the different vehicle availability categories is provided in the table below.

Vehicles Available	Households	Percent of Households	Household Population	Mean Household Size
No Vehicles	237,275	9.6%	420,916	1.774
One Vehicle	794,210	32.2%	1,489,505	1.875
Two Vehicles	934,468	37.9%	2,911,373	3.116
Three Vehicles	358,573	14.5%	1,264,523	3.527
Four or More Vehicles	141,494	5.7%	554,744	3.921
Total	2,466,020	100.0%	6,641,061	2.693

Nearly 10% of Bay Area households are zero-vehicle homes. The majority of households, 58.1%, have two or more vehicles available for use. Only 5.7% of Bay Area homes have access to four or more vehicles. Interestingly, households with one or no available vehicles have an average household size of less than two persons per home while households with access to two or more vehicles have a significantly higher mean household size of at least three or more individuals. At the person level, just over 70% of the regional population has access to more than one vehicle for general travel.

Weekday Trip Rates

This section discusses weekday trip rates based on vehicle availability. A very intuitive result of accessibility to vehicles (or lack thereof) is that transit shares will likely be higher if an individual or household either does not have access to a vehicle or if s/he is competing for use of the household vehicle. This can be seen in Table 3.4.1, which shows household level regional weekday transit shares and trip rates by vehicle availability. Nearly 35% of trips made by households with no vehicle access are made by transit. One-vehicle households have the next highest transit share of 8.2%, which is higher than the 6.2% transit share for all households. Households with no accessibility to vehicles make over 3.5 times more transit trips per weekday than households with vehicle access (1.7 transit trips per household with no vehicles versus the next highest rate of 0.48 transit trips for one-vehicle households).

Transit shares and weekday trip rates are also provided for home-based work trips in Table 3.4.1. Zero- and one-vehicle households have the highest share of transit trips at 50.0% and 18.2%, respectively. Households with access to four or more vehicles only have a 4.0% transit share, which is one-third of the regional average of 12.2% for home-based work trips. These results imply that an individual is much more likely to use transit for travel to and from work if he or she does not have access to or is competing for usage of the available vehicle. It follows that vehicle availability would likely have a high predictive power for estimating home-based work trips made by transit.

Weekday transit shares by vehicle availability for work and total trips are plotted in Figure 3.4.1. This graphic shows the leveling off of transit usage for households with three or more vehicles available. It also shows the high propensity of households without vehicle access to select the transit mode for all types of trips.

Detailed tables are included in the appendix that show weekday trip rates by vehicle availability for all generalized travel modes in the 2000 survey. Table 3.4.1C provides household level trip rates while Table 3.4.2C outlines per capita trip rates. At the household level, trip rates by all purposes and travel modes increase as vehicle availability increases from a low of 5.0 trips for zero-vehicle households to a high of 12.4 trips per household for homes with access to four or more vehicles. However, when person level trip rates are reviewed, a variation of this trend is evident. Table 3.4.2C shows that weekday trip rates per person increase as the number of vehicles available increases from zero to two. Beyond two vehicles available per household, the addition of another vehicle does not significantly impact per capita trip rates, and in fact, trips per person decreases slightly as the number of vehicles increases beyond two per household.

Another interesting result in Table 3.4.2C is for bicycle and walk trips. Walk trip rates steadily decline as the number of vehicles available increases. Individuals without access to a vehicle make at least twice as many walk trips than those with vehicles available for travel. Persons without vehicle access make 7.5 times more walking trips than those with access to four or more vehicles (1.0 versus 0.13 walk trips per person per weekday). Bicycle trips follow a slightly different pattern. The highest person level bicycle trip rate is for those without vehicle access (0.11 trips per weekday); however, the rate does not decrease as vehicle availability increases. The second highest trip rate for weekday bicycle trips is for individuals with access to the most vehicles. Persons with access to four or more vehicles average 0.06 bike trips during the week. This result is likely due to the increased number of children present in these households (recall that the mean household size for this category of vehicle access was 3.9 persons).

The final table in this section, Table 3.4.2, outlines household characteristics by vehicle availability. What this table suggests is that the choice of an individual (or household) to not own a vehicle – which may not be a choice in many cases – is more a function of income than of an altruistic desire to contribute to the health of the environment. The average income per household and per person for households with zero vehicles available is significantly lower than the regional averages. Zero-vehicle households average \$34K per year, with roughly \$20K available per person in the household. These values are nearly 60% and 36% lower than the regional averages for household income and income per person. Annual income per worker for

households without access to vehicles is \$35,748, which is 34% lower than the regional average (\$54,200).

At the other end of the spectrum, Table 3.4.2 shows that households with access to four or more vehicles have an average value of 1.13 vehicles per person. This is likely a reflection of households who own multiple types of vehicles (for example, owning a car for daily use and a truck, SUV, or convertible for weekend trips). It could also be a reflection of households and individuals who collect automobiles as a hobby.

Weekend Trip Rates

Trip rates by vehicle availability on Saturday and Sunday are provided by travel mode and trip purpose in Appendices E and F. Table 3.4.1E provides household level trip rates for travel on Saturday while Table 3.4.1F provides similar information for Sunday trips. Per capita rates are shown in Tables 3.4.2E and 3.4.2F for Saturday and Sunday trips.

On Saturdays and Sundays, zero-vehicle households make about half of the trips they do on the average weekday. While these households produce 5.0 trips per weekday, they only make 2.7 trips on Saturday and even less, 2.1 trips, on Sunday. For the remaining vehicle availability categories, trip productions on the weekend are comparable to trip rates during the week. The exception is on Saturday for households with access to four or more vehicles, which only make 7.4 trips as compared to 12.4 trips on the average weekday and 10.1 trips on Sunday.

Table 3.4.1**2000 Regional Weekday Transit Shares for Trips per Household by Vehicle Availability**

Vehicles Available	Home-Based Work Trips/HH			Total Trips/HH		
	Transit	All Modes	% Transit	Transit	All Modes	% Transit
No Vehicles	0.518	1.037	50.0%	1.729	4.952	34.9%
One Vehicle	0.241	1.327	18.2%	0.479	5.818	8.2%
Two Vehicles	0.195	2.061	9.5%	0.376	9.899	3.8%
Three Vehicles	0.123	2.554	4.8%	0.266	11.176	2.4%
Four or More Vehicles	0.128	3.229	4.0%	0.299	12.377	2.4%
Total	0.227	1.865	12.2%	0.519	8.436	6.2%

Figure 3.4.1
2000 Regional Weekday Transit Shares by Vehicle Availability

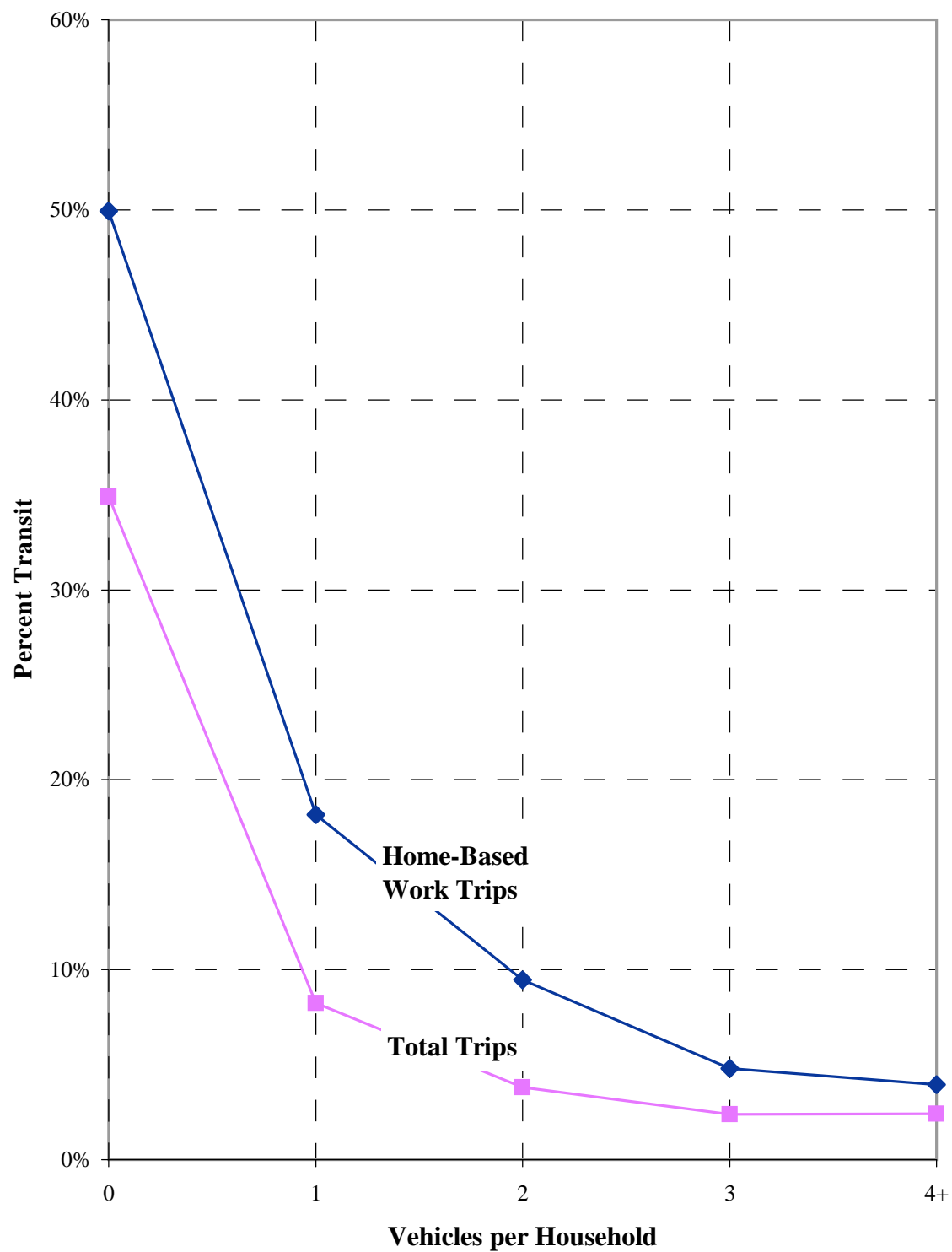


Table 3.4.2
2000 Regional Household Characteristics by Vehicle Availability

Vehicles Available	Income per Household	Income per Person	Persons per HHld	Income per Worker	Workers per HHld	Vehicles per Person	Average age of HHld Head	Average Age of Persons Age 5+ in HHlds
Zero Vehicles	\$34,035	\$19,816	1.77	\$35,748	0.79	0.00	45.7	37.8
One Vehicle	\$59,509	\$31,935	1.88	\$51,317	1.01	0.54	45.2	37.8
Two Vehicles	\$99,654	\$31,867	3.12	\$59,424	1.56	0.65	44.0	34.9
Three Vehicles	\$108,132	\$30,504	3.53	\$53,359	1.95	0.86	44.9	34.7
Four or More Vehicles	\$126,134	\$32,172	3.92	\$50,019	2.45	1.13	46.3	34.7
Total	\$83,201	\$30,907	2.69	\$54,200	1.42	0.66	44.8	35.7

3.5 Regional Trip Rates by Housing Structure Type

Weekday and weekend trip rates by housing structure type are presented in this section. There were thirty-one separate categories for type of home reported in the 2000 travel survey. For the purposes of this report, these categories were aggregated to seven groups: single family, duplex, apartment, condo/townhome, mobile home, hotel/motel, and other (for all other miscellaneous or unknown responses). The distribution of regional households is shown in the table below.

Structure Type	Households	Percent of Households	Household Population	Mean Household Size
Single Family	1,464,588	59.4%	4,464,519	3.048
Duplex	113,721	4.6%	314,923	2.769
Apartment	599,675	24.3%	1,248,794	2.082
Condo/Townhome	209,650	8.5%	448,882	2.141
Mobile Home	30,089	1.2%	57,804	1.921
Other	48,297	2.0%	106,139	2.198
TOTAL	2,466,020	100.0%	6,641,061	2.693

The majority of Bay Area residents live in single-family structures (4.5 million individuals, or 67% of the population). Apartment dwellers comprise the next largest percentage of residents at 24.3% of households. The mean household size is highest, 3.0 persons, for single-family homes and lowest, 1.9 persons, for those living in mobile homes.

Weekday Trip Rates

The impact of housing structure on weekday trip rates is displayed in Table 3.5, which shows trip rates and transit shares for home-based work and total trips stratified by housing type. Single-family households average the highest number of trips per weekday (9.7 trips). The second highest trip rate is for duplex households, which average 8.8 trips per weekday. Those living in mobile homes produce the fewest number of weekday trips (5.6 trips per household). For total trips, the transit share is highest for those who live in apartments. This is a positive attribute of apartment living of interest to transportation planners reviewing and promoting transit oriented development, which places high density residential areas within close proximity of transit stops and stations.

Table 3.5 indicates that transit shares for home-based work trips are highest for households living in closer quarters. Apartment dwellers have the highest home-based work transit share of 21.3%. Duplex dwellers have the next highest transit share for home-based work trips (16.9%), and those living in condos and/or townhomes follow with a transit share of 14.4%.

Detailed tables showing weekday trip rates stratified by housing structure type for the generalized travel modes and trip purposes are included in the appendix. Table 3.5.1C provides household level rates while Table 3.5.2C outlines person level trip rates. The per capita rates in

Table 3.5.2C suggest that individuals living in apartments or duplexes are more likely to make walk and bicycle trips than persons living in other household structures. This table also indicates that person level weekday trip rates by all trip purposes do not vary significantly by structure type. Persons living in single-family homes average 3.2 trips per weekday (the highest total trip rate) while the lowest trip rate is for those living in mobile homes (2.9 trips per weekday).

Weekend Trip Rates

Household and person level trip rates stratified by dwelling type are detailed in Tables 3.5.1E, 3.5.2E, 3.5.1F, and 3.5.2F in the appendices. Tables 3.5.1E and 3.5.1F indicate that single-family households produce 9.8 trips on Saturday and 9.0 trips on Sunday. For both weekend days, duplex dwelling households have the second highest trip rates (8.0 trips per day on Saturday and 8.9 trips per day on Sunday).

Person level trip rates for Saturday travel are shown in Table 3.5.2E. The largest number of trips per person on Saturday is made by mobile home dwellers who average 3.3 trips per day. Individuals from single-family homes average the second highest trip rate of 3.2 trips per person on Saturday. Excluding the “other” category, the highest trip rate on Sunday is made by those who live in duplexes (3.2 trips on Sunday). The lowest trip rate on Sunday is for persons living in apartments who make only 2.4 trips on Sunday (see Table 3.5.2F).

Table 3.5**2000 Regional Weekday Transit Shares for Trips per Household by Housing Structure Type**

Structure Type	Home-Based Work Trips/HH			Total Trips/HH		
	Transit	All Modes	% Transit	Transit	All Modes	% Transit
Single Family	0.166	1.979	8.4%	0.356	9.695	3.7%
Duplex	0.338	2.000	16.9%	0.725	8.806	8.2%
Apartment	0.361	1.696	21.3%	0.922	6.179	14.9%
Condo/ Townhome	0.238	1.655	14.4%	0.468	6.729	7.0%
Mobile Home	0.051	1.215	4.2%	0.139	5.571	2.5%
Other	0.189	1.488	12.7%	0.436	6.618	6.6%
Total	0.227	1.865	12.2%	0.519	8.436	6.2%

3.6 Regional Trip Rates by County of Residence

This section reports the impact of residence county on weekday and weekend trip rates. Detailed appendix tables highlight household and person level trip rates by county of residence, mode, and trip purpose for weekday, Saturday, and Sunday travel.

The distribution of households across the nine San Francisco Bay Area counties is shown in the table below.

County of Residence	Households	Percent of Households	Household Population	Mean Household Size
San Francisco	329,699	13.4%	756,991	2.296
San Mateo	254,103	10.3%	696,700	2.742
Santa Clara	565,865	22.9%	1,652,898	2.921
Alameda	523,190	21.2%	1,416,090	2.707
Contra Costa	344,304	14.0%	937,439	2.723
Solano	130,290	5.3%	378,628	2.906
Napa	45,516	1.8%	119,036	2.615
Sonoma	172,305	7.0%	447,492	2.597
Marin	100,748	4.1%	235,787	2.340
TOTAL	2,466,020	100.0%	6,641,061	2.693

The largest county is Santa Clara County where just over 1.65 million individuals reside (nearly 25% of the Bay Area's population). Alameda County, with a population of 1.4 million, accommodates 21.2% of Bay Area households. San Francisco and Contra Costa County make up another 27% of households (13.4% of households are in San Francisco, 14% are in Contra Costa County). The fewest number of residents live in Napa County (119,036 individuals). Santa Clara and Solano County have the highest average household size at 2.92 and 2.91 persons per household, respectively. The smallest average household size is for San Francisco County (2.3 persons per household).

Weekday Trip Rates

Regional weekday transit shares and trip rates are provided in Table 3.6 by county of residence for home-based work and total trips. The table indicates that, by far, San Francisco County has the highest transit share for total trips (19.3%) and for home-based work trips (33.8%). The next highest weekday transit share is less than half that of San Francisco's – 8.1% of trips made in Alameda County are by the transit mode. The lowest transit share is for Napa County where 0.7% of trips are made by transit. For home-based work trips, Alameda and Contra Costa County have transit shares higher than the regional average. Alameda County's home-based work transit share is 15.0% while Contra Costa County's is 12.5% (the regional average transit

share is 12.2%). The lowest transit share for home-based work trips is again for Napa County with only 1.0% of weekday trips made by transit.

Weekday trip rates provided in Table 3.6 indicate that home-based work trips per household are highest for Santa Clara and San Mateo County (2.1 and 2.0 weekday home-based work trips) and lowest for Marin County (1.6 weekday home-based work trips). For all trip purposes, households in Santa Clara County produce the most trips per weekday (9.1) while households in San Francisco produce the lowest number of trips (7.3 per weekday).

The data in Table 3.6 is based on detailed information found in Table 3.6.1C, which outlines weekday household level trip rates by county of residence, travel mode, and trip purpose. A review of the trip rates per county by the various travel modes shows that San Francisco County – which has the highest transit share for total trips – also has the lowest trip rate for vehicle driver trips at the household level. Households in San Francisco average only 2.6 vehicle driver trips on the typical weekday while the highest vehicle driver trip rate is for households in Santa Clara County, which make 5.4 vehicle driver trips per day.

Walk trip rates are highest in San Francisco and Alameda County. Households in San Francisco make 1.6 walk trips per weekday while Alameda County homes produce roughly one walk trip per weekday (Table 3.6.1C). Bicycle trip rates are highest for households in Alameda County, which average 0.18 bike trips per weekday. San Mateo and San Francisco County produce almost as many bicycle trips (0.17 per weekday in San Mateo County and 0.16 per weekday in San Francisco).

Per capita weekday trip rates by county of residence, mode, and trip purpose are outlined in Table 3.6.2C. These per capita rates show less of a discrepancy between vehicle driver trips than household level rates. San Francisco still has the lowest average trip rate for vehicle driver trips at 1.1 per weekday. The highest rate is for individuals living in Sonoma County who average 2.1 vehicle driver trips per weekday. San Mateo and Santa Clara County follow with 1.9 weekday vehicle driver trips. Individuals living in San Francisco make the largest number of walk trips per weekday (0.69 trips per person) and have the highest bicycle trip rate, averaging 0.68 weekday bike trips. Alameda and San Mateo County residents follow with 0.07 and 0.06 bike trips per weekday.

Weekend Trip Rates

Weekend trip rates at the household and person level are included by county of residence, mode, and purpose in Appendices E and F and are discussed in this section.

Household level trip rates by county of residence are provided in Table 3.6.1E for Saturday travel and in Table 3.6.1F for Sunday trips. Transit trip rates for both weekend days are relatively high in San Francisco County. San Francisco households average 0.73 transit trips on Saturday and 0.71 transit trips on Sunday. These trip rates are slightly more than half the number of transit trips produced during the week by households in San Francisco.

Table 3.6.1E indicates that Santa Clara County households average the highest number of Saturday trips (9.3 per household) while Solano County households have the lowest average Saturday trip rate (7.1 per household). Vehicle driver trip rates are highest for Sonoma County households, which average 4.9 vehicle driver trips on Saturday. The lowest rate of vehicle driver trips is for San Francisco households, which make only 2.6 vehicle driver trips on Saturday. Households in San Francisco produce the most walk trips on Saturday at an average of 1.4 per household. Alameda County households average 0.17 bicycle trips on Saturday, which is the highest Saturday trip rate for this mode.

By trip purpose, households in Marin County produce the highest number of home-based social/recreational trips averaging 3.2 per household on Saturday. Households in Santa Clara County have the highest home-based shop (other) trip rate on Saturday averaging 3.2 trips per household.

Table 3.6.2E provides person level trip rates on Saturday stratified by county of residence, mode, and purpose. The results show that Sonoma County residents average the most trips on Saturday (3.3 per person). Solano County residents produce only 2.4 trips on Saturday, the lowest Saturday trip rate. Vehicle driver trip rates per person on Saturday are highest for individuals living in Marin County (1.9 vehicle driver trips per day) and lowest for residents of San Francisco who average only 1.1 vehicle driver trips on Saturday. Per capita rates for walk and bicycle trips on Saturday show the same trends as household level rates. Individuals living in San Francisco make the most walk trips on Saturday (0.62 per person) while residents of Alameda County average the highest number of Saturday bicycle trips (0.06 per person).

Sunday trip rates in Table 3.6.1F show that for households located in all counties except Marin, the average trip rate for total trips is lower on Sunday than on the weekday. Households in Marin County average 8.7 trips on Sunday (compared to 8.0 trips per weekday). Total Sunday trip rates per household are also lower on Sundays than on Saturdays except for Marin and San Mateo County households, which average slightly less trips on Saturday than on Sunday. The lowest Sunday household trip rate is for Solano County homes, which average only 6.2 trips per household. Vehicle driver trips on Sunday are highest for Santa Clara County households, which average 4.7 vehicle driver trips per day. While San Francisco households lead walk and bicycle trip productions on Sunday, Marin County homes have the second highest walk and bicycle trip rates. San Francisco households make 1.4 walking trips on Sunday and 0.29 bicycle trips. Households in Marin County average 1.0 walk trips and 0.15 bicycle trips on Sunday.

Per capita trip rates for Sunday travel are provided in Table 3.6.2F by mode, purpose, and county of residence. The average Bay Area resident makes 2.9 trips on Sunday. This ranges from a low of 2.1 trips per person for those residing in Solano County to a high of 3.7 trips per person on Sunday for Marin County residents. For Sunday travel, trends in per capita rates are similar to household level rates in that residents of San Francisco produce the most walk trips (0.60 per person on Sunday) and the fewest vehicle driver trips (1.1 per person). The highest vehicle driver trip rates are for residents of Marin County who average 1.7 vehicle driver trips per day on Sunday (recall that at the household level, Santa Clara County led vehicle driver trip rates). Bicycle trip rates on Sunday are still highest for those living in San Francisco; however, Sonoma County residents have the next highest person level bicycle trip rate of 0.07 bike trips per person

on Sunday. Marin County residents produce nearly as many with an average of 0.06 bicycle trips on Sunday.

Table 3.6.2F shows that residents of Contra Costa County produce the most home-based social/recreational trips per person on Sunday while individuals living in Marin County produce the highest number of home-based shop (other) trips per capita on Sunday. Table 3.6.1F indicates that the same is true at the household level. Contra Costa County households average the highest number of home-based social/recreational trips (3.2 per household on Sunday), and households in Marin make the most home-based shop (other) trips (3.3 per household on Sunday).

Table 3.6**2000 Regional Weekday Transit Shares for Trips per Household by County of Residence**

County of Residence	Home-Based Work Trips/HH			Total Trips/HH		
	Transit	All Modes	% Transit	Transit	All Modes	% Transit
San Francisco	0.604	1.785	33.8%	1.400	7.256	19.3%
San Mateo	0.182	1.994	9.1%	0.437	8.665	5.0%
Santa Clara	0.109	2.109	5.2%	0.221	9.133	2.4%
Alameda	0.279	1.860	15.0%	0.688	8.469	8.1%
Contra Costa	0.209	1.673	12.5%	0.423	8.568	4.9%
Solano	0.067	1.711	3.9%	0.154	8.043	1.9%
Napa	0.016	1.620	1.0%	0.058	8.005	0.7%
Sonoma	0.043	1.788	2.4%	0.115	8.375	1.4%
Marin	0.168	1.551	10.8%	0.333	8.001	4.2%
Total	0.227	1.865	12.2%	0.519	8.436	6.2%

3.7 Regional Trip Rates by Workers in the Household

This section presents trip rates relative to the number of employed individuals in the household for Bay Area residents in 2000. In this analysis, employed individuals include both full-time and part-time workers.

The table below shows the distribution of weighted and expanded regional households by the number of workers in the household.

Workers in Household	Households	Percent of Households	Household Population	Mean Household Size
No Workers	325,873	13.2%	561,435	1.723
One Worker	1,020,484	41.4%	2,300,114	2.254
Two Workers	888,794	36.0%	2,843,597	3.199
Three or More Workers	204,912	8.3%	888,475	4.336
Refused/Unknown	25,957	1.1%	47,440	1.828
TOTAL	2,466,020	100.0%	6,641,061	2.693

The table above indicates that 41.4% of households (over 1 million) are single-worker homes. However, a higher percentage of the population lives in two-worker homes (nearly 43% or over 2.8 million residents). Roughly 13% of Bay Area households have zero workers, which includes both unemployed and retired adults and students. This percentage is lower than the 1990 level, where 18% of households did not have workers present (Purvis, 1994). Multi-worker homes account for 44% of Bay Area households. Mean household size is highest for households with three or more workers (4.34 persons per household) and lowest for homes with no workers (1.72 persons per household). As with the 1990 survey, there appears to be a high correlation between the number of workers present in a household and the mean household size.

Weekday Trip Rates

Regional weekday trip rates by workers in the household are outlined in Tables 3.7.1 and 3.7.2. Trip rates are presented at the household and person level and are provided by travel mode and trip purpose. Transit shares are also included.

Household level trip rates are highest for households with three or more workers, which average 13.6 trips per household per weekday. The lowest household level trip rate is for zero-worker homes, which only average 5.0 trips per weekday. The number of work trips produced by a household during the week is roughly the same as the number of workers in the household. Households with no workers make 0.14 home-based work trips per weekday. Single-worker homes average 1.4 home-based weekday work trips, and two-worker homes make 2.6 weekday home-based work trips. Households with three or more employed persons average 4.1 home-based work trips per weekday.

Table 3.7.1 shows that as the number of workers increases, transit shares for households decrease. Households with no workers make nearly 10% of trips by transit. Transit share drops to 6.4% for single-worker homes and 5.5% for two-worker homes. The lowest transit share is 5.3% for three-or-more-worker households. For all categories of workers in the household, transit shares by trip purpose are highest for home-based work trips. The exception is for zero-worker homes. Households without workers have the highest transit share for home-based school trips (36.4%), which may indicate that a large percentage of households without workers are comprised of students using transit to get to and from school.

As transit shares decrease with the number of workers in the household, vehicle driver shares and trip rates increase. Table 3.7.1 provides the number of vehicle driver trips produced for each household type. Households with no workers make 2.5 vehicle driver trips per weekday, which represents just over 49% of all trips made by zero-worker households. One-worker homes average 3.9 vehicle driver trips per weekday (nearly 54% of all one-worker household trips). Households with two workers make 5.6 trips as vehicle drivers (56.2% share of trips), and homes with the highest number of workers produce 8.4 vehicle driver trips (61.6% of total trips made by homes with three or more workers). Interestingly, walk shares for households decrease as the number of workers increase from 17.2% for zero-worker homes to 7.8% for homes with three or more employed individuals. Conversely, bicycle shares slightly increase as workers increase in the home from 1.2% for zero-worker homes to 2.0% for homes with three or more workers.

Per capita trip rates are presented in Table 3.7.2 for regional weekday trips by number of workers in the household. Individuals living in non-working households average the fewest number of weekday trips (2.9 per person). Trip rates per person for working households are roughly the same, with persons in single-worker homes making slightly more trips per weekday. Individuals living in multi-worker homes average 3.1 trips per weekday while residents of single-worker homes make 3.2 trips per weekday.

Vehicle driver trip rates per person decrease as the number of workers increases, as with household level rates. Persons living in three-or-more-worker homes produce 1.9 vehicle driver trips per weekday. Two-worker households average 1.8 vehicle driver trips per person. Persons in single-worker homes make 1.7 vehicle driver trips, and only 1.5 weekday vehicle driver trips are made by individuals in non-working households.

Table 3.7.2 shows that weekday walk trip rates per capita are highest for those in non-working homes (0.50 walk trips per person per weekday). The number of walk trips produced by residents decreases as the number of workers in the household increases. The lowest walk trip rate per person is 0.24 trips, which is the average for persons living in three-or-more-worker households. Similar to household level rates, bicycle trips per capita increases as the number of employed persons in the home increases. Bicycle trip rates range from a low of 0.03 per person for zero-worker households to a high of 0.06 per person for households with three or more workers.

Weekday trip rates per person by trip purpose display interesting results. Table 3.7.2 shows that residents of non-working households average the highest number of home-based shop (other) trips (1.2 per person per weekday). Members of households with three or more workers make

the fewest number of home-based shop (other) trips averaging only 0.66 per person per weekday. Interestingly, two-worker homes have the lowest average trip rate per person for weekday home-based social/recreational trips (0.49 per person). Those in non-working households produce the highest number of home-based social/recreational trips per weekday (0.75 trips per person).

Figures 3.7.1 and 3.7.2 suggest that the discrepancy in the number of trips produced by households with different numbers of employed persons is influenced more by household size than by the number of workers in the home. Trip purpose shares, however, are greatly influenced by the number of employed persons, particularly when working and non-working households are compared. Non-working households have at least a 40% higher trip share for home-based shop (other) and home-based social/recreational trips than working households. This reduction in shop and social/recreation trips is countered by work trips for working households. The share of non-home-based trips is roughly the same per household regardless of the number of workers.

Weekend Trip Rates

Trip rates stratified by number of workers in the household for weekend travel are discussed in this portion of the report. Per capita and household level trip rates are provided by travel mode and trip purpose, and transit shares are also included. The tables describing these rates are located in Appendices E and F.

Household level trip rates for travel on Saturday are provided in Table 3.7.1E. Sunday rates for households is included in Table 3.7.2E. These tables show that household trip rates decrease across the weekend from Saturday to Sunday and that households produce fewer trips on weekend days than on an average weekday. Saturday trips per household increase steadily from 5.0 for zero-worker homes to a maximum of 11.1 trips per day for households with three or more workers. Sunday trip rates follow the same pattern.

Transit shares decrease on weekend days and level off between working and non-working households on the weekend. For travel on Saturday, households with three or more workers have the highest transit share at 3.7% of trips. On Sunday, non-working households share the lead for transit trip shares with homes having three or more workers with 4.1% and 3.9% of trips by transit, respectively. Vehicle driver shares also decrease during the weekend for working households; however, for non-working homes, the share of trips made by vehicle drivers increases. Weekday vehicle driver trips account for 49% of trips made by non-working households. For weekend travel, vehicle driver trips account for 51% of trips on Saturday and 56% of trips on Sunday for non-working households.

Another interesting finding in Table 3.7.1F for travel on Sunday is for bicycle trip rates. For three of the four worker categories, bicycle trip rates on Sunday are higher than bicycle trip rates on Saturday and on the average weekday. Non-working households average 0.07 bike trips on Sunday compared with 0.03 on Saturday and 0.06 on the average weekday. Single-worker households also produce more bicycle trips on Sunday (0.11 Sunday bike trips versus 0.07 on Saturday and 0.08 per weekday). Households with the greatest number of employed individuals

(three or more) produce 0.31 bicycle trips on Sunday and 0.05 bike trips on Saturday and on the average weekday.

By trip purpose, non-working and single-worker households produce more home-based shop trips on Saturday than home-based social/recreational trips. The reverse is true for multi-worker homes, which produce more home-based social/recreational trips on Saturday (see Table 3.7.1E). For Sunday travel, Table 3.7.1F shows that non-working, single-worker, and two-worker homes produce more home-based social/recreational trips than shopping trips. While home-based shop (other) trips on Sunday increase as the number of workers per household increases (from 1.4 trips per household to 3.0 trips per household), home-based social/recreational trips actually decrease for households with more than two workers (3.6 trips per household for two-worker homes versus 2.9 trips per household for homes with more than two workers).

Tables 3.7.2E and 3.7.2F show person level weekend trip rates by purpose and mode stratified by number of workers in the household. On Saturday, trip rates per capita range from 2.6 trips per person for homes with more than two workers to a high of 3.2 trips per person for single-worker homes. Trip rates on Sunday are highest for residents in two-worker households (3.0 trips per person) and lowest for those living in homes with three or more workers (2.3 trips per person). Trip rates for home-based shop (other) and social/recreational trips on Saturday are highest for individuals in single-worker households who average 1.1 shop and social/recreational trips on Saturday. On Sunday, individuals from single-worker households also make the most home-based shop (other) trips. However, individuals from non-working households average the most home-based social/recreational trips per person (1.2 trips on Sunday). Among working households, persons from two-worker homes produce the most home-based social/recreational trips on Sunday (1.1 per person).

Graphical versions of the four weekend tables described above are provided in Figures 3.7.1E, 3.7.2E, 3.7.1F, and 3.7.2F. At the household level, the largest difference between weekday and weekend trip rates by number of workers in the household is for multi-worker households. On weekend days, the differential between the number of trips produced by two-worker and three-or-more-worker homes is smaller than on the average weekday. Additionally, trip purpose shares for non-work and non-school related purposes for all household worker categories are much higher on the weekend than on the average weekday.

Person level trip rates on Saturday and Sunday show a significantly different trend than weekday rates when Figures 3.7.2E and 3.7.2F are compared to Figure 3.7.2. For travel on Saturday and Sunday, trip rates per person are lowest for households with three or more workers and highest for persons in one- and two-worker homes. Weekday trip rates show less variation at the person level than weekend rates. The other notable, and intuitive, difference between weekend and weekday per capita trip rates is that individuals favor home-based shop (other) and home-based social/recreational trips on the weekend.

Table 3.7.1
2000 Regional Weekday Trips per Household by Workers in Household

Workers in Household	Mode	Home-Based				Non-Home-Based	Total
		Work	Shop	Soc/Rec	School		
No Workers	Vehicle Driver	0.063	1.120	0.626	0.085	0.597	2.491
	In-Vehicle Person	0.076	1.413	0.926	0.161	0.812	3.389
	Transit	0.012	0.175	0.086	0.156	0.069	0.499
	Person	0.089	1.588	1.012	0.317	0.882	3.887
	School Bus	0.000	0.000	0.000	0.032	0.000	0.032
	Bicycle	0.003	0.025	0.008	0.014	0.007	0.058
	Walk	0.031	0.334	0.249	0.057	0.194	0.865
	Other	0.020	0.086	0.023	0.010	0.061	0.200
Total		0.143	2.032	1.293	0.430	1.145	5.042
Percent Transit		8.7%	8.6%	6.6%	36.4%	6.1%	9.9%
One Worker	Vehicle Driver	0.997	1.221	0.597	0.135	0.914	3.865
	In-Vehicle Person	1.056	1.740	1.066	0.566	1.280	5.708
	Transit	0.205	0.061	0.050	0.086	0.061	0.464
	Person	1.261	1.801	1.116	0.652	1.341	6.172
	School Bus	0.000	0.000	0.000	0.077	0.000	0.077
	Bicycle	0.026	0.033	0.014	0.012	0.015	0.100
	Walk	0.052	0.221	0.144	0.133	0.219	0.770
	Other	0.019	0.018	0.015	0.007	0.025	0.084
Total		1.359	2.073	1.289	0.881	1.600	7.202
Percent Transit		15.1%	3.0%	3.9%	9.8%	3.8%	6.4%
Two Workers	Vehicle Driver	1.966	1.396	0.706	0.180	1.372	5.618
	In-Vehicle Person	2.148	1.877	1.337	0.943	1.887	8.191
	Transit	0.289	0.047	0.061	0.071	0.079	0.548
	Person	2.437	1.923	1.399	1.014	1.966	8.739
	School Bus	0.000	0.000	0.000	0.069	0.000	0.069
	Bicycle	0.045	0.029	0.022	0.027	0.020	0.143
	Walk	0.084	0.219	0.127	0.251	0.280	0.959
	Other	0.011	0.013	0.016	0.017	0.030	0.088
Total		2.577	2.183	1.563	1.379	2.296	9.998
Percent Transit		11.2%	2.1%	3.9%	5.2%	3.4%	5.5%
Three or More Workers	Vehicle Driver	3.089	1.894	1.138	0.430	1.810	8.361
	In-Vehicle Person	3.511	2.501	1.892	1.052	2.344	11.299
	Transit	0.407	0.064	0.078	0.071	0.102	0.721
	Person	3.918	2.565	1.970	1.123	2.445	12.020
	School Bus	0.000	0.000	0.000	0.054	0.000	0.054
	Bicycle	0.061	0.040	0.095	0.010	0.066	0.271
	Walk	0.101	0.202	0.204	0.269	0.280	1.056
	Other	0.029	0.040	0.030	0.030	0.047	0.175
Total		4.108	2.846	2.299	1.485	2.838	13.576
Percent Transit		9.9%	2.2%	3.4%	4.8%	3.6%	5.3%
Refused/ Unknown	Vehicle Driver	0.971	1.115	0.538	0.079	0.723	3.425
	In-Vehicle Person	1.009	1.505	0.866	0.334	0.931	4.645
	Transit	0.191	0.041	0.027	0.035	0.058	0.351
	Person	1.200	1.546	0.892	0.369	0.990	4.997
	School Bus	0.000	0.000	0.000	0.000	0.000	0.000
	Bicycle	0.033	0.005	0.004	0.000	0.000	0.042
	Walk	0.004	0.140	0.070	0.028	0.145	0.388
	Other	0.048	0.012	0.000	0.000	0.051	0.111
Total		1.285	1.704	0.967	0.397	1.186	5.538
Percent Transit		14.9%	2.4%	2.7%	8.7%	4.9%	6.3%
Total HH	Vehicle Driver	1.396	1.326	0.684	0.168	1.110	4.684
	In-Vehicle Person	1.524	1.807	1.212	0.686	1.521	6.750
	Transit	0.227	0.071	0.061	0.088	0.072	0.519
	Person	1.750	1.878	1.273	0.774	1.593	7.269
	School Bus	0.000	0.000	0.000	0.065	0.000	0.065
	Bicycle	0.033	0.031	0.023	0.017	0.020	0.123
	Walk	0.064	0.233	0.156	0.176	0.242	0.870
	Other	0.018	0.027	0.017	0.013	0.034	0.109
Total		1.865	2.168	1.469	1.046	1.889	8.436
Percent Transit		12.2%	3.3%	4.1%	8.4%	3.8%	6.2%

Table 3.7.2
2000 Regional Weekday Trips per Person by Workers in Household

Workers in Household	Mode	Home-Based				Non-Home-Based	Total
		Work	Shop	Soc/Rec	School		
No Workers	Vehicle Driver	0.037	0.650	0.363	0.049	0.346	1.446
	In-Vehicle Person	0.044	0.820	0.538	0.093	0.471	1.967
	Transit	0.007	0.101	0.050	0.091	0.040	0.289
	Person	0.052	0.922	0.587	0.184	0.512	2.256
	School Bus	0.000	0.000	0.000	0.019	0.000	0.019
	Bicycle	0.002	0.014	0.005	0.008	0.004	0.033
	Walk	0.018	0.194	0.145	0.033	0.113	0.502
	Other	0.012	0.050	0.013	0.006	0.036	0.116
Total		0.083	1.180	0.750	0.249	0.664	2.927
Percent Transit		8.7%	8.6%	6.6%	36.4%	6.1%	9.9%
One Worker	Vehicle Driver	0.442	0.542	0.265	0.060	0.406	1.715
	In-Vehicle Person	0.468	0.772	0.473	0.251	0.568	2.532
	Transit	0.091	0.027	0.022	0.038	0.027	0.206
	Person	0.559	0.799	0.495	0.289	0.595	2.738
	School Bus	0.000	0.000	0.000	0.034	0.000	0.034
	Bicycle	0.012	0.015	0.006	0.005	0.007	0.044
	Walk	0.023	0.098	0.064	0.059	0.097	0.341
	Other	0.009	0.008	0.007	0.003	0.011	0.037
Total		0.603	0.920	0.572	0.391	0.710	3.195
Percent Transit		15.1%	3.0%	3.9%	9.8%	3.8%	6.4%
Two Workers	Vehicle Driver	0.614	0.436	0.221	0.056	0.429	1.756
	In-Vehicle Person	0.671	0.587	0.418	0.295	0.590	2.560
	Transit	0.090	0.015	0.019	0.022	0.025	0.171
	Person	0.762	0.601	0.437	0.317	0.614	2.731
	School Bus	0.000	0.000	0.000	0.022	0.000	0.022
	Bicycle	0.014	0.009	0.007	0.008	0.006	0.045
	Walk	0.026	0.068	0.040	0.078	0.087	0.300
	Other	0.004	0.004	0.005	0.005	0.009	0.027
Total		0.806	0.682	0.489	0.431	0.718	3.125
Percent Transit		11.2%	2.1%	3.9%	5.2%	3.4%	5.5%
Three or More Workers	Vehicle Driver	0.712	0.437	0.263	0.099	0.417	1.928
	In-Vehicle Person	0.810	0.577	0.436	0.243	0.541	2.606
	Transit	0.094	0.015	0.018	0.016	0.023	0.166
	Person	0.904	0.591	0.454	0.259	0.564	2.772
	School Bus	0.000	0.000	0.000	0.012	0.000	0.012
	Bicycle	0.014	0.009	0.022	0.002	0.015	0.063
	Walk	0.023	0.047	0.047	0.062	0.065	0.244
	Other	0.007	0.009	0.007	0.007	0.011	0.040
Total		0.947	0.656	0.530	0.343	0.655	3.131
Percent Transit		9.9%	2.2%	3.4%	4.8%	3.6%	5.3%
Refused/ Unknown	Vehicle Driver	0.531	0.610	0.294	0.043	0.395	1.874
	In-Vehicle Person	0.552	0.824	0.474	0.183	0.510	2.542
	Transit	0.105	0.022	0.015	0.019	0.032	0.192
	Person	0.657	0.846	0.488	0.202	0.541	2.734
	School Bus	0.000	0.000	0.000	0.000	0.000	0.000
	Bicycle	0.018	0.003	0.002	0.000	0.000	0.023
	Walk	0.002	0.077	0.038	0.015	0.079	0.212
	Other	0.026	0.007	0.000	0.000	0.028	0.061
Total		0.703	0.932	0.529	0.217	0.649	3.030
Percent Transit		14.9%	2.4%	2.7%	8.7%	4.9%	6.3%
Total HH	Vehicle Driver	0.518	0.492	0.254	0.063	0.412	1.739
	In-Vehicle Person	0.566	0.671	0.450	0.255	0.565	2.506
	Transit	0.084	0.026	0.023	0.033	0.027	0.193
	Person	0.650	0.697	0.473	0.288	0.592	2.699
	School Bus	0.000	0.000	0.000	0.024	0.000	0.024
	Bicycle	0.012	0.011	0.008	0.006	0.007	0.046
	Walk	0.024	0.086	0.058	0.065	0.090	0.323
	Other	0.007	0.010	0.006	0.005	0.013	0.040
Total		0.692	0.805	0.545	0.388	0.701	3.133
Percent Transit		12.2%	3.3%	4.1%	8.4%	3.8%	6.2%

Figure 3.7.1
2000 Weekday Trips per Household by Workers in Household by Trip Purpose

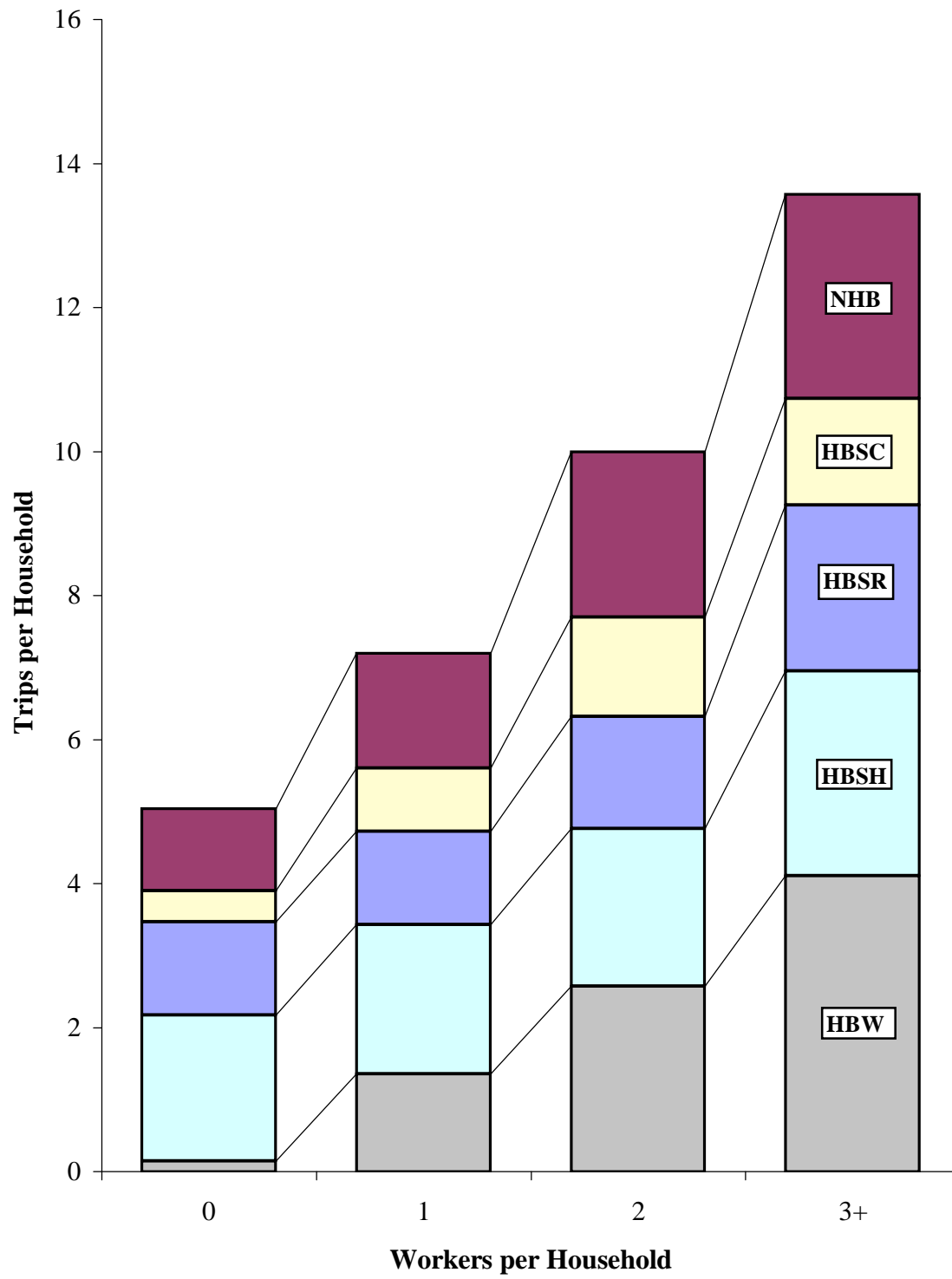
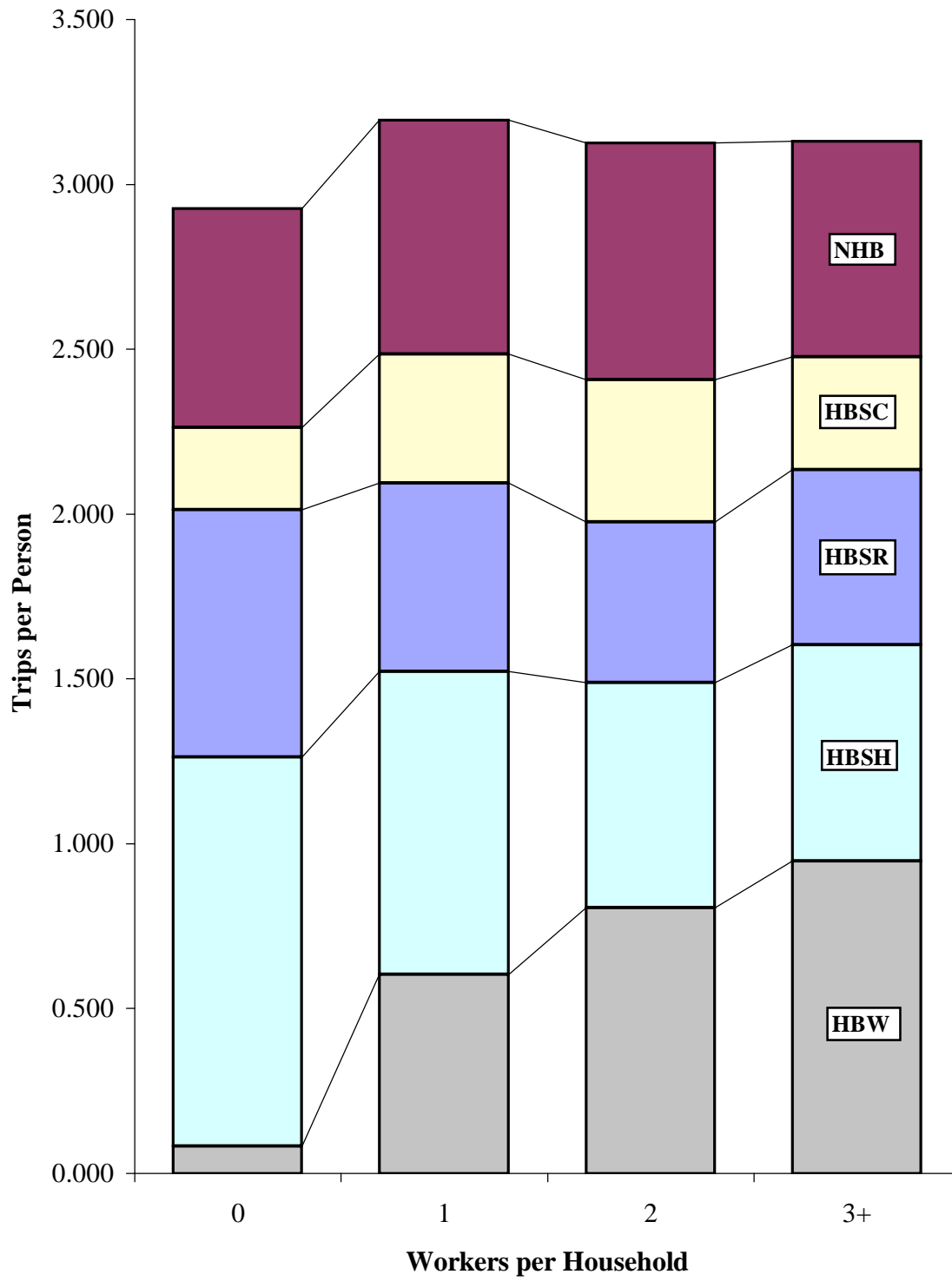


Figure 3.7.2
2000 Weekday Trips per Person by Workers in Household by Trip Purpose



3.8 Regional Trip Rates by Household Life Cycle

The distribution of trip rates by household life cycle category is reported in this section. Household life cycle categories are based on categories used in the 2001 National Household Travel Survey, which collected daily travel information for households across the United States for all trip purposes and travel modes (U.S. Department of Transportation, 2004). Use of the household life cycle categories is yet another way planners attempt to understand travel behavior of individuals and households (Purvis, 1994).

The distribution of households surveyed in both the 2001 National Household Travel Survey (NHTS) and in BATS2000 is provided in the table below.

Life Cycle Category	2001 NHTS Households	Percent of Total	BATS2000 Households	Percent of Total
One Adult, No Children	16,332,000	15.2%	496,779	20.1%
Two or More Adults, No Children	22,458,000	20.9%	563,135	22.8%
One Adult, Youngest Child 0-5	1,950,000	1.8%	35,259	1.4%
Two or More Adults, Youngest Child 0-5	15,427,000	14.4%	390,062	15.8%
One Adult, Youngest Child 6-15	3,058,000	2.8%	81,759	3.3%
Two or More Adults, Youngest Child 6-15	15,016,000	14.0%	388,345	15.7%
One Adult, Youngest Child 16-21	1,135,000	1.1%	42,619	1.7%
Two or More Adults, Youngest Child 16-21	5,139,000	4.8%	100,784	4.1%
One Adult, Retired, No Children	11,513,000	10.7%	126,608	5.1%
Two or More Adults, Retired, No Children	15,308,000	14.3%	240,670	9.8%
Unknown	30,000	0.0%	0	0.0%
TOTAL	107,366,000	100.0%	2,466,020	100.0%

NHTS Source: U.S. Department of Transportation, 2004.

As in the 1990 nationwide and San Francisco Bay Area travel surveys, the highest share of households is in the life cycle category of “two or more adults, no children” – 22.8% of Bay Area households are in this category. The next highest share of households by life cycle category is for homes with only one adult and no children (20.1% of regional households). The next highest categories, with household shares of 15.8% and 15.7%, are “two or more adults, youngest child 0-5” and “two or more adults, youngest child 6-15”. Overall, the life cycle distribution of households in BATS2000 is comparable to the 2001 NHTS data.

Weekday Trip Rates

Regional weekday trip rates per household and per capita by household life cycle category are outlined in Table 3.8.1 along with average household size per category. Retired, single-adult households without children produce the fewest number of total weekday trips (2.9 per household). The highest weekday trip rate is for households with two or more adults and the youngest child between 6 and 15 years old, which average 13.8 trips per household per weekday. Households in the “two or more adults, youngest child under 6” category have the next highest trip rate averaging 13.0 trips per weekday. The third highest trip rate is for households in the “two or more adults, youngest child 16-21” group, which make 11.1 trips per weekday. Table 3.8.1 indicates that working households without children make more weekday trips than retired households without children.

The second portion of Table 3.8.1 shows trips per capita and average household size for the ten household life cycle categories. Single-adult households without children, both working and retired, have average household sizes of one person per household. The reader should note that the number of persons per household for these single-person homes is slightly larger than one due to the fact that different factors were used to weight households and individuals in the 2000 survey (Purvis, 2003). The largest mean household size is 4.37 persons for households with two or more adults and the youngest child between the ages of 6 and 15. The next largest households are those in the life cycle category of “two or more adults, youngest child under 6”, which have an average of 4.35 persons.

Trips per capita are listed in the extreme lower right column of Table 3.8.1. Weekday trip rates per person are highest for working adults living alone and without children (3.5 trips per weekday) and lowest for retired individuals living with one or more adults and no children (2.8 trips per weekday). For households with children, trip rates are highest for persons in single-adult households with the youngest child between 16 and 21 years old (3.3 trips per weekday). The next highest trip rate for households with children is for individuals living in single-adult homes with the youngest child between 6 and 15 years old. Of households where more than two adults live with children, individuals in households with the youngest child between 6 and 15 have the highest trip rate (3.2 trips per weekday).

Weekday trip rates and shares by trip purpose for the ten life cycle categories are provided in Table 3.8.2. Home-based work trips are highest for households in the “two or more adults, youngest child 16-21” category, which make 3.3 weekday work trips per household. By trip purpose share, households comprised of two or more working adults without children have the highest share of weekday home-based work trips (34.3%) followed by single working adults without children (31.4% home-based work share). Of households with children present, the highest share of home-based work trips is 29.7% for households in the “two or more adults, youngest child 16-21 category”. Single adults with the youngest child between 16 and 21 have the next highest home-based work share of 25.3%. Interestingly, retired households report 0.9% and 13.7% home-based work trip shares (the lower of which is for retirees who live alone). This is probably a result of miscoding either trip purpose or employment status.

During the week, households that make the most home-based shop (other) trips are those with two or more adults and a child (or children) under six years of age (Table 3.8.2). These types of households average 3.9 home-based shop (other) trips per weekday. The lowest trip rate for home-based shop trips is for single working adults living without children who make less than one (0.72) home-based shop trip per weekday. Of households with no children present, those with two or more retired adults make the most home-based shop (other) trips (2.4 per weekday). By trip purpose share, retired households have the highest shares of home-based shop (other) trips. Retirees who live alone have a 46.4% shop share while households with two or more retired adults have a 38.1% home-based shop trip share. When trip purpose shares are compared between households with children in similar age groups, Table 3.8.2 shows that single-adult homes with children under 6 years old have a significantly lower home-based shop (other) trip share than households with two or more adults. The same is true for households with the youngest child between 6 and 15 years of age; single-adult homes have a substantially lower share of home-based shop trips.

Home-based school trip rates and shares for households without children are quite low as Table 3.8.2 indicates. Rates range from 0.02 to 0.19 home-based school trips per household per weekday for homes without children. Households with children have significantly higher shares of home-based school trips. For homes with the youngest child less than 16, home-based school trip shares are highest for single-adult households (25.6% for “single adult, youngest child 6-15” households and 23.0% for “single adult, youngest child under 6” homes). For the remaining households with children present, home-based school trip shares range from 12.1% for single-adult homes with the youngest child between 16 and 21 to 21.0% for households with two or more adults and the youngest child between 6 and 15. The number of trips produced per household for home-based school trips is highest for homes in the “two or more adults, youngest child 6-15” category (2.9 trips per weekday) and lowest for single-adult households with the youngest child between 16 and 21 (0.92 trips per weekday).

The most mobile households for home-based social/recreational trips during the week are two-or-more-adult households with children under 6 or between 6 and 15, which average 2.4 and 2.2 home-based social/recreational trips per weekday, respectively. Though these households have the highest trip rate for social/recreational trips, retired households have the highest shares of home-based social/recreational trips. Single-retiree homes have a 28.4% share and multiple-retired-adult households have a 22.6% share of home-based social/recreational trips (see Table 3.8.2).

Weekend Trip Rates

Regional trip rates per household and per person by household life cycle category for weekend travel are provided in Appendices E and F. Household life cycle categories are based on groupings found in the 2001 National Household Travel Survey (NHTS), and trip rates are based on the weighted and expanded count of intraregional trips reported in BATS2000.

Table 3.8.1E outlines trip rates per household and per capita for travel on Saturday. For some households, trip rates on Saturday are higher than during the week. For the most part, however, household level trip productions are slightly less on Saturday than on the typical weekday.

Retired, single-adult households without children have the lowest trip rate on Saturday averaging 2.5 trips per day. Households in the “two or more adults, youngest child 6-15” category have the highest Saturday trip rate of 15.4 trips per household. The Saturday rate for these households is 1.5 trips per day higher than the weekday rate of 13.8 trips per day. Two other life cycle categories have higher Saturday trip rates than weekday trip rates. “Single adult, youngest child under 6” households make nearly 30% more trips on Saturday than on the average weekday (11.8 trips per day versus 9.1 trips per day). The Saturday trip rate for households in the “single adult, youngest child 16-21” group is also slightly higher than the weekday rate for these households (8.3 trips on Saturday compared to 7.6 trips per weekday). Households with two or more adults and the youngest child between 16 and 21 make significantly less trips on Saturday than during the week. The Saturday rate for this group is 7.1 trips per household while the weekday rate is 11.1 trips per household. The most noticeable drop in Saturday rates is for single-adult households with the youngest child between 6 and 15, which make roughly half as many trips on Saturday than on the typical weekday (9.5 trips versus 4.9 trips).

Per capita trip rates for travel on Saturday are also displayed in Table 3.8.1E. Trip rates range from a low of 2.0 per person for homes with more than one adult and the youngest child between 16 and 21 (this rate is about 1 trip per person lower than the weekday rate for these types of households) to a high of 3.8 trips per person for single-adult households with children under 6. A noticeable difference in Saturday trips per capita exists for persons in households with one adult and the youngest child between 6 and 15, which average about 1.5 less trips on Saturday than on the average weekday.

Trip rates by trip purpose for the ten different life cycle categories are detailed in Table 3.8.2E for Saturday travel. This table also provides trip purpose shares by the different types of households. Trip rates and shares for home-based work and school trips decrease significantly on Saturday while home-based shop (other) and social/recreational trip rates and shares noticeably increase from weekday levels. Non-home based trip rates and shares on Saturday remain relatively the same as on the average weekday.

Home-based social/recreational trips are more than 2.5 times higher on Saturday than on the average weekday for two household life cycle groups: “single adult, youngest child under 6” and “two or more adults, youngest child 6-15”. These same groups make about twice as many home-based shop (other) trips on Saturday. Single-adult homes with the youngest child between 16 and 21 also make nearly twice as many home-based shop (other) trips on Saturday. The most mobile households are those with more than one adult and the youngest child between 6 and 15, which average 5.3 home-based shop trips and 5.4 home-based social/recreational trips on Saturday.

For almost all life cycle categories, trip purpose shares on Saturday increase for shop and social/recreational trips to and from home as compared to weekday shares. The largest share increases, evident in the bottom half of Table 3.8.1E, are for multiple-adult homes with children under 6 and homes with the youngest child between 6 and 15 and any number of adults. These households have an average increase in home-based social/recreational trip shares of about 20%.

Rates per capita and per household for travel on Sunday are provided in Table 3.8.1F. Trips per household and trips per person on Sunday are lower than weekday rates across all life cycle categories. On Sunday, trips per household most noticeably decrease for households with the youngest child between 16 and 21. For homes with one adult, the rate decreases from 7.6 to 5.7 trips per day. Where more than one adult is present, rates decrease from 11.1 to 8.2 trips per household on Sunday. Rates also decrease for single-adult homes with children less than 6 years of age from 9.1 trips per weekday to 6.4 trips on Sunday. Trips per capita on Sunday ranges from a low of 2.0 per person for those living in single-adult homes with children younger than 6 to a high of 3.5 trips per person for working-single-adult households without children.

Trip rates by purpose for Sunday travel and trip purpose shares are included in Table 3.8.2F by household life cycle category. Like Saturday trips, rates and shares by purpose decrease substantially for home-based school and work trips, and non-home based trips are relatively the same as during the week. The largest differences between Sunday and weekday travel are for home-based shop (other) and social/recreational trips. The largest increase in trips per day and trip purpose shares is for homes with two or more adults with the youngest child between 6 and 15. These households make 3 more home-based social/recreational trips on Sunday than on the weekday, which translates to a share increase of 23.5% for these households. Retired households have the largest home-based social/recreational trip production rate on Sunday and the lowest home-based shop (other) trip rate (as compared to weekday and Saturday rates for retired homes).

Table 3.8.1

**2000 Regional Weekday Trips per Household and per Person by Household Life Cycle
(National Household Travel Survey (NHTS) Categories)**

Trips per Household

Household Life Cycle Category	Total Households	% of Total	Total Trips, All Modes	Trips/ HH
Single Adult, No Children	496,779	20.1%	1,782,309	3.588
Two or More Adults, No Children	563,135	22.8%	4,135,112	7.343
Single Adult, Youngest Child Under 6	35,259	1.4%	321,014	9.104
Two or More Adults, Youngest Child Under 6	390,062	15.8%	5,070,269	12.999
Single Adult, Youngest Child 6-15	81,759	3.3%	773,388	9.459
Two or More Adults, Youngest Child 6-15	388,345	15.7%	5,371,978	13.833
Single Adult, Youngest Child 16-21	42,619	1.7%	323,859	7.599
Two or more Adults, Youngest Child 16-21	100,784	4.1%	1,121,325	11.126
Single Adult, Retired, No Children	126,608	5.1%	369,372	2.917
Two or More Adults, Retired, No Children	240,670	9.8%	1,535,802	6.381
TOTAL	2,466,020	100.0%	20,804,429	8.436

Trips per Person in Household

Household Life Cycle Category	Household Population	Pers/ HH	Total Trips, All Modes	Trips/ Pers
Single Adult, No Children	503,929	1.014	1,782,309	3.537
Two or More Adults, No Children	1,256,081	2.231	4,135,112	3.292
Single Adult, Youngest Child Under 6	110,742	3.141	321,014	2.899
Two or More Adults, Youngest Child Under 6	1,696,535	4.349	5,070,269	2.989
Single Adult, Youngest Child 6-15	241,939	2.959	773,388	3.197
Two or More Adults, Youngest Child 6-15	1,695,045	4.365	5,371,978	3.169
Single Adult, Youngest Child 16-21	98,797	2.318	323,859	3.278
Two or more Adults, Youngest Child 16-21	360,569	3.578	1,121,325	3.110
Single Adult, Retired, No Children	126,842	1.002	369,372	2.912
Two or More Adults, Retired, No Children	550,581	2.288	1,535,802	2.789
TOTAL	6,641,060	2.693	20,804,429	3.133

Note: The average household size for the life cycle categories of "single adult, no children" and "single adult, retired, no children" are slightly greater than one since different factors were used to weight households than were used to weight persons in the BATS2000 survey (see Purvis, 2003 for additional details).

Table 3.8.2

**2000 Regional Weekday Trips per Household by Trip Purpose by Household Life Cycle
(National Household Travel Survey (NHTS) Categories)**

Trips per Household (Total Modes)

Household Life Cycle Category	Home-Based				Non-Home Based	Total Trips
	Work	Shop	Soc/Rec	School		
Single Adult, No Children	1.128	0.716	0.565	0.062	1.117	3.588
Two or More Adults, No Children	2.522	1.473	1.134	0.187	2.027	7.343
Single Adult, Youngest Child Under 6	1.267	2.005	1.410	2.097	2.324	9.104
Two or More Adults, Youngest Child Under 6	2.203	3.925	2.391	2.147	2.333	12.999
Single Adult, Youngest Child 6-15	1.207	1.744	1.985	2.420	2.103	9.459
Two or More Adults, Youngest Child 6-15	2.542	3.463	2.247	2.907	2.674	13.833
Single Adult, Youngest Child 16-21	1.921	1.895	1.249	0.922	1.613	7.599
Two or more Adults, Youngest Child 16-21	3.302	2.316	1.799	1.356	2.353	11.126
Single Adult, Retired, No Children	0.027	1.355	0.828	0.022	0.685	2.917
Two or More Adults, Retired, No Children	0.874	2.432	1.440	0.110	1.525	6.381
TOTAL	1.865	2.168	1.469	1.046	1.889	8.436

Share of Trips by Trip Purpose

Household Life Cycle Category	Home-Based				Non-Home Based	Total Trips
	Work	Shop	Soc/Rec	School		
Single Adult, No Children	31.4%	20.0%	15.8%	1.7%	31.1%	100.0%
Two or More Adults, No Children	34.3%	20.1%	15.4%	2.5%	27.6%	100.0%
Single Adult, Youngest Child Under 6	13.9%	22.0%	15.5%	23.0%	25.5%	100.0%
Two or More Adults, Youngest Child Under 6	16.9%	30.2%	18.4%	16.5%	18.0%	100.0%
Single Adult, Youngest Child 6-15	12.8%	18.4%	21.0%	25.6%	22.2%	100.0%
Two or More Adults, Youngest Child 6-15	18.4%	25.0%	16.2%	21.0%	19.3%	100.0%
Single Adult, Youngest Child 16-21	25.3%	24.9%	16.4%	12.1%	21.2%	100.0%
Two or more Adults, Youngest Child 16-21	29.7%	20.8%	16.2%	12.2%	21.2%	100.0%
Single Adult, Retired, No Children	0.9%	46.4%	28.4%	0.7%	23.5%	100.0%
Two or More Adults, Retired, No Children	13.7%	38.1%	22.6%	1.7%	23.9%	100.0%
TOTAL	22.1%	25.7%	17.4%	12.4%	22.4%	100.0%

3.9 Regional Trip Rates by Household Size by Vehicle Availability

This section of the report discusses the combined effects of household size and vehicle availability on regional trip rates for households and persons by trip purpose. As in previous sections of this report, five household size categories and three vehicle availability categories are examined.

Weekday Trip Rates

Weekday household level trip rates are displayed in Table 3.9.1 while per capita rates are shown in Table 3.9.2. Prior to discussing the results, it is important to note that not all rates provided in these tables are statistically significant. There was not a sufficient sample size (50 or more) for households with two or more members and zero vehicles available as displayed in Tables 3.9.1 and 3.9.2. Rates for these groups are provided for informational purposes only. Table 3.9.3 shows the distribution of households and population by household size and number of vehicles available. The largest number of regional households is in the one-person, one-vehicle group (420,590 households). The next largest group is two-person, two-vehicle homes with 385,981 households, or 15.7% of regional households. The group representing the largest percentage of the population is five-or-more-person households with access to two vehicles, which accounts for 13.0% of the Bay Area's population (857,083 individuals).

Table 3.9.1 shows that trip rates per household increase with the addition of each household member and as vehicle availability increases. Single-person homes without vehicles average 3.0 weekday trips while households with five or more persons and access to three or more vehicles average 16.7 trips per weekday. Household size has a larger impact on household trip rates than vehicle accessibility does. On average, an additional vehicle available to a household allows for a 0.55 increase in trip rates per household. An additional householder increases trip rates by 3.0 trips per day, on average. The largest impact is the move from one vehicle available to two vehicles available, particularly for larger households. Four-person homes with access to one vehicle average 11.8 trips per day. This increases to 13.5 trips per day (1.7 more trips) when two vehicles are available. The increase in trip rates is even larger for households with more than four members, which average 2.7 more trips per weekday when two vehicles are available (13.5 trips per weekday versus 16.2 trips per weekday).

The pattern for trip rates by trip purpose stratified by household size and vehicle availability is a little less clear. Table 3.9.1 shows that, barring a few exceptions, trip rates by trip purpose increase as household size increases across all vehicle availability categories. However, trip rates by trip purpose vary a bit more as the number of vehicles available increases. In some cases, rates increase, but in others, trip rates decrease as vehicle access increases.

Regional weekday trips per capita by household size and number of vehicles available are outlined in Table 3.9.2. Trips per person increase as the number of available vehicles increases and decrease as household size increases. There are exceptions to this pattern. Trips per capita for four-person households with two or more vehicles are slightly higher than both three-person and five-or-more-person households. Additionally, individuals in two-person households with no vehicles average more trips per weekday than individuals living alone and without a vehicle.

Trip rates are highest for individuals who live alone and have access to three or more vehicles (3.8 trips per weekday). The least mobile individuals are those living in five-or-more-person households; these individuals average only 2.6 trips per weekday.

Weekend Trip Rates

Weekend trip rates cross-classified by household size and vehicle availability are included in Tables 3.9.1E, 3.9.2E, 3.9.1F, and 3.9.2F in the appendices.

Household level trip rates on Saturday are provided in Table 3.9.1E. Different trends are evident for Saturday travel than for weekday travel. As vehicles increase from zero to two per household, trip rates increase. However, when more than two vehicles are available for household use, trip rates per household actually decrease for all household sizes. The one exception to this pattern is for three-person homes where trip rates decrease as the number of vehicles increases from one to two. The least mobile individuals for travel on Saturday are persons living alone without vehicle access who average only 1.8 trips on Saturday. The most mobile households are those with five or more members who have access to two vehicles; these households average 15.9 trips on Saturday.

Saturday trip rates by trip purpose show more variations across the different household size and vehicle availability categories than weekday trip rates. Generally, trip rates per household for all trip purposes increase as household size increases and as vehicle availability increases. Four-person households with access to one vehicle make the most home-based work and home-based shop (other) trips on Saturday, averaging 1.3 work trips and 5.7 shopping trips. The largest households (five or more members) with access to two vehicles average the most home-based social/recreational trips on Saturday (6.9 trips per household).

Person level rates for Saturday travel are shown in Table 3.9.2E. These rates also show patterns different from weekday travel. Unlike weekday rates, trips per capita do not steadily increase as household size increases and do not steadily decrease as the number of vehicles available increases. For all household sizes, per capita rates decrease as more than two vehicles become available. For households with one or two members, trip rates per capita increase as the number of vehicles increases from zero to two while rates decrease for households with three or more members as the number of vehicles increases from one to two. Rates per person by household size are more sporadic, increasing for some groups and decreasing for others. The most mobile individuals on Saturday are those who live alone and have access to two vehicles. These individuals average 4.9 trips per day on Saturday. Home-based shop (other) and social/recreational trips per capita are also highest for those living alone with access to two vehicles. The least mobile group of individuals are those who live with five or more people and have access to only one vehicle. These individuals average 1.8 trips per day.

Sunday rates at the household level are displayed in Table 3.9.1F. This table shows that trip rates increase as household size and vehicle availability increases for households with fewer than five members and two or fewer vehicles available. For household sizes ranging from one person to four, Sunday trip rates decrease as vehicle availability increases from two to three-or-more. Trip rates for homes with five or more members are lower than trip rates for four-person

households, except for those with access to three or more vehicles. Household trip rates are lowest for single-person, zero-vehicle homes (1.8 trips per day on Sunday) and highest for homes with more than four people and access to more than two vehicles (15.9 trips per household on Sunday).

Per capita trip rates on Sunday are outlined in Table 3.9.2F. As with travel on Saturday, trips per capita increase as vehicle availability increases from zero to two per household and decrease as more than two vehicles become available (the exception, again, is for those in five-or-more-person households who make more trips as three or more vehicles become available). For most vehicle categories, trip rates increase as household size increases. Home-based shop (other) trips are highest for one-person, one-vehicle households (1.2 trips per person on Sunday). Individuals living in two-person homes sharing two vehicles make the most home-based social/recreational trips on Sunday averaging 1.4 per person.

Table 3.9.1
2000 Regional Weekday Trips per Household by Household Size
by Vehicles Available per Household - Total Modes

Household Size	Trip Purpose	Vehicles Available per Household				TOTAL
		0	1	2	3-or-more	
One Person	HBW	0.726	0.932	1.096	1.300	0.904
	HBSH	0.827	0.863	0.793	0.673	0.846
	HBSR	0.574	0.628	0.647	0.705	0.619
	HBSC	0.081	0.048	0.030	0.010	0.054
	NHB	0.758	1.112	1.102	1.086	1.029
	Total	2.964	3.584	3.668	3.774	3.452
Two Persons	HBW	1.507	1.567	1.829	1.997	1.757
	HBSH	1.539	1.648	1.697	1.651	1.665
	HBSR	1.165	1.070	1.223	1.041	1.152
	HBSC	0.389	0.403	0.141	0.096	0.225
	NHB	1.667	1.611	1.836	2.022	1.788
	Total	6.268	6.299	6.726	6.808	6.586
Three Persons	HBW	1.982 †	1.891	2.312	2.812	2.374
	HBSH	1.698 †	2.226	2.267	1.923	2.123
	HBSR	0.964 †	1.732	1.515	1.512	1.544
	HBSC	1.338 †	1.243	0.985	0.798	0.992
	NHB	1.679 †	2.054	1.988	2.225	2.071
	Total	7.662 †	9.146	9.068	9.271	9.104
Four Persons	HBW	0.468 †	1.920	2.293	3.028	2.460
	HBSH	1.772 †	3.578	3.696	3.318	3.485
	HBSR	2.189 †	2.128	2.526	2.239	2.367
	HBSC	4.711 †	2.269	2.335	1.963	2.269
	NHB	1.559 †	1.904	2.651	3.161	2.719
	Total	10.699 †	11.799	13.500	13.708	13.300
Five or More Persons	HBW	2.046 †	2.426	2.390	3.177	2.664
	HBSH	3.666 †	3.252	4.994	4.167	4.444
	HBSR	2.158 †	1.767	2.829	2.986	2.734
	HBSC	3.602 †	4.853	3.294	3.445	3.547
	NHB	3.168 †	1.248	2.687	2.927	2.615
	Total	14.641 †	13.545	16.194	16.702	16.004
Total HHlds.	HBW	1.037	1.327	2.061	2.745	1.865
	HBSH	1.226	1.475	2.698	2.725	2.168
	HBSR	0.891	0.999	1.770	1.927	1.469
	HBSC	0.617	0.624	1.242	1.554	1.046
	NHB	1.181	1.393	2.128	2.565	1.889
	Total	4.952	5.818	9.899	11.516	8.436

† Trip rates based on less than 50 sample households and are not statistically significant. Reported for informational purposes only.

Table 3.9.2

**2000 Regional Weekday Trips per Person by Household Size
by Vehicles Available per Household - Total Modes**

Household Size	Trip Purpose	Vehicles Available per Household				TOTAL
		0	1	2	3-or-more	
One Person	HBW	0.715	0.922	1.079	1.298	0.894
	HBSH	0.815	0.854	0.780	0.672	0.836
	HBSR	0.565	0.622	0.636	0.704	0.611
	HBSC	0.079	0.048	0.029	0.010	0.053
	NHB	0.746	1.100	1.085	1.085	1.017
	Total	2.921	3.546	3.610	3.768	3.411
Two Persons	HBW	0.740	0.770	0.908	0.993	0.869
	HBSH	0.755	0.810	0.842	0.821	0.824
	HBSR	0.572	0.526	0.607	0.517	0.570
	HBSC	0.191	0.198	0.070	0.048	0.111
	NHB	0.818	0.792	0.911	1.005	0.884
	Total	3.077	3.097	3.337	3.384	3.258
Three Persons	HBW	0.650 †	0.610	0.759	0.932	0.779
	HBSH	0.557 †	0.717	0.744	0.637	0.696
	HBSR	0.316 †	0.558	0.498	0.501	0.506
	HBSC	0.439 †	0.401	0.323	0.264	0.325
	NHB	0.551 †	0.662	0.653	0.737	0.679
	Total	2.514 †	2.948	2.977	3.073	2.986
Four Persons	HBW	0.116 †	0.473	0.566	0.738	0.605
	HBSH	0.441 †	0.881	0.913	0.808	0.856
	HBSR	0.544 †	0.524	0.624	0.545	0.582
	HBSC	1.171 †	0.559	0.577	0.478	0.557
	NHB	0.388 †	0.469	0.655	0.770	0.668
	Total	2.660 †	2.906	3.334	3.339	3.268
Five or More Persons	HBW	0.320 †	0.459	0.441	0.569	0.485
	HBSH	0.574 †	0.615	0.921	0.747	0.809
	HBSR	0.338 †	0.334	0.522	0.535	0.498
	HBSC	0.564 †	0.918	0.608	0.618	0.646
	NHB	0.496 †	0.236	0.496	0.525	0.476
	Total	2.293 †	2.563	2.987	2.994	2.914
Total HHlds.	HBW	0.584	0.708	0.662	0.755	0.692
	HBSH	0.691	0.786	0.866	0.749	0.805
	HBSR	0.502	0.532	0.568	0.530	0.545
	HBSC	0.348	0.333	0.399	0.427	0.388
	NHB	0.666	0.743	0.683	0.705	0.701
	Total	2.791	3.102	3.177	3.165	3.133

† Trip rates based on less than 50 sample households and are not statistically significant. Reported for informational purposes only.

Table 3.9.3
BATS 2000 Households and Household Population
by Household Size by Vehicles Available per Household

Household Size		Vehicles Available per Household				TOTAL
		0	1	2	3-or-more	
One Person	Sample HH	435	3,323	522	101	4,381
	Expanded HH	143,310	420,590	46,822	12,665	623,387
	Expanded HH Pop	145,444	425,073	47,570	12,684	630,771
Two Persons	Sample HH	134	1,132	3,614	983	5,863
	Expanded HH	57,562	204,785	385,981	104,803	753,130
	Expanded HH Pop	117,266	416,557	777,882	210,832	1,522,537
Three Persons	Sample HH	22	286	861	752	1,921
	Expanded HH	14,004	89,380	161,594	133,898	398,876
	Expanded HH Pop	42,676	277,309	492,160	404,005	1,216,150
Four Persons	Sample HH	11	131	1,120	744	2,006
	Expanded HH	11,641	40,277	181,954	132,865	366,736
	Expanded HH Pop	46,828	163,549	736,678	545,525	1,492,580
Five or More Persons	Sample HH	8	66	425	394	893
	Expanded HH	10,758	39,179	158,118	115,837	323,891
	Expanded HH Pop	68,702	207,017	857,083	646,220	1,779,022
Total Households	Sample HH	610	4,938	6,542	2,974	15,064
	Expanded HH	237,275	794,210	934,468	500,067	2,466,020
	Expanded HH Pop	420,916	1,489,505	2,911,374	1,819,267	6,641,061

3.10 Regional Trip Rates by Household Size by Workers in the Household

The effects of number of workers in the household for various household sizes are explored in this portion of the report. Trip rates are provided for each trip purpose regardless of travel mode used and are based on the weighted and expanded count of regional households and persons in the 2000 Bay Area Travel Survey.

Five household size categories are reviewed along with four categories of workers in the household. An additional category for households not reporting the number of employed individuals is also included. Table 3.10.3 shows the distribution of sample and expanded households by workers in the household and household size. The expanded household population for each group is also included where applicable. Note that the fields with N/A entries are for those combinations of number of workers and household size that were not possible (for example, two workers in a one-person household). The largest number of households is in the single-person, single-worker group (446,263 households, or 18% of regional homes). Two-person, two-worker homes capture the second highest number of households (379,818, or 15.4% of Bay Area households). The two-person, two-worker group also has the largest share of the population; 768,861 individuals reside in these households, which represents almost 12% of the population. Another 11.5% of the population resides in five-or-more-person households with two workers.

Weekday Trip Rates

Weekday trip rates per household stratified by household size, workers per household, and trip purpose for all modes of travel are provided in Table 3.10.1. For this cross-classification, weekday trip rates range from a low of 2.9 per household for non-working, single-person homes to a high of 17.2 trips per weekday for five-or-more-person homes with three or more workers. In general, weekday household trip rates increase as household size and the number of household workers increases. The exception is for large households. Four and five-or-more-person households with one worker average more weekday trips than the same households with two workers (13.5 versus 13.2 trips per weekday for four-person households, 16.8 versus 14.7 trips per weekday for five-or-more-person homes). Household size has a larger impact on trip rates than the number of workers does. An additional household member increases trip rates on average by 3.2 trips per day while an additional worker in the household only increases rates by an average of 0.29 trips per day.

Barring a few exceptions, Table 3.10.1 indicates that trip rates for all trip purposes increase as household size increases. Additionally, the table shows that the number of home-based work trips per household increases as workers increase. Non-home-based trips also increase with each additional worker in the household for the majority of household size and worker combinations. The other trend evident in Table 3.10.1 is that, for most cases, home-based shop (other), social/recreational, and school trip rates actually decrease as workers are added to the household.

The per capita trip rates provided in Table 3.10.2 show that the most mobile individuals during the week are those that work and live alone. These individuals average 3.6 trips per weekday. The least mobile individuals are those who live in five-or-more-person households with two

workers. The average trip rate per capita for this group is 2.7 trips per weekday. Two-person households with both individuals working average the most home-based work trips per weekday (1.3 per person). Two-person homes with zero workers average the most home-based shopping trips (1.3 per weekday) and home-based social/recreational trips per weekday (0.82 per person).

Weekend Trip Rates

This section discusses the weekend trip rates provided in Appendices E and F for households and persons cross-classified by household size and number of workers in the household.

Regional Saturday trip rates per household by household size and number of workers are provided in Table 3.10.1E. Saturday trip rates range from 2.6 per household for non-working, single-person homes to 17.9 trips per household for five-or-more-person homes with one worker. Four-person households with three or more working members make the highest number of home-based work trips on Saturday (1.9 per household). Households with five or more members and only one employed person have the highest trip rates for both home-based shop (other) trips and home-based social/recreational trips averaging 6.5 and 7.2 trips per day on Saturday, respectively. Except for large households (four or more persons) with two or more workers, trip rates increase as household size increases for all worker categories. However, trip rates across worker categories do not display a clear pattern. In some cases, rates increase as workers increase; in others, trip rates decrease with the addition of workers in the household.

The most mobile individuals on Saturday are employed persons living alone. Table 3.10.2E shows that these individuals average 3.6 trips per day on Saturday. The least mobile are those who live in the largest households and who have the largest number of workers. Five-or-more-person households with three or more workers only average 2.2 trips per capita on Saturday. Individuals living with five or more persons in one-worker homes make the most home-based social/recreational trips on Saturday (1.3 per day). Individuals in the largest households (five-or-more-person homes) with three or more workers make the fewest home-based social/recreational trips on Saturday (0.69 per person per day).

Sunday travel rates at the household level are provided in Table 3.10.1F by household size and workers per household. Non-working, single-person homes produce the fewest trips on Sunday (2.7 per household) while five-or-more-person homes with two workers produce the most Sunday trips (14.0 trips per household). Trip rates on Sunday increase with household size, except for the largest households with the most workers. Five-or-more-person households with one worker make the most home-based social/recreational trips on Sunday (5.6 trips per household), and five-or-more-person homes with two workers make the most home-based shop (other) trips on Sunday (3.9 per household).

Per capita rates for Sunday trips are included in Table 3.10.2F for the household size and worker combinations. Except for two groups (non-working, two-person households and four-person homes with one worker), trip rates decrease per person as household size increases. The pattern is less clear across worker categories. However, it can be said that trip rates tend to increase as the number of workers increases for smaller households (three persons or less) and tend to decrease for larger households as the number of workers increases.

Table 3.10.1
2000 Regional Weekday Trips per Household by Household Size
by Workers per Household - Total Modes

Household Size	Trip Purpose	Workers per Household					TOTAL
		0	1	2	3-or-more	Unknown	
One Person	HBW	0.048	1.227	N/A	N/A	0.707	0.904
	HBSH	1.277	0.687	N/A	N/A	0.794	0.846
	HBSR	0.789	0.557	N/A	N/A	0.535	0.619
	HBSC	0.070	0.048	N/A	N/A	0.045	0.054
	NHB	0.690	1.162	N/A	N/A	0.770	1.029
	Total	2.875	3.681	N/A	N/A	2.852	3.452
Two Persons	HBW	0.139	1.343	2.554	N/A	1.736	1.757
	HBSH	2.627	1.778	1.277	N/A	1.588	1.665
	HBSR	1.649	1.087	1.031	N/A	0.981	1.152
	HBSC	0.241	0.403	0.106	N/A	0.310	0.225
	NHB	1.477	1.523	2.073	N/A	1.198	1.788
	Total	6.133	6.133	7.041	N/A	5.813	6.586
Three Persons	HBW	0.717	1.585	2.616	3.662	2.040 †	2.374
	HBSH	2.870	2.532	1.947	1.612	2.482 †	2.123
	HBSR	1.712	1.712	1.492	1.341	0.218 †	1.544
	HBSC	1.405	1.138	1.085	0.370	0.302 †	0.992
	NHB	1.922	1.849	2.159	2.341	0.702 †	2.071
	Total	8.627	8.815	9.299	9.327	5.744 †	9.104
Four Persons	HBW	0.248 †	1.451	2.562	4.381	1.434 †	2.460
	HBSH	2.567 †	4.418	3.218	2.732	5.125 †	3.485
	HBSR	2.796 †	2.689	2.228	2.102	3.616 †	2.367
	HBSC	5.196 †	2.249	2.429	1.303	2.341 †	2.269
	NHB	0.918 †	2.697	2.727	3.042	2.785 †	2.719
	Total	11.725 †	13.505	13.164	13.560	15.301 †	13.300
Five or More Persons	HBW	0.980 †	1.588	2.609	4.276	2.003 †	2.664
	HBSH	5.893 †	5.928	3.575	3.988	11.270 †	4.444
	HBSR	3.277 †	3.009	2.217	3.269	3.287 †	2.734
	HBSC	2.785 †	4.011	3.810	2.577	3.861 †	3.547
	NHB	4.077 †	2.235	2.506	3.104	6.724 †	2.615
	Total	17.012 †	16.771	14.716	17.214	27.145 †	16.004
Total HHlds.	HBW	0.143	1.359	2.577	4.108	1.285	1.865
	HBSH	2.032	2.073	2.183	2.846	1.704	2.168
	HBSR	1.293	1.289	1.563	2.299	0.967	1.469
	HBSC	0.430	0.881	1.379	1.485	0.397	1.046
	NHB	1.145	1.600	2.296	2.838	1.186	1.889
	Total	5.042	7.202	9.998	13.576	5.538	8.436

† Trip rates based on less than 50 sample households and are not statistically significant. Reported for informational purposes only.

Table 3.10.2
2000 Regional Weekday Trips per Person by Household Size
by Workers per Household - Total Modes

Household Size	Trip Purpose	Workers per Household					TOTAL
		0	1	2	3-or-more	Unknown	
One Person	HBW	0.048	1.209	N/A	N/A	0.709	0.894
	HBSH	1.272	0.677	N/A	N/A	0.796	0.836
	HBSR	0.786	0.549	N/A	N/A	0.536	0.611
	HBSC	0.069	0.047	N/A	N/A	0.045	0.053
	NHB	0.687	1.145	N/A	N/A	0.772	1.017
	Total	2.862	3.627	N/A	N/A	2.858	3.411
Two Persons	HBW	0.069	0.664	1.262	N/A	0.861	0.869
	HBSH	1.304	0.880	0.631	N/A	0.788	0.824
	HBSR	0.818	0.538	0.509	N/A	0.487	0.570
	HBSC	0.120	0.199	0.052	N/A	0.154	0.111
	NHB	0.733	0.753	1.024	N/A	0.594	0.884
	Total	3.044	3.034	3.478	N/A	2.884	3.258
Three Persons	HBW	0.234	0.517	0.858	1.215	0.680 †	0.779
	HBSH	0.936	0.827	0.638	0.535	0.827 †	0.696
	HBSR	0.558	0.559	0.489	0.445	0.073 †	0.506
	HBSC	0.458	0.371	0.356	0.123	0.101 †	0.325
	NHB	0.627	0.603	0.708	0.777	0.234 †	0.679
	Total	2.814	2.877	3.049	3.095	1.913 †	2.986
Four Persons	HBW	0.061 †	0.355	0.631	1.075	0.354 †	0.605
	HBSH	0.634 †	1.081	0.793	0.670	1.267 †	0.856
	HBSR	0.690 †	0.658	0.549	0.516	0.894 †	0.582
	HBSC	1.282 †	0.550	0.598	0.320	0.579 †	0.557
	NHB	0.227 †	0.660	0.672	0.746	0.688 †	0.668
	Total	2.894 †	3.304	3.243	3.327	3.782 †	3.268
Five or More Persons	HBW	0.154 †	0.296	0.480	0.755	0.369 †	0.485
	HBSH	0.928 †	1.104	0.658	0.704	2.077 †	0.809
	HBSR	0.516 †	0.560	0.408	0.577	0.606 †	0.498
	HBSC	0.439 †	0.747	0.701	0.455	0.712 †	0.646
	NHB	0.642 †	0.416	0.461	0.548	1.239 †	0.476
	Total	2.680 †	3.123	2.709	3.038	5.003 †	2.914
Total HHlds.	HBW	0.083	0.603	0.806	0.947	0.703	0.692
	HBSH	1.180	0.920	0.682	0.656	0.932	0.805
	HBSR	0.750	0.572	0.489	0.530	0.529	0.545
	HBSC	0.249	0.391	0.431	0.343	0.217	0.388
	NHB	0.664	0.710	0.718	0.655	0.649	0.701
	Total	2.927	3.195	3.125	3.131	3.030	3.133

† Trip rates based on less than 50 sample households and are not statistically significant. Reported for informational purposes only.

Table 3.10.3
BATS 2000 Households and Household Population
by Household Size by Workers per Household

Household Size		Workers per Household					TOTAL
		0	1	2	3-or-more	Unknown	
One Person	Sample HH	1,164	3,130	N/A	N/A	87	4,381
	Expanded HH	165,737	446,263	N/A	N/A	11,387	623,387
	Expanded HH Pop	166,479	452,930	N/A	N/A	11,363	630,772
Two Persons	Sample HH	1,095	1,710	2,979	N/A	79	5,863
	Expanded HH	126,879	235,656	379,818	N/A	10,777	753,130
	Expanded HH Pop	255,642	476,313	768,861	N/A	21,721	1,522,537
Three Persons	Sample HH	61	599	932	322	7	1,921
	Expanded HH	14,538	133,405	182,931	66,488	1,514	398,876
	Expanded HH Pop	44,570	408,692	557,954	200,389	4,545	1,216,150
Four Persons	Sample HH	30	592	1,047	325	12	2,006
	Expanded HH	10,489	108,780	185,138	60,478	1,851	366,736
	Expanded HH Pop	42,496	444,675	751,457	246,463	7,489	1,492,580
Five or More Persons	Sample HH	11	273	376	231	2	893
	Expanded HH	8,231	96,379	140,907	77,946	428	323,891
	Expanded HH Pop	52,248	517,505	765,325	441,622	2,322	1,779,022
Total Households	Sample HH	2,361	6,304	5,334	878	187	15,064
	Expanded HH	325,874	1,020,483	888,794	204,912	25,957	2,466,020
	Expanded HH Pop	561,435	2,300,115	2,843,597	888,474	47,440	6,641,061

3.11 Regional Trip Rates by Workers in the Household by Vehicles Available

The final cross tabulations included in section 3 of this report describe regional trip rates stratified by workers per household and vehicle availability. Five worker categories and four vehicle categories are reviewed.

Not all combinations of these two categories contained a statistically significant number of sample households. Trip rates for these combinations are provided for informational purposes only. The number of sample and expanded households and the expanded household population for each cross-classified group are provided in Table 3.11.3. The largest group is two-worker, two-vehicle households. This category accounts for nearly half a million Bay Area households, or 20% of all households, and 24% of the regional population (1.6 million individuals). The next largest groups are one-worker households with either one or two vehicles available for general travel.

Weekday Trip Rates

Household level weekday trip rates by workers per household and vehicle availability are detailed in Table 3.11.1. Trip rates increase with an additional vehicle available in the household and with an additional worker in the household, except for an increase in workers or vehicles for non-working, zero-vehicle households. Non-working households with one vehicle available make the fewest weekday trips (4.0 per household). Households with three or more workers and three or more vehicles average the highest number of weekday trips at 13.9 per household. An additional worker in the household impacts weekday trip rates more than an additional vehicle in the household. An additional worker increases trip rates on average by 2.0 trips per day while an additional vehicle in the household increases weekday trip rates by 1.2 trips per household. For the most part, trip rates by trip purpose increase with an increase in both the number of workers and vehicles present in the household. However, there are exceptions to this trend. The most obvious is for non-working homes with zero vehicles. Trip rates by purpose decrease as a vehicle and worker are added to the household (except for home-based work trips, which increase).

Regional weekday trip rates per person across the worker and vehicle categories are displayed in Table 3.11.2. There is more variation in person level trip rates than in household level rates, making trends less pronounced. Barring one- and two-worker homes with access to three or more vehicles, weekday trip rates per person increase as vehicle availability increases. The effects of an additional worker in the household are less clear. In some cases an additional worker increases trip rates per person while in other cases, rates are decreased. Individuals in non-working homes with access to three or more vehicles average the highest number of trips per weekday at 3.3 per person. Individuals with the lowest weekday trip rate are those living in two-worker homes without vehicle access; these individuals average only 2.7 trips per person on the weekday.

Weekend Trip Rates

Regional trip rates for travel on Saturday and Sunday cross-classified by workers in the household and vehicle availability are discussed in this section.

Household level trip rates are shown in Table 3.11.1E for travel on Saturday and range from a low of 2.3 trips per household for one-worker, zero-vehicle homes to a high of 12.2 trips per household for single-worker homes with access to three or more vehicles. Except for homes with two or more workers and three or more vehicles, rates tend to increase with an increase in vehicle availability. An additional worker also tends to increase trip rates per household, though exceptions exist. Non-working homes with access to three or more vehicles average the highest number of home-based social/recreational trips on Saturday (5.8 per household). Non-working homes without vehicle access average the fewest home-based social/recreational trips on Saturday (0.66 per household). One-worker homes average the highest home-based shop (other) trips (4.4 per household) when vehicle access is greatest (three or more vehicles) and have the lowest rate for shopping trips when vehicle access is lowest (0.73 trips per household).

Trip rates per person for travel on Saturday are included in Table 3.11.2E. The most notable trip rate differences are between individuals who live in working homes and those living in non-working homes. Non-working persons with access to three or more vehicles average 5.2 trips per person, and non-workers with access to two vehicles make 4.3 trips on Saturday. The highest person level trip rate for those in working households is for single workers with access to three or more vehicles who average 3.8 trips per person on Saturday. For both working and non-working homes, trip rates per person are lowest for those with zero vehicles (1.3 trips per person for non-workers, 1.6 for single workers, and 2.0 trips per day for persons in two-worker homes). Among those living in non-working households, persons with access to three or more vehicles make the most home-based shop (other) and social/recreational trips (1.7 and 2.6 trips per person on Saturday). Of those in working homes, single workers with access to three or more vehicles average 1.4 home-based shop (other) trips on Saturday (the highest rate for working homes). Home-based social/recreational trips are highest for those in single-person, working homes with two vehicles available (1.3 trips per person on Saturday).

Regional trip rates per household for Sunday trips are displayed in Table 3.11.1F. Rates tend to increase across both the worker and vehicle categories, with a few exceptions. Non-working households with zero vehicles make the fewest trips on Sunday (1.7 trips per household) while homes with three or more workers and two vehicles generate the most Sunday trips (13.5 per household). Households in the three-or-more-worker, two-vehicle category make the most home-based shop (other) trips at 4.4 per household on Sunday. Single-worker homes without a vehicle make the fewest shop trips averaging only 0.63 per household. Home-based social/recreational trips are dominated by single-worker, two-vehicle households, which generate 4.2 social/recreational trips on Sunday. The least mobile households in terms of home-based social/recreational trips are those without workers and vehicles. These households average 0.43 home-based social/recreational trips on Sunday.

For total trips, Table 3.11.2F indicates that Sunday per capita trip rates follow the same pattern as Sunday household rates. Non-workers with access to three or more vehicles are the most

mobile group averaging 3.9 trips per person. Non-workers without a vehicle are the least mobile generating less than one trip per day on Sunday (0.91). Among working households, persons living in two-worker homes with access to three or more vehicles are the most mobile (3.4 trips per person on Sunday) while the smallest trip rate for those in working homes is for persons in two-worker, zero-vehicle homes who average only 1.1 trips per day.

Table 3.11.1

**2000 Regional Weekday Trips per Household by Workers per Household
by Vehicles Available per Household - Total Modes**

Workers per Household	Trip Purpose	Vehicles Available per Household				TOTAL
		0	1	2	3-or-more	
No Workers	HBW	0.231	0.081	0.161	0.169	0.143
	HBSH	1.856	1.685	2.664	3.103	2.032
	HBSR	1.252	1.006	1.769	1.848	1.293
	HBSC	0.873	0.253	0.269	0.492	0.430
	NHB	1.080	0.971	1.411	1.790	1.145
	Total	5.292	3.996	6.274	7.404	5.042
One Worker	HBW	1.148	1.312	1.471	1.476	1.359
	HBSH	0.832	1.310	3.349	3.273	2.073
	HBSR	0.595	0.922	1.859	2.100	1.289
	HBSC	0.404	0.598	1.351	1.356	0.881
	NHB	1.064	1.386	1.918	2.252	1.600
	Total	4.043	5.528	9.948	10.457	7.202
Two Workers	HBW	2.687	2.614	2.552	2.597	2.577
	HBSH	0.991	1.767	2.261	2.419	2.183
	HBSR	1.029	1.238	1.659	1.615	1.563
	HBSC	0.697	1.183	1.318	1.720	1.379
	NHB	1.840	1.899	2.343	2.484	2.296
	Total	7.243	8.702	10.133	10.834	9.998
Three or More Workers	HBW	3.144 †	3.625 †	3.982	4.196	4.108
	HBSH	1.503 †	2.907 †	3.179	2.760	2.846
	HBSR	1.574 †	1.657 †	2.463	2.309	2.299
	HBSC	1.303 †	0.568 †	1.420	1.578	1.485
	NHB	3.000 †	1.885 †	2.468	3.021	2.838
	Total	10.524 †	10.642 †	13.512	13.864	13.576
Unknown/Refused	HBW	0.718 †	1.060	1.695	1.844 †	1.285
	HBSH	1.029 †	1.047	2.687	2.501 †	1.704
	HBSR	0.334 †	0.808	1.508	0.710 †	0.967
	HBSC	0.369 †	0.198	0.710	0.265 †	0.397
	NHB	0.564 †	0.891	1.819	1.294 †	1.186
	Total	3.014 †	4.004	8.419	6.612 †	5.538
Total HHlds.	HBW	1.037	1.327	2.061	2.745	1.865
	HBSH	1.226	1.475	2.698	2.725	2.168
	HBSR	0.891	0.999	1.770	1.927	1.469
	HBSC	0.617	0.624	1.242	1.554	1.046
	NHB	1.181	1.393	2.128	2.565	1.889
	Total	4.952	5.818	9.899	11.516	8.436

† Trip rates based on less than 50 sample households and are not statistically significant. Reported for informational purposes only.

Table 3.11.2

**2000 Regional Weekday Trips per Person by Workers per Household
by Vehicles Available per Household - Total Modes**

Workers per Household	Trip Purpose	Vehicles Available per Household				TOTAL
		0	1	2	3-or-more	
No Workers	HBW	0.122	0.058	0.080	0.076	0.083
	HBSH	0.976	1.194	1.321	1.394	1.180
	HBSR	0.658	0.713	0.877	0.830	0.750
	HBSC	0.459	0.179	0.133	0.221	0.249
	NHB	0.568	0.688	0.700	0.804	0.664
	Total	2.781	2.832	3.111	3.325	2.927
One Worker	HBW	0.801	0.764	0.478	0.455	0.603
	HBSH	0.580	0.763	1.088	1.009	0.920
	HBSR	0.415	0.536	0.604	0.647	0.572
	HBSC	0.282	0.348	0.439	0.418	0.391
	NHB	0.742	0.807	0.623	0.694	0.710
	Total	2.820	3.218	3.231	3.223	3.195
Two Workers	HBW	1.019	0.918	0.797	0.746	0.806
	HBSH	0.376	0.620	0.707	0.695	0.682
	HBSR	0.390	0.435	0.519	0.464	0.489
	HBSC	0.264	0.415	0.412	0.494	0.431
	NHB	0.698	0.667	0.732	0.714	0.718
	Total	2.746	3.055	3.167	3.114	3.125
Three or More Workers	HBW	0.954 †	0.912 †	0.893	0.966	0.947
	HBSH	0.456 †	0.731 †	0.713	0.636	0.656
	HBSR	0.477 †	0.417 †	0.553	0.532	0.530
	HBSC	0.395 †	0.143 †	0.318	0.364	0.343
	NHB	0.910 †	0.474 †	0.554	0.696	0.655
	Total	3.193 †	2.676 †	3.031	3.194	3.131
Unknown/ Refused	HBW	0.563 †	0.760	0.685	0.722 †	0.703
	HBSH	0.807 †	0.751	1.087	0.979 †	0.932
	HBSR	0.262 †	0.579	0.610	0.278 †	0.529
	HBSC	0.289 †	0.142	0.287	0.104 †	0.217
	NHB	0.443 †	0.639	0.736	0.507 †	0.649
	Total	2.364 †	2.870	3.404	2.590 †	3.030
Total HHlds.	HBW	0.584	0.708	0.662	0.755	0.692
	HBSH	0.691	0.786	0.866	0.749	0.805
	HBSR	0.502	0.532	0.568	0.530	0.545
	HBSC	0.348	0.333	0.399	0.427	0.388
	NHB	0.666	0.743	0.683	0.705	0.701
	Total	2.791	3.102	3.177	3.165	3.133

† Trip rates based on less than 50 sample households and are not statistically significant. Reported for informational purposes only.

Table 3.11.3
BATS 2000 Households and Household Population
by Workers per Household by Vehicles Available per Household

Workers per Household		Vehicles Available per Household				TOTAL
		0	1	2	3-or-more	
	Sample HH	193	1,149	849	170	2,361
No	Expanded HH	84,486	148,066	76,689	16,632	325,873
Workers	Expanded HH Pop	160,764	208,968	154,668	37,035	561,435
	Sample HH	339	3,113	2,175	677	6,304
One	Expanded HH	115,627	491,889	306,129	106,840	1,020,484
Worker	Expanded HH Pop	165,763	845,141	942,549	346,661	2,300,115
	Sample HH	65	558	3,281	1,430	5,334
Two	Expanded HH	31,622	131,077	499,030	227,065	888,794
Workers	Expanded HH Pop	83,401	373,410	1,596,690	790,095	2,843,597
Three	Sample HH	4	30	164	680	878
or More	Expanded HH	1,942	11,483	44,008	147,479	204,913
Workers	Expanded HH Pop	6,401	45,670	196,168	640,236	888,475
	Sample HH	9	88	73	17	187
Unknown/	Expanded HH	3,598	11,695	8,612	2,052	25,957
Refused	Expanded HH Pop	4,587	16,315	21,299	5,239	47,440
	Sample HH	610	4,938	6,542	2,974	15,064
Total	Expanded HH	237,275	794,210	934,468	500,067	2,466,020
Households	Expanded HH Pop	420,916	1,489,505	2,911,374	1,819,267	6,641,061

3.12 Regional Trip Rates by Population Density Category

This final portion of section 3 highlights regional trip rates by population density categories. Five population density categories are used to describe the Bay Area: urban core, urban, suburban, rural-suburban, and rural. Area types are based on land area and population levels and are different from the density based area types used in the 1990 survey, which were based on population, land area, and employment. The five categories used in this report mirror those used by MTC staff to summarize Census 2000 results (Metropolitan Transportation Commission, 2001).

The population density categories along with the land area each comprises in the Bay Area are displayed below.

Population Density Category	Population Density Range (persons per square mile)	Total Land Area (sq. mi.)	Share of Regional Land Area
Urban Core	>20,000	31.6	0.5%
Urban	10,000 to 20,000	119.4	1.7%
Suburban	1,000 to 10,000	897.0	13.0%
Rural-Suburban	500 to 1,000	305.2	4.4%
Rural	<500	5,569.5	80.5%
TOTAL		6,922.6	100.0%

Source: Metropolitan Transportation Commission (2001).

The urban core category described above is primarily composed of a large part of San Francisco and central Oakland. Less than 1% of the Bay Area's land falls in the urban core category. Areas classified as urban include a large portion of the East Bay, from Richmond to parts of Hayward, Fremont, and San Jose. Parts of San Francisco and most of Daly City and South San Francisco are considered urban areas as well as high-density parts of Millbrae, San Mateo, and Redwood City on the Peninsula. Suburban areas account for 13% of the region's land area and include many North Bay communities such as Santa Rosa, Petaluma, Fairfield, Napa, Sonoma, Novato, and Vallejo. The majority of communities along the peninsula are considered suburban, including most of San Jose. The outer fringes of most cities in the East Bay are also suburban (from Richmond to San Jose). Cities in the Walnut Creek area as well as San Ramon, Danville, and Pleasanton are also considered suburban. Rural-suburban areas account for nearly 4.5% of the land area in the Bay Area and include cities like Half Moon Bay. The final population density category, rural, accounts for over 80% of the Bay Area's geography.

The distribution of Bay Area households and population by population density category is provided in the table below.

Population Density Category	Households	Percent of Total Households	Household Population	Percent of Total Population	Mean Household Size
Urban Core	349,928	14.2%	794,639	12.0%	2.271
Urban	542,153	22.0%	1,542,917	23.2%	2.846
Suburban	1,348,930	54.7%	3,660,291	55.1%	2.713
Rural-Suburban	73,162	3.0%	204,570	3.1%	2.796
Rural	151,847	6.2%	438,644	6.6%	2.889
TOTAL	2,466,020	100.0%	6,641,061	100.0%	2.693

Over half of all Bay Area households are located in suburban areas (54.7%), and nearly 3.7 million individuals are included in these suburban households (55.1% of the population). The next highest share of households, 22.0%, lives in urban areas while 14.2% of households live in urban core areas. The smallest share of households (and of the population) lives in rural-suburban portions of the region, and while over 80% of the Bay Area is considered rural, only 6.2% of households are located in rural areas. There is not a clear relationship between mean household size and area type, but it is interesting to note that households in the urban core tend to be smaller, averaging 2.2 persons per household. The largest households are located in urban and rural areas.

Weekday Trip Rates

Regional weekday transit, walk, and bicycle shares by population density category are included in Tables 3.12.1 through 3.12.3. The information in these tables is based on detailed Tables 3.12.1C and 3.12.2C (in Appendix C), which display regional weekday trip rates by population density category, travel mode, and trip purpose.

Household trip rates for total trips by the five population density categories are shown in Table 3.12.1. In general, trip rates tend to decrease as population density increases. The highest weekday trip rate is for rural-suburban households (9.1 trips per household per weekday) while the lowest rate is for urban core households, which only average 7.0 trips per weekday. Home-based work trips stratified by population density are also provided in Table 3.12.1. Urban households produce the most work trips, averaging 2.0 per household. Households in urban core and rural areas make the fewest home-based work trips producing 1.8 and 1.7 trips per day, respectively. For work and total trips, transit shares decrease as population density decreases. Transit shares for total trips range from 17.6% for urban core households to 1.8% for rural households. When transit shares are reviewed for work trips only, the shares are even higher.

Urban core households have a 29.0% transit share for home-based work trips while the lowest work trip transit share is for rural households (4.4%).

Walk and bicycle shares follow a similar pattern in that they also decrease as population density decreases for total trips and for home-based work trips (see Table 3.12.2). Households in urban core areas make nearly twice as many walk trips as other households (1.6 walk trips per household); this accounts for 22.3% of all trips by urban core households. Rural households make the fewest walk trips (0.44 per day) and have a walk share of only 5.0%. Walk shares are significantly lower for home-based work trips and range from 1.1% to 2.6% for all population density categories except urban core. Households in the urban core have a 12.0% walk trip share for weekday home-based work trips.

Bicycle trip rates and shares for regional households are shown in Table 3.12.3. There are fewer differences between bicycle shares for home-based work and total trips than for transit and walk shares. Urban core households produce the most bicycle trips per weekday, averaging 0.19 per household, which accounts for 2.7% of all trips produced by these households. The lowest bicycle trip rates and shares are for rural-suburban and rural households who only average about 0.7% bike shares for all trips and 0.5% for work trips.

While transit, walk, and bicycle trips tend to decrease as population density decreases, the share of vehicle driver trips increases from 36.2% for urban core households to 63.3% for rural homes (see Table 3.12.1C). For home-based work trips, vehicle driver shares are even higher and range from 45.2% for urban core households to 88.3% of all work trips for rural households.

Weekend Trip Rates

Regional trip rates for travel on Saturday and Sunday stratified by population density category, travel mode, and trip purpose are discussed in this section. Detailed tables in Appendices E and F provide person and household level trip rates for weekend travel by the five population density categories.

Household level trip rates for Saturday trips are outlined in Table 3.12.1E. Except for rural households, rates generally increase as density decreases for all trip purposes. Saturday trip rates range from a low of 0.08 home-based school trips per day to a high of 4.0 home-based shop (other) trips per day, both produced by rural-suburban households. For all trip purposes except home-based school, rural-suburban households average the highest trip rates for Saturday travel (0.92 home-based work trips on Saturday, 4.0 home-based shop trips, 3.6 home-based social/recreational trips, and 2.8 non-home-based trips per day on Saturday). Urban core households produce the fewest home-based work, shop (other), and social/recreational trips on Saturday. As with weekday shares, vehicle driver shares on Saturday increase as density decreases, and walk shares tend to decrease as population density decreases. Saturday bicycle shares are highest (1.4%) for urban households and lowest (0.4%) for rural households.

Person level trip rates for travel on Saturday are provided in Table 3.12.2E. Individuals living in rural-suburban households average the highest Saturday trip rate of 1.4 trips per day for home-based shop (other) trips; these same individuals have the lowest trip rate of 0.03 trips on

Saturday for home-based school trips. Individuals who reside in rural-suburban neighborhoods also generate the highest trip rates for work, shop, and social/recreational trips. Individuals living in rural areas produce the fewest home-based work, shop, and social/recreational trips on Saturday.

Sunday travel for the five different population density categories is highlighted in Tables 3.12.1F for households and 3.12.2F for individuals. Characteristics of Sunday travel based on density are similar to trends found on Saturday. Vehicle driver shares increase as population density decreases. Walk shares are highest (21.9%) for urban core households and lowest for rural homes (3.2%). Bicycle shares also decrease with population density. Urban core homes have a 5.0% bicycle share while rural homes have only a 0.6% bicycle share. Household trip rates on Sunday range from a low of 0.05 home-based school trips made by urban core households to a high of 3.2 trips per day for home-based social/recreational trips pursued by suburban households. Rural-suburban households have the highest average trip rate for home-based shop (other) trips (3.0 per household on Sunday). Similar to Saturday travel, urban core households average the lowest number of home-based shop and social/recreational trips on Sunday making just 1.8 shop and social/recreational trips per day.

Trip rates per capita on Sunday show that urban individuals make the fewest home-based shopping trips averaging 0.70 per person (Table 3.12.2F). Residents of urban core areas average the fewest social/recreational trips (0.77 per person). The highest person level trip rate for Sunday travel is for persons living in suburban areas making home-based social/recreational trips (1.2 per person on Sunday).

Table 3.12.1
2000 Regional Weekday Transit Shares for Trips per Household
by Population Density Category

Population Density Category	Home-Based Work Trips / HH			Total Trips / HH		
	Transit	All Modes	% Transit	Transit	All Modes	% Transit
Urban Core	0.513	1.772	29.0%	1.235	7.036	17.6%
Urban	0.273	1.967	13.9%	0.721	8.432	8.6%
Suburban	0.158	1.865	8.5%	0.311	8.728	3.6%
Rural-Suburban	0.086	1.841	4.7%	0.182	9.087	2.0%
Rural	0.076	1.722	4.4%	0.157	8.779	1.8%
Total	0.227	1.865	12.2%	0.519	8.436	6.2%

Table 3.12.2
2000 Regional Weekday Walk Shares for Trips per Household
by Population Density Category

Population Density Category	Home-Based Work Trips / HH			Total Trips / HH		
	Walk	All Modes	% Walk	Walk	All Modes	% Walk
Urban Core	0.213	1.772	12.0%	1.568	7.036	22.3%
Urban	0.052	1.967	2.6%	0.992	8.432	11.8%
Suburban	0.038	1.865	2.0%	0.713	8.728	8.2%
Rural-Suburban	0.021	1.841	1.1%	0.438	9.087	4.8%
Rural	0.021	1.722	1.2%	0.435	8.779	5.0%
Total	0.064	1.865	3.4%	0.870	8.436	10.3%

Table 3.12.3
2000 Regional Weekday Bicycle Shares for Trips per Household
by Population Density Category

Population Density Category	Home-Based Work Trips / HH			Total Trips / HH		
	Bicycle	All Modes	% Bicycle	Bicycle	All Modes	% Bicycle
Urban Core	0.060	1.772	3.4%	0.192	7.036	2.7%
Urban	0.031	1.967	1.6%	0.115	8.432	1.4%
Suburban	0.030	1.865	1.6%	0.120	8.728	1.4%
Rural-Suburban	0.009	1.841	0.5%	0.067	9.087	0.7%
Rural	0.009	1.722	0.5%	0.049	8.779	0.6%
Total	0.033	1.865	1.8%	0.123	8.436	1.5%

Section 4: 2000 Weekday and Weekend Regional Travel by Personal Characteristics

Section 3 of this report discussed regional trip rates in terms of household characteristics including income, household size, number of workers, vehicle availability, and location of the household. This section delves into the socio-demographics of BATS2000 respondents and reviews the effects of age, gender, employment and driver's license status on weekday, Saturday, and Sunday trips. As in previous sections of this report, trip rates are based on the weighted and expanded results of the 2000 household travel survey.

4.1 Travel by Age of Trip Maker

The 2000 survey differed from the 1990 survey in that information was collected for all individuals in the household regardless of age. Therefore, BATS2000 respondents range from infants (less than 1 year old) to seniors (up to 99 years old). In this first subsection of the fourth portion of this report, trips per capita by age are explored.

Weekday Trip Rates

Weekday trip rates per capita by trip purpose share and age of the trip maker are detailed in Table 4.1.1. Rates are plotted in Figure 4.1.1, and trip purpose shares are displayed in Figure 4.1.2 by age of the trip maker. Home-based work trips for young children shown in Table 4.1.1 (and in other tables within this section) are likely due to coding errors or reflect trips where children accompany parents to or from the work place. The results show that the least mobile groups during the weekday are the youngest and oldest travelers. Infants average only 2.1 trips per day, and seniors 75 and older make only 2.2 trips per day during the week. The bell-shaped curve created in Figure 4.1.1 indicates that individual travel increases as people age from their early twenties to their mid-forties and then gradually decreases as individuals move into their senior years. The maximum per capita trip rate for weekday travel is for 46 year olds who average 4.1 trips per day.

Figure 4.1.2 shows how trip purpose shares vary by the age of the trip maker for weekday travel. Home-based school and social/recreational trip shares dominate trips for young children and teenagers. Work shares are high for those between the ages of 19 and 62 where at least a quarter of all trips made by these individuals are home-based work trips. The share of home-based shop (other) trips increases substantially for those sixty and over, ranging from 31.7% to 47.2%.

To better understand the trends in travel at different stages of life, the ages reported in the 2000 survey were aggregated to nine distinct groups (with an additional category for persons not reporting age). Average trips per capita are provided for the nine aggregate age categories in Table 4.1.2 along with trip purpose shares for each age group. A graphic version of this table is provided in Figure 4.1.3. The highest trip rate per capita for weekday trips is produced by individuals between the ages of 40 and 49 who average 3.6 trips per weekday. Trip rates decline for individuals 50 and older and for persons younger than forty. The lowest trip rates by age group are for the youngest and oldest individuals; infants and young children less than 5 average 2.5 trips per day while persons 65 and older average 2.7 trips per weekday. A review of trip

purpose shares in Table 4.1.2 indicates that home-based work shares are highest for persons between 23 and 29 (35.6%). Home-based shop (other) and social/recreational trips are highest for the oldest and youngest age groups. Seniors 65 and over have a 43.8% home-based shop share and 25.2% social/recreational trip share. Children 0 to 4 have a 37.1% home-based shop share and 26.3% social/recreational share. As expected, home-based school trip shares are highest for school age children and young adults 22 and under, with the highest share (45.7%) being for children between 5 and 17.

The final table describing weekday trips by age group presents modal shares for work trips and for total trips (Table 4.1.3). For all trips, children 17 and under are usually vehicle passengers (84.2% share for young children 0 to 4, 65.9% share for children 5 to 17) while adults 18 and over are typically vehicle drivers (adult shares range from 58.6% to 78.0%). As age increases, vehicle driver shares increase for those under 50. Vehicle driver shares begin decreasing for individuals 50 and older. Transit shares are highest for individuals between the ages of 18 and 22 and comprise 11.3% of total trips. Transit shares are also high for 23 to 29 year olds at 10.9% of total trips. While transit shares for work trips are still highest for young adults, transit shares for the remaining age groups are significantly higher for work trips than for total trips. Young adults between the ages of 23 and 29 have the highest bicycle trip shares for total trips and for home-based work trips (2.4% bicycle share for total trips, 3.2% share for work trips). Unlike other travel modes, walk shares and vehicle passenger shares for work trips decrease for all age groups. Walk trip shares are lowest during the week for persons in their forties (6.8%) and highest (15.9%) for children between 5 and 17 years of age. Among working adults, individuals between 23 and 29 average the highest walk trip shares for work trips (4.9%).

Weekend Trip Rates

Trip rates for weekend travel relative to the age of the trip maker are reported in this section. Figures and tables included in the discussion can be found in Appendices E and F.

Saturday per capita trip rates and trip purpose shares for individuals of all ages in the 2000 survey are provided in Table 4.1.1E and Figures 4.1.1E and 4.1.2E. The table and figures show that Saturday trip rates per person have a wider range of values by age of the trip maker than weekday rates. Children under 4, 20 and 21 year olds, and seniors 75 and older average the lowest trip rates per capita on Saturday, with the lowest trip rate produced by 21 year olds (1.5 trips per day). The highest Saturday per capita trip rate is for 65 year olds who average 5.6 trips per day on Saturday. A comparison of the plot in Figure 4.1.1E for Saturday trips to the graphic for weekday travel (Figure 4.1.1) shows that there is higher variation across individuals similar in age on Saturday than during the week. Additionally, the general bell-shaped curve shown for weekday trip rates is less pronounced for Saturday trips.

Saturday trip purpose shares by age of the trip maker are provided in Figure 4.1.2E. Home-based work shares are lower for nearly all age groups as compared to weekday shares (the exceptions – which may be due to coding errors – are for younger children). The two distinct peaks in work shares are for persons between 15 and 25 and individuals between 60 and 65. For younger individuals, the higher percentage of work trips might reflect the weekend nature of jobs that many young people tend to have (i.e., working at a movie theater or department store). The

balance of trip purpose shares for all age groups is concentrated in the home-based shop (other) and home-based social/recreational categories.

As with weekday travel, individuals were categorized into nine different age groups to better understand the impact of age on weekend travel. Table 4.1.2E and Figure 4.1.3E display the results for Saturday trips by age group. Similar to weekday travel, middle-age adults between 30 and 59 produce the most trips per capita on Saturday with the most mobile group being individuals in their forties who average 4.0 trips per day on Saturday. Children and young adults have the lowest per capita trip rates on Saturday: children 0 to 4 make 2.4 trips per day, and children between 5 and 17 average 2.6 trips on Saturday. Young adults between 18 and 22 years old make 2.2 trips per person on Saturday. While shopping and social/recreational trips dominate trip shares for all age groups on Saturday, the most noticeable trend in Figure 4.1.3E is that there appears to be a tradeoff between shopping and social/recreational activities as individuals age. Older individuals tend to shop more on Saturday while younger individuals spend more of their daily trips on social and recreational activities.

Travel on Sunday by age of the trip maker is characterized in Table 4.1.1F and in Figures 4.1.1F and 4.1.2F. Per capita rates on Sunday range from 0.91 trips per day for 20 year olds to a high of 4.7 trips per day made by 41 year olds. Like Saturday travel, trip rates on Sunday vary more between individuals who are close in age. The general trend, however, is that rates per capita for Sunday travel tend to increase as an individual ages. The distribution of trip purpose shares by age of the trip maker indicates that the youngest and oldest individuals tend to make more home-based social/recreational trips on Sunday than middle-age persons. The trip purpose shares displayed in Figure 4.1.2F also show that work shares for young adults are higher on Sunday than on Saturday, nearly reaching 30% of trips for individuals in their early twenties.

Sunday trip rates by the aggregated age group categories are provided in Table 4.1.2F and Figure 4.1.3F. Like weekday and Saturday travel, the highest per capita rates are for individuals between the ages of 40 and 49 (3.5 trips per day) while the lowest trip rates on Sunday are for individuals 22 and younger. Home-based shop (other) shares are highest for persons between 60 and 64 (34.7% of trips). Children between 5 and 17 and those over 65 have the highest home-based social/recreational trip shares (45.1% and 45.0%, respectively).

Table 4.1.1**Average Weekday Trips per Person by Trip Purpose Share by Age of Trip Maker**

Age	Average Total	Share of Trips by Trip Purpose				
	Trips/Person	HBW	HBSH	HBSR	HBSC	NHB
0	2.07	1.2%	41.0%	32.6%	12.4%	12.7%
1	2.57	0.0%	45.7%	26.4%	13.2%	14.8%
2	2.51	0.2%	39.5%	28.1%	17.2%	15.2%
3	2.60	0.4%	33.9%	24.3%	26.3%	15.2%
4	2.68	0.0%	31.0%	23.4%	28.4%	17.3%
5	2.94	0.3%	20.7%	23.0%	37.9%	18.1%
6	2.85	0.5%	19.3%	21.4%	42.7%	16.1%
7	2.60	0.2%	13.5%	21.6%	48.5%	16.1%
8	2.69	0.6%	12.8%	23.6%	47.1%	15.9%
9	2.68	0.0%	15.6%	23.0%	46.4%	14.9%
10	2.75	0.2%	11.6%	23.0%	48.2%	17.0%
11	2.60	0.2%	11.7%	22.5%	52.1%	13.5%
12	2.51	0.5%	14.1%	22.2%	47.7%	15.6%
13	2.48	0.7%	16.6%	21.7%	44.2%	16.8%
14	2.54	2.0%	13.3%	20.6%	48.5%	15.6%
15	2.56	3.8%	12.5%	21.3%	48.3%	14.0%
16	2.84	3.9%	17.8%	18.9%	44.2%	15.0%
17	2.89	8.5%	15.7%	19.0%	37.8%	19.0%
18	3.18	16.7%	19.7%	19.9%	23.0%	20.8%
19	3.22	25.9%	15.0%	22.3%	15.6%	21.2%
20	3.24	29.7%	15.0%	17.2%	16.7%	21.3%
21	3.12	26.9%	19.3%	17.6%	15.9%	20.4%
22	2.85	30.3%	21.9%	15.9%	10.3%	21.7%
23	2.96	37.8%	17.0%	15.5%	10.0%	19.7%
24	3.39	37.5%	17.2%	14.7%	6.2%	24.4%
25	3.08	34.3%	20.0%	16.5%	4.4%	24.8%
26	3.20	34.6%	20.2%	15.4%	3.4%	26.5%
27	3.15	39.1%	19.3%	14.6%	3.8%	23.3%
28	3.36	33.5%	23.7%	13.2%	4.5%	25.1%
29	3.44	34.0%	20.7%	15.5%	4.1%	25.7%
30	2.97	36.8%	23.0%	15.5%	2.5%	22.3%
31	3.61	30.6%	25.5%	12.7%	2.6%	28.6%
32	3.33	32.3%	25.8%	13.7%	4.2%	24.0%
33	3.18	31.1%	25.9%	15.6%	3.3%	24.1%
34	3.47	30.8%	26.2%	15.3%	2.6%	25.2%
35	3.51	32.8%	31.8%	12.0%	1.9%	21.5%
36	3.49	33.6%	27.8%	14.1%	4.2%	20.3%
37	3.35	35.3%	26.2%	12.5%	3.0%	23.1%

Table 4.1.1 (continued)**Average Weekday Trips per Person by Trip Purpose Share by Age of Trip Maker**

Age	Average Total	Share of Trips by Trip Purpose				
	Trips/Person	HBW	HBSH	HBSR	HBSC	NHB
38	3.60	28.6%	28.0%	14.4%	4.2%	24.8%
39	3.63	31.8%	27.6%	15.2%	3.4%	22.1%
40	3.46	30.6%	26.9%	13.4%	4.8%	24.2%
41	3.68	30.4%	28.5%	17.0%	2.2%	21.9%
42	3.63	29.6%	28.1%	14.5%	4.8%	23.0%
43	3.50	29.4%	29.1%	13.1%	2.8%	25.6%
44	3.80	27.5%	29.3%	12.2%	4.7%	26.2%
45	3.53	33.7%	27.3%	13.5%	2.2%	23.3%
46	4.09	26.6%	28.4%	14.5%	2.5%	28.0%
47	3.63	32.8%	24.3%	14.9%	2.2%	25.9%
48	3.67	29.3%	27.3%	15.1%	2.2%	26.0%
49	3.49	34.4%	25.6%	13.5%	1.7%	24.8%
50	3.34	31.5%	27.0%	14.5%	1.3%	25.7%
51	3.81	28.5%	28.3%	12.8%	1.8%	28.5%
52	3.43	29.0%	27.3%	15.0%	1.1%	27.5%
53	3.44	28.6%	28.1%	15.2%	1.1%	27.1%
54	3.21	30.1%	24.5%	15.8%	2.0%	27.6%
55	3.27	31.1%	27.2%	14.5%	1.0%	26.2%
56	3.18	31.5%	25.0%	16.1%	0.5%	27.0%
57	3.30	27.5%	29.6%	15.5%	1.5%	25.8%
58	3.26	28.7%	26.9%	14.9%	1.1%	28.4%
59	3.17	27.7%	24.7%	15.9%	0.4%	31.3%
60	2.99	24.8%	33.8%	15.9%	0.8%	24.8%
61	3.29	22.3%	31.7%	19.0%	0.2%	26.8%
62	3.43	20.7%	33.4%	17.3%	1.7%	26.7%
63	3.31	18.4%	33.7%	20.9%	0.5%	26.5%
64	3.09	19.7%	38.8%	19.5%	1.7%	20.3%
65	3.14	11.2%	41.0%	25.1%	1.1%	21.6%
66	3.43	12.5%	37.8%	21.6%	0.6%	27.4%
67	2.79	10.0%	45.0%	21.8%	0.5%	22.7%
68	3.22	7.1%	38.8%	25.8%	5.7%	22.7%
69	2.93	8.4%	45.6%	23.5%	0.3%	22.4%
70	2.99	6.9%	39.9%	27.3%	0.3%	25.6%
71	2.71	6.6%	41.9%	24.9%	0.7%	25.9%
72	2.91	7.6%	45.3%	23.2%	0.8%	23.1%
73	2.51	5.9%	44.0%	26.2%	1.6%	22.2%
74	2.82	7.2%	46.6%	21.5%	0.8%	24.0%
75 +	2.21	2.8%	47.2%	27.3%	1.1%	21.5%
Unknown	3.08	27.6%	24.6%	14.9%	7.5%	25.4%

Figure 4.1.1

Average Total Weekday Trips per Person by Age of Trip Maker

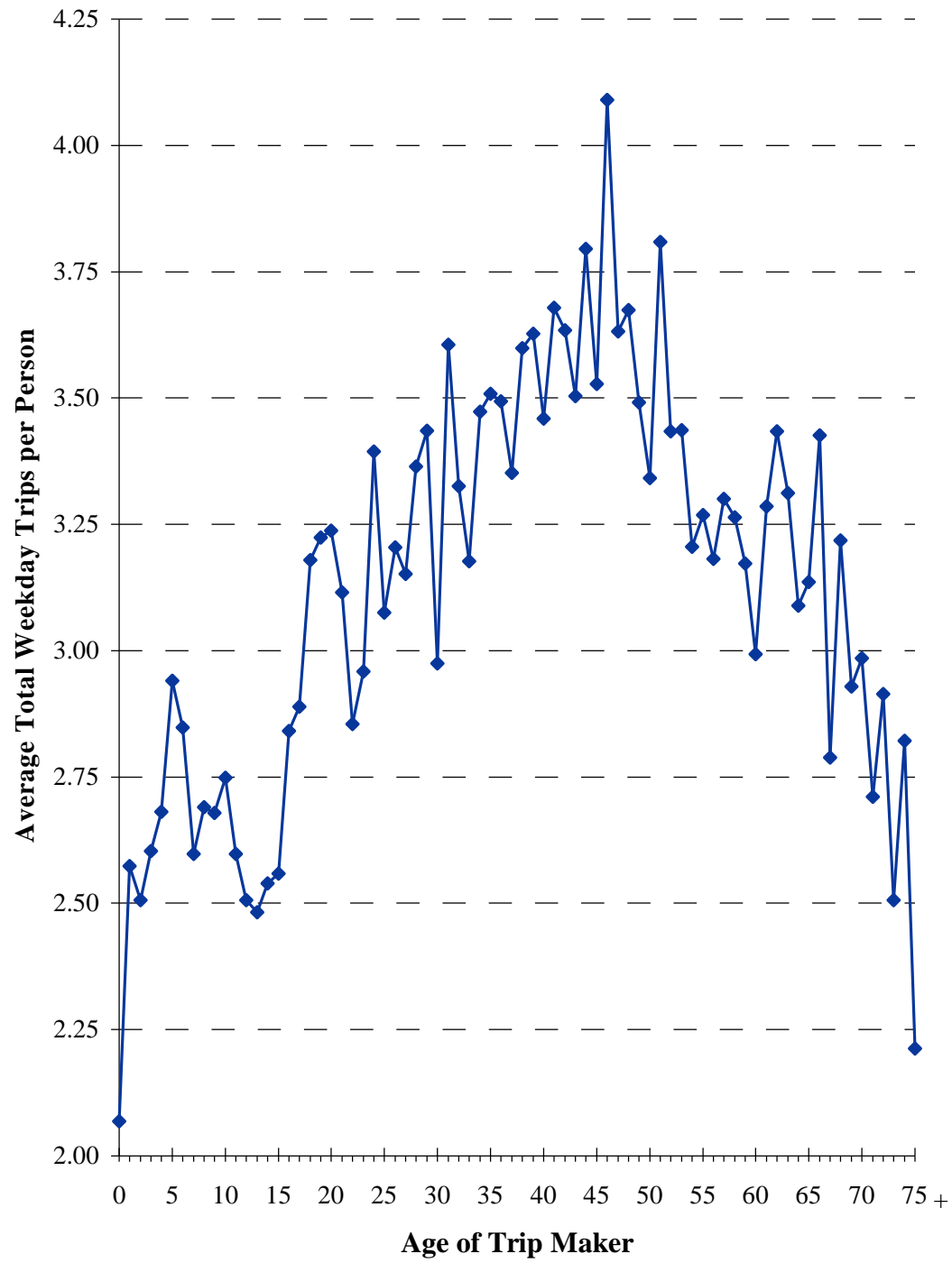


Figure 4.1.2

Share of Weekday Trips by Trip Purpose by Age of Trip Maker

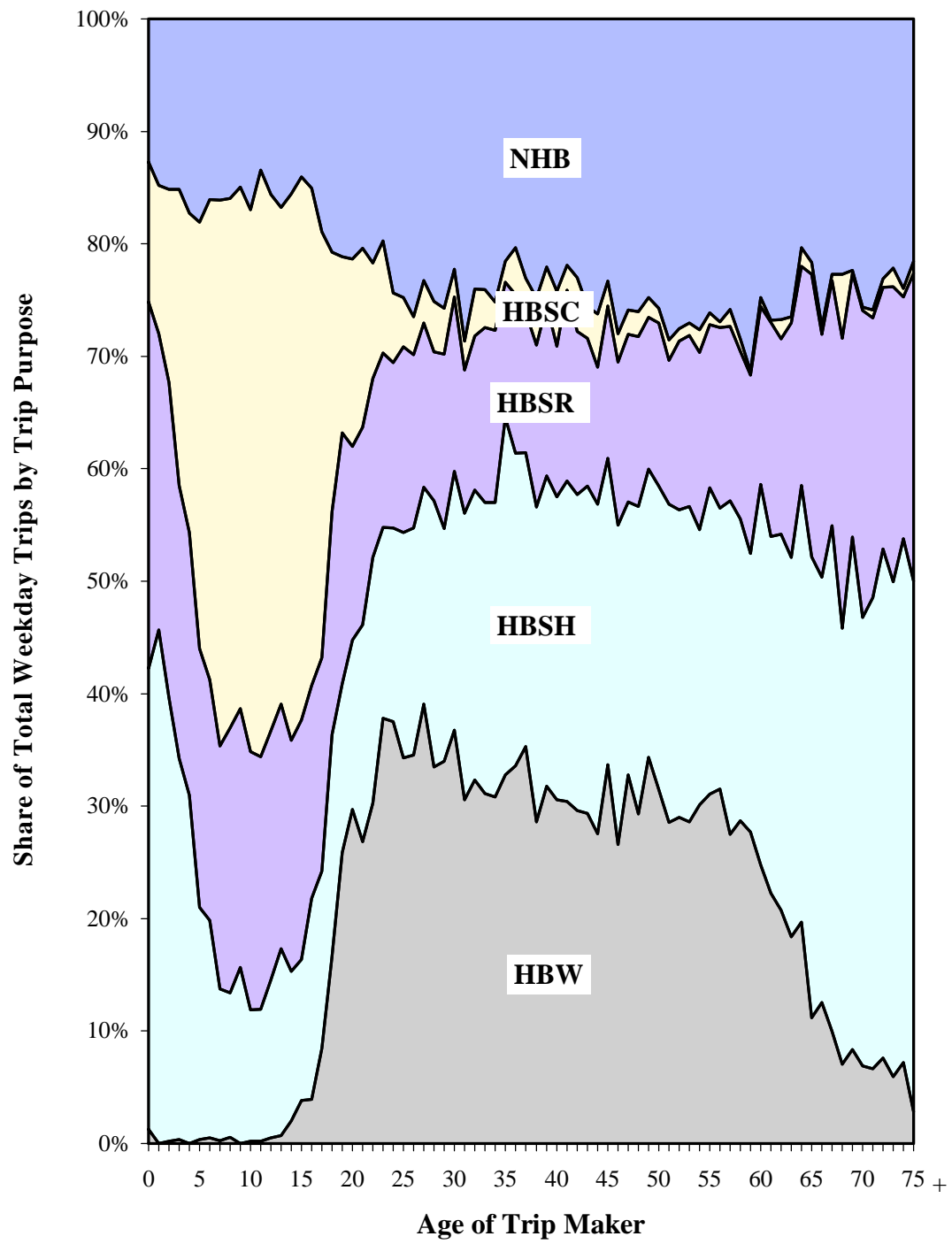


Table 4.1.2**Average Weekday Trips per Person by Trip Purpose Share by Age Group**

Age Group	Average Total Trips/Person	<u>Share of Trips by Trip Purpose</u>				
		HBW	HBSH	HBSR	HBSC	NHB
0-4	2.507	0.3%	37.1%	26.3%	21.1%	15.3%
5-17	2.679	1.5%	15.0%	21.8%	45.7%	16.0%
18-22	3.129	25.1%	18.1%	18.8%	17.0%	21.0%
23-29	3.247	35.6%	20.1%	15.0%	4.9%	24.5%
30-39	3.406	32.4%	26.9%	14.1%	3.2%	23.4%
40-49	3.640	30.3%	27.5%	14.1%	3.1%	24.9%
50-59	3.360	29.6%	27.0%	14.9%	1.2%	27.3%
60-64	3.215	21.4%	34.2%	18.2%	1.0%	25.1%
65 +	2.670	6.8%	43.8%	25.2%	1.2%	23.1%
Unknown	3.081	27.6%	24.6%	14.9%	7.5%	25.4%
Total	3.133	22.1%	25.7%	17.4%	12.4%	22.4%

Figure 4.1.3
Share of Weekday Trips by Trip Purpose by Age Group

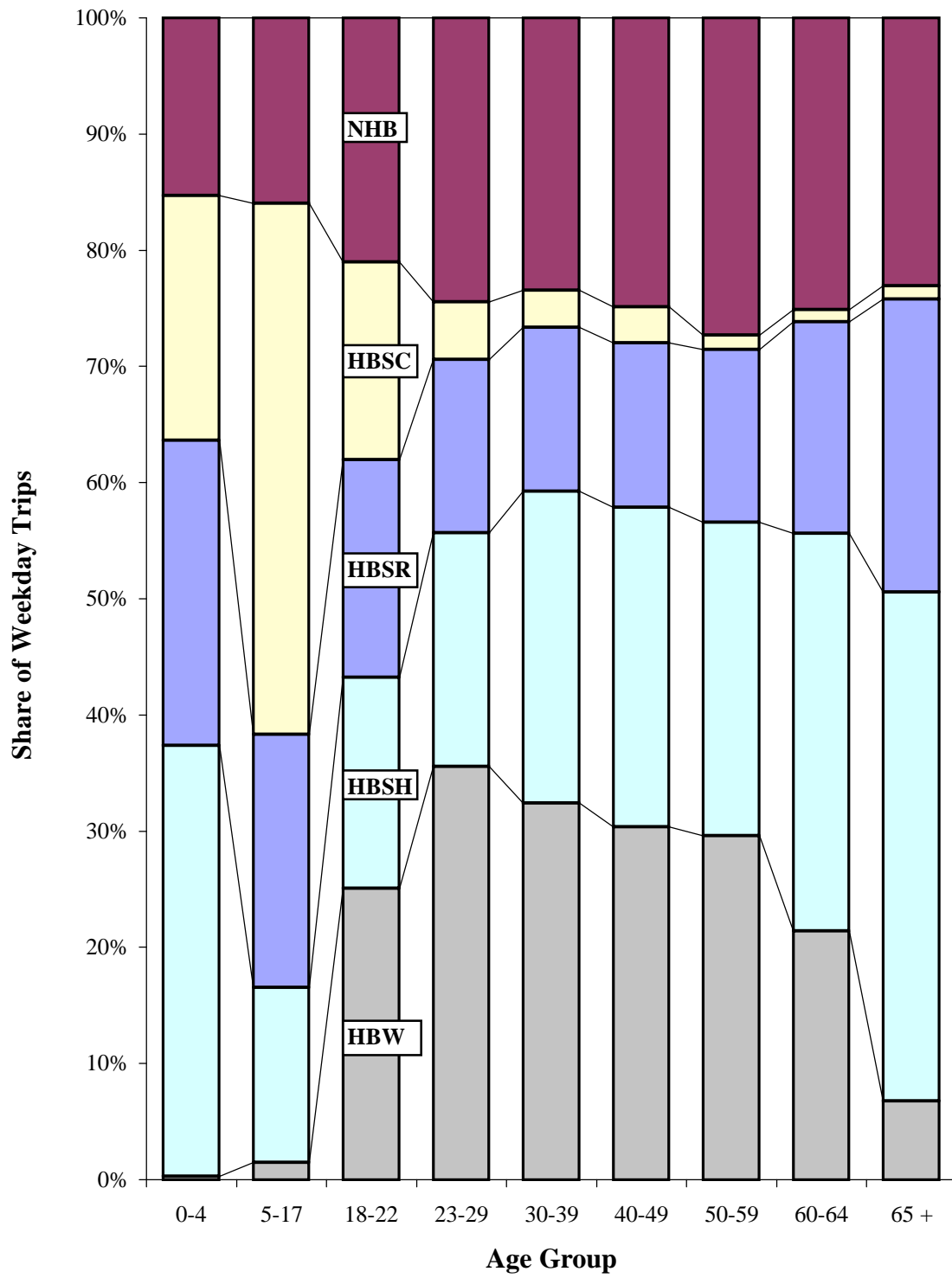


Table 4.1.3**Modal Share for Weekday Work and Total Trips by Age Group**

Age Group	Home-Based Work Trips						Total Trips						
	Driver	Pssgr	Transit	Bicycle	Walk	Other	Driver	Pssgr	Transit	Bicycle	Walk	Other	Sch. Bus
0-4	22.3%	67.3%	5.8%	0.0%	4.5%	0.0%	0.4%	84.2%	1.6%	0.4%	11.6%	1.1%	0.7%
5-17	29.5%	47.9%	6.3%	1.7%	13.9%	0.7%	5.0%	65.9%	4.7%	2.2%	15.9%	2.4%	3.9%
18-22	61.4%	15.0%	16.6%	2.0%	4.4%	0.5%	58.6%	18.1%	11.3%	1.5%	9.1%	1.3%	0.1%
23-29	65.9%	7.9%	17.1%	3.2%	4.9%	1.0%	60.7%	12.2%	10.9%	2.4%	12.1%	1.6%	0.0%
30-39	74.1%	6.8%	12.3%	1.7%	3.8%	1.3%	71.6%	8.5%	6.9%	1.4%	10.2%	1.4%	0.0%
40-49	80.0%	4.6%	11.0%	1.6%	2.3%	0.5%	78.0%	7.1%	5.9%	1.5%	6.8%	0.6%	0.0%
50-59	80.3%	4.3%	10.0%	1.2%	3.0%	1.3%	77.6%	7.9%	5.7%	0.9%	7.0%	0.8%	0.0%
60-64	83.6%	5.0%	8.8%	0.9%	1.5%	0.1%	75.4%	10.5%	5.2%	0.5%	7.7%	0.6%	0.0%
65 +	80.0%	8.2%	6.9%	1.1%	2.6%	1.2%	67.7%	16.2%	3.9%	0.4%	10.7%	1.0%	0.0%
Unknown	80.1%	4.7%	10.5%	1.5%	1.1%	2.2%	65.8%	17.7%	7.0%	0.6%	7.4%	1.4%	0.0%
Total	74.9%	6.8%	12.2%	1.8%	3.4%	1.0%	55.5%	24.5%	6.2%	1.5%	10.3%	1.3%	0.8%

4.2 Travel by Age and Gender of Trip Maker

To further understand travel by Bay Area residents, differences and trends in trip rates are explored based on the gender of the trip maker. Trip reporting rates in BATS2000 are reviewed and compared to results from other surveys, and the impact of gender across the different age groups is also examined. Reported trip rates are based on the weighted and expanded results of the 2000 Bay Area Travel Survey.

In addition to measures previously discussed in this report, personal mobility is another key factor used to understand travel behavior. It is important to remember that not all individuals travel on their specified survey day. Table 4.2.1 shows the percentage of the population by gender and age group who reported trips made during their assigned survey period. Results are provided for four different surveys: the 1990 and 2000 Bay Area Travel Surveys, the 1981 Sydney metropolitan area travel survey, and the 1978/1979 Melbourne metropolitan area survey.

There are a few points to consider when comparing the results from the four surveys. These surveys span a period of thirty years. Many social changes have taken place since 1978, the increase of women in the work force being one of the most significant in terms of travel. Additionally, the 1978/79, 1981, and 1990 surveys were all trip-based surveys while the 2000 survey was an activity-based survey. Therefore, the increase in the mobile share of the population in 2000 may be due to the ability of activity-based surveys to capture trips that might have not been reported in a traditional trip-based survey (Stopher, 1992). The final point regarding the comparison of these four surveys is that in the Sydney study, great effort was made to survey non-travelers (Wigan, 1987).

For individuals between 5 and 99 years of age, 94% reported out-of-home travel activities during their survey period in BATS2000. This mobile share of the population is 11% higher than the 1990 Bay Area Travel Survey and 16% and 9% higher than the Sydney and Melbourne surveys. For all age groups, the 2000 survey shows the smallest difference between the mobile share of the female and male populations, with the mobile share for males being just 2% higher than females (95% versus 93%). The largest discrepancy between males and females is found in the Melbourne survey where males report a 10% higher mobile share than females.

For each of the four household travel surveys, the difference in mobile shares between males and females tends to increase with an increase in age, with the most pronounced differences being for individuals over sixty. Across the time dimension, the differences between mobile shares of men and women have decreased from the 1978/79 Melbourne survey to the 2000 Bay Area survey.

The least mobile group in the 2000 survey are individuals sixty-five and over (87% reporting travel) while the most mobile group are individuals between 35 and 59 where 96% reported out-of-home travel during their specified survey period. For the remaining three surveys, the oldest group (ages 65 to 99) has reported the smallest mobile shares, which is similar to the 2000 survey. However, unlike the 2000 survey, the most mobile share of the population in the 1990, 1981, and 1978/79 surveys were individuals 16 and under.

Weekday Trip Rates

Trips per capita for weekday travel stratified by age group and gender are displayed in Table 4.2.2 for the five trip purpose categories. As was found in the previous section for trip rates by age group, the most mobile group are those between 40 and 49 years of age. By gender, 40 to 49 year old men average 3.4 trips per weekday while women in this age group average 3.8 trips per weekday. For females, the lowest weekday trip rate is for women sixty-five and older who average only 2.5 trips per day. For males, the lowest trip rate is at the opposite end of the spectrum; young boys four and under average only 2.5 trips per weekday. Across all age groups, females make slightly more trips per weekday than males averaging 3.2 trips per person (males average 3.1 trips per weekday). This is true for all age groups except for persons sixty and over where older men make more trips during the week than older women. The largest difference between women and men in terms of trip rates per capita is for 30 to 39 year olds where females make nearly 0.5 more trips per weekday than males in this age group.

Trip purpose shares for men and women of different ages are also provided in Table 4.2.2 for weekday travel (see Table 4.2.3 for per capita trip rates by trip purpose). Men have higher trip shares for home-based work and non-home-based trips. Women spend more of their trips on home-based shop, social/recreational, and school trips. The most pronounced differences are for work and shop trips. Men have nearly 8% higher work shares than women while women have 7.5% higher home-based shop shares. By age group, weekday work shares are highest for men and women between 23 and 29 years of age (42.3% and 29.7% home-based work trip shares) and lowest for persons 65 and over (not including children 17 and younger). For home-based shopping trips, the highest trip purpose shares are for seniors 65 and over (roughly 44% share for both sexes). Seniors 65 and over and young children less than four have the highest home-based social/recreational trip shares (between 25% and 27%).

Weekday modal shares for men and women by age group are shown in Table 4.2.4 for home-based work and total trips. Men have higher modal shares for total trips for all modes except vehicle passenger and school bus. The largest difference between males and females is for bicycle trips. Men are twice as likely to use a bicycle than women are (2.1% versus 0.9% bike share). Another interesting result for mode share is for transit trips. Typically, it is assumed (and has been found) that women are more likely to take transit. However, BATS2000 results show that, for total trips, men have a slightly higher transit share than women (6.4% versus 5.9%). By age group, males and females between 18 and 29 years of age have the highest propensity for using transit. Shares for transit range from 10.1% to 12.2% for these age groups. Vehicle passengers are most often younger individuals under the age of 17, which is an intuitive result since most of these individuals are not yet able to drive themselves. As women get older (fifty and above), they are more likely to choose the vehicle passenger mode. Nearly 22% of trips made by women sixty-five and older are vehicle passenger trips.

Vehicle driver, transit, and bicycle shares are higher for men and women for home-based work trips while vehicle passenger and walk trip shares are significantly lower than total trip shares. Vehicle driver shares for home-based work trips are about 19% higher than for total trips for both genders. Vehicle passenger shares for men and women are more than 17% lower for work trips while walk shares decrease by roughly 7%. Transit shares for work trips are slightly higher

for women. The largest transit share difference is for those between 23 and 29 years old where the transit share for women is nearly 6% higher than for men (14.6% versus 20.2%). As age increases, the share of vehicle driver work trips also increases. This trend is steadier for men since shares actually decrease for 50 to 59 year old women and for women 65 and over. The highest vehicle driver share for work trips is for men older than 65 who have an 87% vehicle driver share. For bicycle trips, men and women in the 23-29 year old age group are most likely to get to and from work on a bike, with men having an even higher propensity for bicycle commuting than women. Bicycle shares for men are more than twice as high than for women in this group (4.2% versus 1.9%). The highest home-based walk share for women is for those between 18 and 22 who average a 5% walk share for work trips. The highest work trip walk share for men is for the 23-29 year old group (6.5% walk share).

Weekend Trip Rates

Trip rates for weekend travel characterized by age and gender of the trip maker are discussed in this section. Trip rates per capita are reviewed along with trip purpose shares. A discussion of modal split for total trips and for home-based shop and social/recreational trips for travel on Saturday and Sunday is also included.

Saturday trip rates per person for males and females in the nine different age groups are shown in Tables 4.2.2E and 4.2.3E. The most mobile women on Saturday are those between the ages of 23 and 49 with 40 to 49 year olds averaging the most trips on Saturday (4.1 per person). Men between 40 and 59 have the highest trip rates for males on Saturday with an average of 3.8 trips per day for men in their forties and 3.5 trips per day for men in their fifties. As with weekday rates, women make slightly more trips on Saturday than men (3.1 versus 3.0 per person). Home-based work and school rates and shares are significantly lower on Saturday while shop and social/recreational trips are higher. Shop and social/recreational trips are each roughly more than a third of all trips for both men and women. Females have approximately 3% higher shop shares while men have 3% higher social/recreational shares. However, the difference in the number of trips produced is larger for home-based shop (other) trips. Women make 0.15 more shop trips on Saturday than men, whereas men make only 0.03 more social/recreational trips than women on Saturday. By trip purpose share, older individuals (65 and older) are most likely to make home-based shop (other) trips on Saturday while younger individuals (17 and under) are most likely to make home-based social/recreational trips on Saturday.

Tables 4.2.4.1E and 4.2.4.2E display Saturday modal shares for total trips, home-based shop trips, and home-based social/recreational trips. For total trips, males have the highest vehicle driver share of 57%, which is 12% higher than the female share of vehicle driver trips. Female trips are dominated by vehicle trips, but the split between vehicle drivers and passengers is less pronounced than it is for males. Females average a 45% vehicle driver share on Saturday and 43% vehicle passenger share, which is 14% higher than men. Similar to weekday modal shares, the bicycle share for men is more than twice as high than for women (1.4% versus 0.6%). Young men between 5 and 22 have the highest bicycle shares (2.8% for 5-17 year olds and 3.4% for 18-22 year olds). Transit and walk trips are most likely to be made by 23-29 year old men and women who have roughly a 6% transit share and 14% walk share.

For home-based shop (other) trips, vehicle driver shares for both genders are higher than for total trips while vehicle passenger shares are lower. Transit, bike, and walk shares for men are nearly the same for shop trips as for total trips. However, transit and walk shares decrease slightly for women for shopping trips. Vehicle driver shares are lower for men and women for home-based social/recreational trips on Saturday while vehicle passenger shares are higher than for total trips. Vehicle driver and passenger shares for shop and social/recreational trips suggest that more group travel occurs for recreation and social trips than for shopping trips and that females are more likely than males to travel with others for shop, social/recreational, and total trip purposes.

Sunday trip rates per capita and trip purpose shares are outlined in Tables 4.2.2F and 4.2.3F. A review of average total trips per person shows that the differences between trip rates for men and women is almost nil for travel on Sunday. This is quite different than the results for weekday and Saturday travel. The largest difference between trip rates for men and women on Sunday is for home-based shop (other) trips where men make 0.14 less shopping trips on Sunday than women. The largest trip share for shopping trips is 37.6% for women between 40 and 49. Women between 50 and 59 have the second highest shop trip share of 33.7%. Home-based social/recreational shares on Sunday are highest for the youngest and oldest residents. Children under 17 and seniors 65 and older have social/recreational trip shares above 40%. The least mobile group in terms of social/recreational trips by shares and trips per capita are young adults between 23 and 29 years of age.

Modal shares for Sunday travel are provided for total trips, home-based shop (other) trips, and home-based social/recreational trips in Tables 4.2.4.1F and 4.2.4.2F. For total trips, transit and walk shares are the same for males and females. Both genders average 2.2% transit shares and 8.2% walk shares on Sunday. Young adults between 18 and 29 have the highest walk shares ranging from 10% to 12% of total trips. Transit shares are highest for young men and women between 18 and 22 years of age (women average 3.7% transit shares, men have a 7.0% transit share). Bicycle shares are more than three times higher for males on Sunday (2.7% bicycle share compared to 0.8% for females). By age group, males between 5 and 39 have the highest bike shares ranging from a low of 3.6% for 30-39 year olds to a high of 4.9% for 23-29 year olds. Similar to Saturday mode shares, vehicle passenger shares for men are half of vehicle driver shares (29% versus 58%) while the split is nearly even for driver and passenger shares for women (45% vehicle driver and 43% vehicle passenger shares).

For home-based shop trips, vehicle driver shares are higher and vehicle passenger shares are lower than total trip shares for both females and males. The opposite is true for home-based social/recreational trips on Sunday. Vehicle driver trips are lower and vehicle passenger trip shares are higher for both genders. Like Saturday trends, this suggests that group travel is more likely to occur for social/recreational trips than for shopping trips on Sunday. Bicycle shares for males for both shopping and social/recreational trips are more than three times higher than bicycle shares for females for these two trip purposes. For home-based shopping trips on Sunday, the highest bike share is for boys between the ages of 5 and 17 (6.8%). Girls in this age group have the highest female bike share of 3.5%. For home-based social/recreational trips, 18-22 year old men average 9.5% bicycle shares while 23 to 29 year old men have a 8.7% bike share. Young girls (four and under) and women between 30 and 39 have the highest female bicycle shares of 1.5% for social/recreational trips. Walk shares for shop and social/recreational

trips are about evenly split between the genders. Walk shares for home-based shop (other) trips are about 1% higher than both total trip shares and home-based social/recreational shares.

Table 4.2.1**Share of Population Reporting Travel by Age and Gender****1990 and 2000 San Francisco Bay Area, 1981 Sydney, and 1978/79 Melbourne**

Region	Gender	Age Group (Percent Share of Population Reporting Travel)							
		5-11	12-16	17-25	26-34	35-59	60-64	65-99	5-99
2000	Male	93%	92%	93%	96%	97%	94%	90%	95%
San Francisco	Female	93%	92%	92%	94%	96%	92%	84%	93%
Bay Area	Total	93%	92%	93%	95%	96%	93%	87%	94%
1990	Male	88%	89%	83%	87%	88%	76%	70%	85%
San Francisco	Female	86%	90%	82%	84%	85%	70%	60%	82%
Bay Area	Total	87%	90%	82%	86%	87%	73%	65%	83%
Sydney	Male	86%	84%	76%	82%	81%	77%	67%	80%
	Female	86%	85%	77%	80%	75%	64%	57%	76%
	Total	86%	84%	77%	81%	78%	71%	61%	78%
Melbourne	Male	95%	95%	92%	95%	92%	79%	61%	90%
	Female	94%	94%	87%	82%	76%	61%	52%	80%
	Total	95%	95%	89%	89%	84%	70%	56%	85%

Table 4.2.2**Average Weekday Trips per Person by Trip Purpose Share by Age Group by Gender**

Age Group	Gender	Average Total Trips/Person	Share of Trips by Trip Purpose				
			HBW	HBSH	HBSR	HBSC	NHB
0-4	Male	2.459	0.4%	36.2%	25.4%	22.4%	15.7%
	Female	2.558	0.2%	37.9%	27.2%	19.8%	14.9%
5-17	Male	2.652	1.6%	14.9%	22.9%	45.3%	15.3%
	Female	2.705	1.4%	15.1%	20.8%	46.2%	16.6%
18-22	Male	3.042	27.4%	17.1%	18.5%	19.0%	18.0%
	Female	3.205	23.2%	19.0%	18.9%	15.3%	23.6%
23-29	Male	3.247	42.3%	14.3%	14.7%	4.3%	24.3%
	Female	3.248	29.7%	25.1%	15.2%	5.5%	24.6%
30-39	Male	3.169	41.9%	19.0%	13.0%	1.7%	24.4%
	Female	3.629	24.6%	33.3%	15.0%	4.4%	22.6%
40-49	Male	3.433	36.8%	21.4%	13.4%	2.3%	26.1%
	Female	3.835	24.9%	32.7%	14.7%	3.8%	23.8%
50-59	Male	3.332	33.7%	23.3%	14.0%	1.0%	28.0%
	Female	3.387	25.7%	30.5%	15.7%	1.4%	26.6%
60-64	Male	3.410	24.4%	30.9%	17.6%	1.5%	25.7%
	Female	3.044	18.5%	37.5%	18.9%	0.6%	24.6%
65 +	Male	2.877	8.2%	43.6%	24.9%	0.8%	22.6%
	Female	2.511	5.5%	44.0%	25.5%	1.5%	23.5%
Unknown	Male	3.006	27.5%	22.3%	15.8%	12.6%	21.8%
	Female	3.127	27.6%	26.0%	14.4%	4.5%	27.5%
Total	Male	3.055	26.3%	21.7%	17.1%	12.3%	22.6%
	Female	3.205	18.4%	29.2%	17.7%	12.5%	22.2%

Table 4.2.3**Average Weekday Trips per Person by Trip Purpose by Age Group by Gender**

Age Group	Gender	Average Total Trips/Person	Trips/Person by Trip Purpose				
			HBW	HBSH	HBSR	HBSC	NHB
0-4	Male	2.459	0.009	0.891	0.624	0.550	0.385
	Female	2.558	0.006	0.968	0.695	0.507	0.382
5-17	Male	2.652	0.043	0.396	0.607	1.201	0.405
	Female	2.705	0.037	0.409	0.561	1.249	0.448
18-22	Male	3.042	0.832	0.520	0.564	0.578	0.547
	Female	3.205	0.743	0.609	0.607	0.490	0.756
23-29	Male	3.247	1.374	0.464	0.478	0.141	0.790
	Female	3.248	0.963	0.817	0.492	0.177	0.798
30-39	Male	3.169	1.326	0.602	0.411	0.055	0.774
	Female	3.629	0.893	1.209	0.546	0.160	0.821
40-49	Male	3.433	1.262	0.733	0.461	0.079	0.897
	Female	3.835	0.956	1.255	0.565	0.146	0.912
50-59	Male	3.332	1.123	0.775	0.466	0.033	0.935
	Female	3.387	0.870	1.033	0.533	0.049	0.902
60-64	Male	3.410	0.831	1.054	0.599	0.051	0.875
	Female	3.044	0.562	1.142	0.574	0.018	0.748
65 +	Male	2.877	0.235	1.254	0.715	0.022	0.651
	Female	2.511	0.139	1.105	0.640	0.038	0.589
Unknown	Male	3.006	0.826	0.672	0.476	0.379	0.654
	Female	3.127	0.864	0.812	0.451	0.140	0.861
Total	Male	3.055	0.803	0.664	0.523	0.374	0.690
	Female	3.205	0.590	0.935	0.566	0.401	0.712

Table 4.2.4**Modal Share for Weekday Work and Total Trips by Age Group by Gender**

Age Group	Gender	<u>Home-Based Work Trips</u>						<u>Total Trips</u>						
		Driver	Pssgr	Transit	Bicycle	Walk	Other	Driver	Pssgr	Transit	Bicycle	Walk	Other	School Bus
0-4	Male	32.5%	64.0%	3.5%	0.0%	0.0%	0.0%	0.4%	81.5%	2.4%	0.4%	12.7%	1.8%	0.8%
	Female	6.6%	72.6%	9.3%	0.0%	11.6%	0.0%	0.4%	86.8%	0.8%	0.4%	10.6%	0.5%	0.6%
5-17	Male	30.7%	49.0%	1.1%	3.2%	15.1%	1.1%	4.7%	63.4%	4.2%	2.8%	18.6%	3.1%	3.2%
	Female	28.2%	46.8%	11.9%	0.2%	12.7%	0.2%	5.2%	68.2%	5.2%	1.7%	13.5%	1.7%	4.5%
18-22	Male	63.5%	13.0%	16.7%	2.7%	3.8%	0.3%	62.9%	15.5%	10.1%	1.7%	8.7%	0.9%	0.1%
	Female	59.3%	16.9%	16.6%	1.4%	5.0%	0.8%	55.0%	20.3%	12.2%	1.3%	9.4%	1.7%	0.1%
23-29	Male	65.2%	8.4%	14.6%	4.2%	6.5%	1.1%	60.6%	11.3%	11.0%	3.4%	12.0%	1.7%	0.0%
	Female	66.8%	7.3%	20.2%	1.9%	3.0%	0.7%	60.8%	13.0%	10.8%	1.6%	12.2%	1.5%	0.0%
30-39	Male	73.4%	5.1%	14.1%	2.2%	3.8%	1.4%	71.1%	6.5%	9.1%	2.0%	9.8%	1.6%	0.0%
	Female	75.2%	9.3%	9.8%	0.8%	3.7%	1.1%	72.0%	10.1%	5.2%	0.9%	10.6%	1.2%	0.0%
40-49	Male	81.5%	3.3%	10.0%	2.3%	2.3%	0.6%	78.9%	4.5%	6.0%	2.7%	7.2%	0.6%	0.1%
	Female	78.1%	6.1%	12.4%	0.7%	2.4%	0.3%	77.3%	9.2%	5.8%	0.6%	6.6%	0.6%	0.0%
50-59	Male	82.3%	1.8%	10.4%	1.9%	2.2%	1.4%	80.4%	4.4%	6.3%	1.5%	6.4%	0.9%	0.0%
	Female	77.9%	7.3%	9.5%	0.2%	4.0%	1.1%	75.0%	11.2%	5.1%	0.4%	7.6%	0.7%	0.0%
60-64	Male	85.6%	4.0%	7.4%	1.5%	1.4%	0.2%	81.7%	5.4%	4.6%	0.8%	7.0%	0.5%	0.0%
	Female	81.1%	6.4%	10.7%	0.0%	1.8%	0.1%	69.2%	15.5%	5.8%	0.3%	8.4%	0.8%	0.0%
65 +	Male	86.6%	3.2%	6.0%	0.7%	2.2%	1.4%	76.8%	9.8%	3.1%	0.6%	8.7%	0.9%	0.0%
	Female	71.5%	14.8%	8.1%	1.8%	3.1%	0.9%	59.7%	21.9%	4.6%	0.3%	12.4%	1.1%	0.0%
Unknown	Male	82.6%	1.7%	10.5%	0.1%	1.5%	3.6%	59.1%	24.1%	5.5%	0.5%	7.8%	2.9%	0.0%
	Female	78.6%	6.5%	10.5%	2.2%	0.8%	1.4%	69.8%	13.9%	7.9%	0.7%	7.2%	0.5%	0.0%
Total	Male	75.7%	5.3%	12.0%	2.5%	3.5%	1.1%	56.2%	22.4%	6.4%	2.1%	10.7%	1.5%	0.7%
	Female	73.9%	8.7%	12.4%	0.9%	3.4%	0.8%	55.0%	26.3%	5.9%	0.9%	10.0%	1.1%	0.9%

4.3 Travel by Employment Status

The third demographic factor reviewed in relation to weekday and weekend trip rates is employment status of the trip maker. Trip rates are provided for employed and non-employed residents of the Bay Area based on the weighted and expanded count of survey respondents. A small percentage of survey respondents did not provide employment information; therefore, their worker status is unknown. Rates for these individuals are provided in the tables within this section for informational purposes only and will not be discussed.

The table below shows the distribution of men and women in the Bay Area by reported employment status.

Gender	Employed Residents	Percent of Total	Non-Employed Residents	Percent of Total	Unknown Employment Status	Percent of Total	Total Persons
Male	1,865,917	58.5%	1,319,878	41.4%	3,169	0.1%	3,188,964
Female	1,646,897	47.7%	1,800,711	52.2%	4,489	0.1%	3,452,097
TOTAL	3,512,814	52.9%	3,120,589	47.0%	7,658	0.1%	6,641,061

Approximately 53% of Bay Area residents are workers, and 47.0% are non-workers (this includes individuals of all ages). The majority of men are workers (58.5%) while the majority of women do not work (52.2%). Of working individuals, 53.1% are men while the majority of non-workers are female (57.7%). For this analysis, non-workers include students, retirees, unemployed persons, and homemakers.

To determine employment status, survey respondents were asked if they worked for pay on a regular basis. Regardless of student status, individuals were considered employed if they answered affirmatively to the employment question (i.e., a student who is a part-time worker is considered an employed person in this report).

Weekday Trip Rates

Average weekday trip rates per capita and trip purpose shares by employment status and gender are provided in Table 4.3.1. Person level trip rates for the five trip purpose categories by employment status and gender are shown in Table 4.3.2. Working men and women make about 25% more trips than non-working individuals. Employed females average 3.6 trips per weekday while non-employed females make only 2.9 trips per weekday. For males, employed men make 3.3 trips per day, and non-employed males average 2.7 trips on a typical weekday. For non-employed persons, home-based work shares and rates have non-zero values. However, this is likely due to a coding error in the survey retrieval process as noted in the table.

Of working residents, employed men have the highest home-based work shares averaging nearly 40% of total trips. Working women have only a 32.9% home-based work share. Non-home-based shares are the same for men and women who work (25.7% of trips). For the remaining three trip purposes – home-based shop, social/recreational, and school – working women have higher trip purpose shares than working men. For non-work trips, the largest difference in trip purpose shares for employed individuals is for home-based shopping trips where working women have a 6.0% higher share of shopping trips than working men. For non-employed residents, females still have a higher share of home-based shopping trips than males. However, non-employed males have higher home-based social/recreational and school trip shares than non-working females. Table 4.3.2 shows that for working and non-working individuals, females average 0.26 more home-based shop (other) trips than males.

Modal splits for total and home-based work trips for working and non-working males and females are provided in Table 4.3.3. For total trips, employed individuals have substantially higher vehicle driver shares than non-employed persons (51.6% difference between working and non-working males and 37.5% difference between employed and non-employed females). These large differences are, for the most part, due to the number of children who are present in the non-working category and who are not able to drive themselves (see section 4.4 for a discussion of trip rates by driver's license status).

Among employed individuals, vehicle driver shares are roughly the same for working men and women (74.8% and 72.5% vehicle driver shares, respectively). Working women have higher vehicle passenger shares (11.3% versus 6.9% for working men). Walk shares are the same for employed men and women at 7.9% of all trips. Transit shares are highest for working men at 7.2%. The bicycle share for working men is nearly three times higher than that for working women (2.2% versus 0.8%).

Modal shares for non-employed individuals show that females have an 11.8% higher vehicle driver share than non-working males, averaging 35.0% of all trips by mode vehicle driver. Vehicle passenger shares are much higher for non-employed persons and are highest for non-working males who make 49.8% of trips as vehicle passengers. Non-working females have a vehicle passenger share of 43.3%, which is nearly four times higher than vehicle passenger shares for working women. Another large difference in modal splits between workers and non-workers is for walk trips. Non-working males have nearly twice as high a walk share than working men (15.6% compared to 7.9%) while the walk share for non-working females is 4.5% higher than the share for working women.

Weekend Trip Rates

Person level trip rates for travel on Saturday and Sunday for working and non-working males and females are discussed in this section. A review of trip purpose shares and rates as well as modal splits for home-based shopping and social/recreational trips is also included.

Trips per capita by employment status, gender, and trip purpose along with trip purpose shares are included in Tables 4.3.1E and 4.3.2E for travel on Saturday. Total trip rates per capita are slightly lower for Saturday travel, but like weekday rates, females in both employment categories

average more trips per day than men (3.5 versus 3.2 trips per day for employed women and men; 2.8 versus 2.6 trips per day for non-working females and males). For workers, home-based shop shares are significantly higher on Saturday than during the week. Working women still make more home-based shop trips, though the share differences between men and women are less pronounced on Saturday. Though trip shares are slightly higher than weekday shares, non-working men and women have roughly the same shares of home-based shop trips on Saturday as on the weekday. By purpose, the largest difference in trip rates between males and females is for home-based shop trips, where non-working females average 0.21 more trips per day on Saturday than non-working men. The most significant share increases for travel on Saturday are for home-based social recreational trips. This increase applies to both workers and non-workers. Social/recreational trip shares for employed men and women are twice as high on Saturday than on a typical weekday. For non-working males, social/recreational trip shares are nearly 20% higher on Saturday than during the week while the increase is 14% for non-working females.

Modal shares for total trips, home-based shop trips, and home-based social/recreational trips are provided in Tables 4.3.3.1E and 4.3.3.2E by employment status and gender for travel on Saturday. For trips made on Saturday, employed women are much more likely than employed men to travel with others. Vehicle passenger shares are 18% higher and vehicle driver shares are 16% lower for working women than for employed men. Modal shares are roughly the same for all other modes for working individuals. Group travel is even more likely to occur for non-workers. Vehicle driver shares for non-employed males and females are 24.1% and 28.0% of total trips, respectively. Vehicle passenger shares for non-working males and females are much higher (61.1% for males and 59.1% for females) than for workers. Additionally, walk shares for non-workers are slightly higher than for employed individuals.

For working individuals, the majority of home-based shop trips on Saturday are made by vehicle drivers (77.4% share for men, 67.8% share for women) while non-working males and females tend to make shop trips as vehicle passengers (50.5% share for males, 50.8% share for females). Vehicle passenger and transit shares are lower for working individuals making shopping trips than for total trips while bicycle shares for shop trips are 33% higher for working men and 25% higher for working women (as compared to total trips). For non-working males, transit shares for shopping trips are slightly higher than the average for all trips. Bicycle and walk shares are lower than total trip shares for both non-employed males and females for shop trips on Saturday.

Saturday mode shares for home-based social/recreational trips show a pattern different from shop trips in that vehicle driver shares decrease for all groups while vehicle passenger shares increase. Employed women are much more likely than employed men to travel as vehicle passengers for social/recreational trips (27% difference in trip shares). Non-working males and females are equally as likely to travel as vehicle passengers for social/recreational trips on Saturday. Except for working women, transit shares are lower and walk shares are higher for social/recreational trips than for total trips.

Average Sunday trips per capita by employment status and gender are included in Tables 4.3.1F and 4.3.2F for the five general trip purposes. Trip rates for all groups are lowest on Sunday and range from 2.4 for non-employed females to 3.3 for working women. Per capita rates among non-working individuals are ever so slightly higher for males than for females (unlike the trends

for weekday and Saturday travel). For employed individuals, home-based work shares are higher on Sunday than on Saturday (13.4% for men, 10.1% for women). While working women have roughly the same share of home-based shop trips on Sunday as on Saturday, shopping shares decrease for working men and for non-workers. For both employment categories, females have higher shares and generate more home-based shop trips on Sunday than males (0.90 versus 1.1 shop trips for working individuals; 0.67 versus 0.77 shop trips per day for non-workers). Home-based social/recreational trip shares are highest for all groups on Sunday with non-employed males having the highest share (46.1% of all trips). The lowest home-based social/recreational trip share is for working women who only average a 30.0% share of social/recreational trips on Sunday.

Modal splits for total trips on Sunday by employment and gender are provided in Table 4.3.3.1F. In general, modal shares on Sunday are quite similar to modal shares on Saturday for all trip purposes. For working individuals, the largest difference between travel on Saturday and Sunday is that working men make 2.5 times more bicycle trips on Sunday (3.0% versus 1.2% on Saturday). For non-workers, transit shares are lower and bicycle shares are slightly higher for travel on Sunday. Walk shares for non-working males are 1.5% lower on Sunday than on Saturday.

Compared to weekday mode shares for total trips, vehicle driver shares for working and non-working females are lower on Sunday (12% lower for working women and 9% lower for non-working females). This decrease in vehicle driver shares is accompanied by an increase in vehicle passenger shares. Working women on Sunday make 28.0% of trips as vehicle passengers (nearly 17% higher than weekday shares). Vehicle passenger shares for non-working females are 18% higher on Sunday than during the week. Vehicle passenger shares for men also increase, though not as substantially. For working men, vehicle passenger shares on Sunday are 3.5% higher than weekday shares while non-working males have 12% higher vehicle passenger shares on Sunday. Transit shares are between 3% and 5% lower for all categories on Sunday as compared to weekday shares. The final significant difference between weekday and Sunday mode shares is for walk trips made by non-working males and females, which are 8% lower on Sunday for males and 4% lower on Sunday for females.

Modal shares for home-based shop trips are displayed in Table 4.3.3.1F while shares for home-based social/recreational trips are outlined in Table 4.3.3.2F for Sunday travel. Trends for these two trip purposes are similar to those for mode splits on Saturday. One of the most notable differences between home-based shopping trips on Saturday and Sunday is for non-working males. Vehicle driver shares for Sunday shop trips are 8% lower for non-employed men while vehicle passenger shares for this group are about 8% higher on Sunday. This suggests that non-working males are more likely to participate in group travel and to share rides for shopping trips on Sunday than they are on Saturday. Non-working males are also less likely to use transit on Sunday for shopping trips. Another notable difference is that, except for working women, bicycle and walk shares are higher on Sunday than they are on Saturday for home-based shop (other) trips.

Like shopping trips, home-based social/recreational trips on Sunday also follow the same general patterns as social/recreational trips on Saturday. However, there are a few key differences.

Firstly, bicycle shares for working men are nearly three times higher for social/recreational trips on Sunday than for Saturday trips (3.5% versus 1.2%). Secondly, walk shares for social/recreational trips are higher for workers and lower for non-workers on Sunday (as compared to Saturday travel). The most significant change is for non-employed males whose walk share on Sunday is 4% lower than for social/recreational trips pursued on Saturday. Finally, social/recreational transit shares are about 1% lower for working women on Sunday than they are on Saturday.

Table 4.3.1**Average Weekday Trips per Person and Trip Purpose Shares by Employment Status by Gender**

Employment		Average Total		Share of Trips by Trip Purpose			
Status	Gender	Trips/Person	HBW	HBSH	HBSR	HBSC	NHB
Employed	Male	3.332	39.8%	18.4%	13.4%	2.7%	25.7%
Resident	Female	3.570	32.9%	24.4%	13.8%	3.3%	25.7%
Non-Employed	Male	2.663	2.5%	27.6%	23.7%	29.2%	17.1%
Resident	Female	2.871	2.0%	34.7%	22.1%	23.0%	18.2%
Unknown	Male	3.299	14.4%	27.8%	15.6%	9.8%	32.5%
Status	Female	2.864	16.7%	27.3%	21.1%	8.2%	26.6%
	Male	3.055	26.3%	21.7%	17.1%	12.3%	22.6%
Total	Female	3.205	18.4%	29.2%	17.7%	12.5%	22.2%

Note: Work trips made by non-employed persons may be due to miscoding of employment status or due to miscoding volunteer, school, etc., trips as work trips.

Table 4.3.2**Average Weekday Trips per Person by Trip Purpose by Employment Status by Gender**

Employment		Average Total		<u>Trips/Person</u>			
Status	Gender	Trips/Person	HBW	HBSH	HBSR	HBSC	NHB
Employed	Male	3.332	1.325	0.613	0.447	0.090	0.856
Resident	Female	3.570	1.173	0.869	0.491	0.118	0.919
Non-Employed	Male	2.663	0.066	0.736	0.630	0.776	0.454
Resident	Female	2.871	0.057	0.995	0.635	0.661	0.523
Unknown	Male	3.299	0.474	0.917	0.514	0.323	1.071
Status	Female	2.864	0.477	0.782	0.606	0.236	0.763
	Male	3.055	0.803	0.664	0.523	0.374	0.690
Total	Female	3.205	0.590	0.935	0.566	0.401	0.712

Note: Work trips made by non-employed persons may be due to miscoding of employment status or due to miscoding volunteer, school, etc., trips as work trips.

Table 4.3.3**Modal Share for Weekday Work and Total Trips by Employment Status by Gender**

		<u>Home-Based Work Trips</u>						<u>Total Trips</u>						
Employment Status	Gender	Driver	Pssgr	Transit	Bicycle	Walk	Other	Driver	Pssgr	Transit	Bicycle	Walk	Other	School Bus
Employed	Male	76.4%	5.0%	12.1%	2.4%	3.2%	0.8%	74.8%	6.9%	7.2%	2.2%	7.9%	1.0%	0.0%
Resident	Female	74.7%	8.4%	12.2%	0.9%	3.1%	0.8%	72.5%	11.3%	6.7%	0.8%	7.9%	0.7%	0.0%
Non-Employed	Male	56.6%	14.0%	7.6%	2.8%	10.9%	8.2%	23.2%	49.8%	5.1%	1.9%	15.6%	2.5%	1.9%
Resident	Female	58.5%	14.3%	15.8%	1.2%	9.1%	1.2%	35.0%	43.3%	4.9%	1.0%	12.4%	1.5%	1.8%
Unknown	Male	58.2%	11.0%	29.2%	1.7%	0.0%	0.0%	54.1%	19.4%	7.5%	4.5%	14.5%	0.0%	0.0%
Status	Female	25.1%	35.4%	39.5%	0.0%	0.0%	0.0%	59.5%	13.4%	20.8%	0.8%	5.5%	0.0%	0.0%
	Male	75.7%	5.3%	12.0%	2.5%	3.5%	1.1%	56.2%	22.4%	6.4%	2.1%	10.7%	1.5%	0.7%
Total	Female	73.9%	8.7%	12.4%	0.9%	3.4%	0.8%	55.0%	26.3%	5.9%	0.9%	10.0%	1.1%	0.9%

Note: Work trips made by non-employed persons may be due to miscoding of employment status or due to miscoding volunteer, school, etc., trips as work trips.

4.4 Travel by Driver's License Status

The final demographic factor reviewed relative to regional trip rates is driver's license holding.¹ In this section, the impacts of driver's license status on weekday and weekend trip rates for males and females in the nine different age groups are discussed. Average total trips per capita and trip purpose shares are reported along with modal shares for total and selected trip purposes.

Prior to discussing weekday and weekend results, it is important to note the distribution of driver's license status for BATS2000 respondents. Table 4.4.2 provides these values by gender and age group. Approximately 66% of Bay Area residents have a valid driver's license. By gender, 67% of males and 65% of females are licensed. A review of age groups reveals differences between men and women in terms of driver's license holding. For both groups, minors have the lowest percentage of individuals with a license. No children under four were reported as licensed while only 6% of 5 to 17 year olds are able to legally drive. Roughly 97% of men between the ages of 40 and 64 are licensed, the highest percentage for males. For women, the 30 to 39 year old age group is the one with the highest percentage of licensed females (94%). Barring minors, the age group with the lowest percentage of licensed females is the 65 and older group where only 72% of women are licensed. For men, 18-22 year olds have the smallest percentage of licensed drivers (only 81% of men between 18 and 22 are licensed). The percentages displayed in Table 4.4.2 also suggest that women sixty and over stop driving vehicles before men sixty and over do.

Weekday Trip Rates

The results in Table 4.4.1 for average weekday trips per capita and trip purpose shares by gender and driver's license holding show that individuals with a driver's license make more trips per weekday than unlicensed individuals. Licensed males make 30% more trips per day than unlicensed males while the difference between females who can and can not drive is 41%. When compared to 1990 results, the 2000 rates by driver's license status show that the differences between persons with and without a license to drive are less pronounced than they were in 1990. In 1990, licensed males made 44% more trips than unlicensed males, and licensed females made 81% more trips than unlicensed females (Purvis, 1994).

Trip purpose shares for the five general trip purpose categories are also provided in Table 4.4.1. The largest share differences between those with and without a license are for home-based work and school trips. Licensed men and women have work shares 30% and 19% higher than unlicensed males and females. Home-based school shares are 33% and 30% higher for unlicensed males and females. Social/recreational trips for unlicensed individuals are also higher than for drivers. These results reflect the composition of the unlicensed driver category, which is primarily represented by children 17 and under (81% of unlicensed individuals). Seniors sixty and over comprise 5% of the unlicensed category. Another notable difference between licensed

¹ In the 1990 Regional Travel Characteristics report for the Bay Area Travel Survey, weekday trip rates were characterized by an additional demographic variable, disability status. Disability status is not included in this report due to perceived problems with disability data in the 2000 survey based on a comparison with Census 2000 results. However, recent Census Bureau research suggests that the problem may be the inflated estimates of disability rates in Census 2000. MTC may want to re-examine the BATS2000 disability data in the future.

and unlicensed persons is that the share differences between males and females for home-based shop trips are less pronounced for the unlicensed group. Unlicensed females have only 1.4% higher shopping trip shares than unlicensed males (compared to a 10% difference for licensed drivers).

Weekday modal shares for total trips and home-based work trips are highlighted in Table 4.4.3. Licensed individuals have substantially higher vehicle driver trip shares than unlicensed persons. Vehicle driver trips made by unlicensed individuals are likely due to either a miscoding of driver's license status or of travel mode. For persons with a driver's license, the most notable differences between total trips made by men and women are for vehicle passenger and bicycle trips. Licensed men have vehicle passenger shares that are nearly 5% less than licensed women. Conversely, licensed men have bicycle shares nearly three times as high as licensed women. Men with a driver's license also have slightly higher transit shares than driving women. For non-licensed persons, the largest difference between males and females is for bicycle and transit trips; unlicensed females average 8% of trips by transit compared to 6% for unlicensed males. Males without a license have a higher bicycle share than females averaging nearly 1% more trips by bicycle. Compared to licensed individuals, those without a license have much higher walk trip shares (19% and 16% for unlicensed males and females versus 8% walk share for licensed men and women).

The distribution of mode shares for home-based work trips is also presented in Table 4.4.3. Women and men with driver's licenses have the same vehicle driver trip shares for work trips (78.4%) while licensed women have slightly higher vehicle passenger shares for work trips (7% versus 4% for licensed men). Home-based work transit shares are slightly higher for licensed men, and bicycle shares for work trips are more than three times higher for licensed men than for women. For men and women with licenses, transit shares are significantly higher for home-based work trips than for total trips. Conversely, walk trips for licensed individuals are lower for work trips than for total trips. Of the home-based work trips made by unlicensed individuals, the majority of trips are made by vehicle passenger and transit modes (66% for unlicensed men and 68% for unlicensed women).

Weekend Trip Rates

Trips per capita for weekend travel are discussed in this section for trips made by licensed and unlicensed men and women. Trip purpose shares are also reviewed based on driver's license status and gender, and mode shares for total trips, home-based shop (other) trips, and home-based social/recreational trips are examined.

Saturday trips per capita for licensed and unlicensed individuals display the same patterns as weekday trips (see Table 4.4.1E). Licensed drivers make more trips per day than persons without a license. Licensed females average more trips per day than males while unlicensed males average slightly more trips per day than females. On Saturday, the differences between trip rates for licensed and unlicensed individuals are larger than for weekday travel. Males with a driver's license make 0.83 more trips per day than males without a license (34% more trips). Licensed women average 1.1 more trips per day on Saturday than unlicensed females (48% more trips).

Home-based work and school shares are significantly lower on Saturday than during the week as displayed in Table 4.4.1E. Of the work trips that do occur, licensed individuals have higher work trip shares than unlicensed individuals while the opposite is true for home-based school trips. The discrepancy between home-based shop trips made by men and women is much lower for licensed individuals on Saturday (women only have 2% higher shop trip shares than men, compared to a 10% weekday share difference). The share difference for unlicensed individuals, however, shows a larger imbalance between males and females on Saturday (females have a shop share 5% higher than males versus a 1% share difference during the week). Social/recreational trips are nearly twice as high for licensed and unlicensed individuals on Saturday than during the week (32% share for licensed men; 31% share for licensed women; 45% share for unlicensed males; 37% share for unlicensed females).

Modal shares for total trips, home-based shop (other) trips, and home-based social/recreational trips for Saturday travel are outlined in Tables 4.4.3.1E and 4.4.3.2E. Similar to weekday shares, licensed drivers make the majority of trips as vehicle drivers while unlicensed drivers make the majority of trips as vehicle passengers. For total trips, vehicle driver shares for licensed women are almost 15% lower on Saturday than during the week (75% versus 60%). Vehicle passenger shares for all persons (male or female, licensed or unlicensed) are higher on Saturday. For licensed females and unlicensed individuals, vehicle passenger shares are significantly higher on Saturday (between 14% and 19% higher than weekday shares). Transit shares for all trips are lower on Saturday for males and females with and without a driver's license. Bicycle trips for unlicensed persons are about the same on Saturday as during the week, but shares are lower on Saturday for licensed persons. Except for licensed males, walk shares are also lower on Saturday than during the week.

Travel mode shares for home-based shop trips on Saturday, displayed in Table 4.4.3.1E, are quite similar to mode shares for total trips. For all license and gender groups, vehicle driver shares are slightly higher for Saturday shop trips, and vehicle passenger shares are slightly lower. The largest difference is that vehicle driver shares for licensed women are 10% higher for home-based shopping trips than for total trips. Another significant difference between total trips and shopping trips on Saturday is for unlicensed persons. Males without a license have bicycle shares for home-based shop trips that are six times greater than females without a license (1.9% versus 0.3%).

For home-based social recreational trips on Saturday, vehicle driver shares decrease, and vehicle passenger shares increase as compared to shares for total trips (Table 4.4.3.2E). There is a tradeoff for licensed women between vehicle driver and vehicle passenger trips for social/recreational pursuits. Licensed females make 12% fewer trips as drivers and 12% more social/recreational trips as passengers. The other notable difference between social/recreational and total trips on Saturday is for unlicensed individuals. Transit shares for home-based social/recreational trips are 1.3% and 1.7% lower for unlicensed men and women than for total trips, and bicycle shares are roughly 0.5% higher for persons without a license pursuing social/recreational trips (as compared to total trips on Saturday).

Average total trip rates per capita on Sunday are presented for licensed and unlicensed males and females in Table 4.4.1F. Trip purpose shares are also included in this table. For Sunday travel, the difference between those with and without a driver's license are even more pronounced than both weekday and Saturday trips. Licensed men make 45% more trips per day than unlicensed males while women with a driver's license average 56% more trips than females without a license. The highest per capita trip rate on Sunday is for licensed women (3.2 trips per day on Sunday). The lowest rate is for females without a license (2.1 trips per day). For all travel days, the highest home-based shop (other) share is on Sunday for individuals with a driver's license (29% share for men and 35% share for women). Unlicensed males and females dominate the home-based social/recreational category for all three travel days (weekday, Saturday, and Sunday), but shares for social/recreational trips are highest on Sunday for unlicensed individuals (46% share for males and 39% share for females).

Modal shares for total trips on Sunday show that individuals with a driver's license make the majority of trips as vehicle drivers while unlicensed persons are most often traveling as vehicle passengers (Table 4.4.3.1F). For licensed drivers, the results suggest that licensed women are more likely than licensed men to travel with others on Sunday (30% vehicle passenger share for women versus 11% share for licensed men). Transit shares are higher for males and females who do not have a driver's license, with unlicensed females having almost twice the share of transit trips as unlicensed males (4.3% versus 2.5%). Walk shares are also higher on Sunday for persons without a driver's license. Mode splits for total trips on Sunday are quite similar to shares for Saturday trips. The most notable difference is that transit shares increase across all groups from Saturday to Sunday; however, the increases are small ranging from 0.3% to 0.8%.

Mode shares for home-based shop trips on Sunday are also provided in Table 4.4.3.1F. Vehicle driver and vehicle passenger shares for licensed men and women change proportionally to one another. For licensed men, vehicle driver shop trip shares increase by 2% while vehicle passenger shop trip shares decrease by 2%. Similarly, vehicle driver shop trips for licensed women increase by 8% while vehicle passenger shop trip shares decrease by the same amount. Transit shop trip shares decrease by about 1% for licensed drivers and for males without a license (as compared to total trips). Conversely, transit shares for unlicensed females are higher for shopping trips than for total trips (7% versus 4%). The 7% transit share made by unlicensed females for shop trips is more than four times higher than the transit share for any other group. Walk shares for home-based shop trips for all groups are about 1% higher than walk shares for total trips. Bicycle shares for males and females without a driver's license are 5% and 2%, respectively. Compared to shopping trip mode shares for Saturday, bicycle and walk shares are higher on Sunday, with the largest difference being for unlicensed females. Average bicycle shares for shopping trips made by unlicensed females on Sunday are more than six times higher than Saturday shares for this group (0.3% versus 2.0%).

Table 4.4.3.2F shows that licensed males make significantly more home-based social/recreational trips as vehicle drivers than as vehicle passengers on Sunday (74% vehicle driver share versus 12% vehicle passenger share). However, greater balance exists for licensed women who make 49% of social/recreational trips as drivers and 41% as passengers. The next highest mode share for licensed drivers making social/recreational trips is for the walk mode; licensed men average 8% walk shares while licensed women average 7% walk shares. For

home-based social/recreational trips, unlicensed males have an 84.5% share of vehicle passenger trips, which is 2% higher than shares for all trips, and a 1.3% share of social/recreational transit trips (1.2% lower than total trips). A similar trend is evident for unlicensed females who have 5% higher vehicle passenger shares and 3.3% lower transit shares for social/recreational trips than for total trip shares.

Table 4.4.1**Average Weekday Trips per Person by Trip Purpose Share by Driver's License Status by Gender**

Driver's License		Average Total	Share of Trips by Trip Purpose				
Status	Gender	Trips/Person	HBW	HBSH	HBSR	HBSC	NHB
With License	Male	3.304	34.5%	21.8%	15.0%	3.4%	25.2%
	Female	3.564	23.6%	31.6%	16.2%	4.3%	24.3%
Without License	Male	2.542	4.2%	21.5%	22.8%	36.0%	15.5%
	Female	2.532	4.8%	22.9%	21.5%	34.1%	16.8%
Total	Male	3.055	26.3%	21.7%	17.1%	12.3%	22.6%
	Female	3.205	18.4%	29.2%	17.7%	12.5%	22.2%

Table 4.4.2**Characteristics of Persons by Driver's License Status, Age, and Gender**

Age Group	Gender	With License	Without License	Total	Percent With License
0-4	Male	0	248,530	248,530	0.0%
	Female	0	239,876	239,876	0.0%
	Total	0	488,405	488,405	0.0%
5-17	Male	40,382	654,091	694,473	5.8%
	Female	46,217	684,002	730,219	6.3%
	Total	86,599	1,338,093	1,424,692	6.1%
18-22	Male	106,849	25,428	132,276	80.8%
	Female	122,741	28,047	150,789	81.4%
	Total	229,590	53,475	283,065	81.1%
23-29	Male	250,950	14,027	264,977	94.7%
	Female	277,634	25,324	302,958	91.6%
	Total	528,584	39,351	567,935	93.1%
30-39	Male	563,554	22,046	585,599	96.2%
	Female	587,606	34,958	622,563	94.4%
	Total	1,151,159	57,003	1,208,163	95.3%
40-49	Male	541,124	19,550	560,674	96.5%
	Female	554,047	41,201	595,248	93.1%
	Total	1,095,171	60,751	1,155,923	94.7%
50-59	Male	362,537	12,632	375,168	96.6%
	Female	364,213	27,509	391,723	93.0%
	Total	726,750	40,141	766,891	94.8%
60-64	Male	92,089	2,698	94,787	97.2%
	Female	92,462	15,423	107,885	85.7%
	Total	184,552	18,120	202,672	91.1%
65 +	Male	181,330	22,396	203,725	89.0%
	Female	189,257	75,004	264,261	71.6%
	Total	370,586	97,400	467,986	79.2%
Unknown	Male	7,595	21,159	28,754	26.4%
	Female	16,229	30,345	46,575	34.8%
	Total	23,824	51,504	75,328	31.6%
TOTAL	Male	2,146,409	1,042,555	3,188,964	67.3%
	Female	2,250,407	1,201,690	3,452,097	65.2%
	Total	4,396,816	2,244,245	6,641,061	66.2%

Table 4.4.3**Modal Share for Weekday Work and Total Trips by Driver's License Status by Gender**

Driver's License Status	Gender	<u>Home-Based Work Trips</u>						<u>Total Trips</u>						
		Driver	Pssgr	Transit	Bicycle	Walk	Other	Driver	Pssgr	Transit	Bicycle	Walk	Other	School Bus
With	Male	78.4%	3.9%	11.2%	2.5%	3.1%	1.0%	76.3%	6.3%	6.6%	2.0%	7.8%	1.0%	0.0%
License	Female	78.4%	6.7%	10.8%	0.8%	2.7%	0.7%	74.7%	11.0%	5.0%	0.7%	7.9%	0.6%	0.0%
Without	Male	16.9%	36.5%	29.4%	1.9%	12.8%	2.6%	2.2%	65.6%	6.1%	2.2%	18.5%	2.8%	2.5%
License	Female	15.3%	35.1%	33.3%	2.1%	12.1%	2.1%	2.9%	66.7%	8.1%	1.4%	15.6%	2.3%	3.0%
	Male	75.7%	5.3%	12.0%	2.5%	3.5%	1.1%	56.2%	22.4%	6.4%	2.1%	10.7%	1.5%	0.7%
Total	Female	73.9%	8.7%	12.4%	0.9%	3.4%	0.8%	55.0%	26.3%	5.9%	0.9%	10.0%	1.1%	0.9%

Note: Vehicle driver trips made by persons without a driver's license are a probable miscoding of either driver's license status or mode of travel.

Section 5: 2000 Weekday and Weekend County Travel

County level travel patterns are discussed in this final section of the report. Trips are based on the weighted and expanded count of respondents from the 2000 Bay Area Travel Survey and are presented for the nine Bay Area counties: San Francisco, San Mateo, Santa Clara, Alameda, Contra Costa, Solano, Napa, Sonoma, and Marin. Weighted and expanded trips are reported based on county of production and county of attraction for the generalized trip purposes and travel modes. Additionally, the impacts of various household demographic variables on the number of vehicle driver trips produced by BATS2000 participants by county of residence are explored.

Productions and attractions are terms commonly used by transportation planners and are utilized in this report to characterize county-to-county trips. For home-based trips, productions are always the home-end while attractions are always the non-home-end of a home-based trip. For non-home-based trips, the trip origin is synonymous with the production end of the trip, and the destination of the trip is also the attraction end of the trip. For example, if a home-based social/recreational trip begins at the Golden Gate Bridge in San Francisco and ends at the individual's home in Napa County, the production county is Napa and the attraction county is San Francisco. If a trip begins at a winery in Sonoma County and ends at a shopping mall in San Mateo County (a non-home-based trip), the county of production is Napa County, and the attraction county is San Mateo.

5.1 County Trips by Trip Purpose

Weekday and weekend trips by trip purpose and county of production and attraction are discussed in this subsection. Reported trips are based on the weighted and expanded count of trips made by Bay Area residents.

Weekday Trips

Of the 21 million trips that occur on the average weekday, the largest production county is Santa Clara County, where over 5 million trips are produced (25.1% of all weekday trips). The county that produces the fewest trips is Napa (less than 400,000 trips per weekday). Alameda and Contra Costa counties also produce a large volume of trips averaging 4.4 and 2.8 million per weekday. Though Santa Clara County produces the highest number of home-based work trips (1.2 million) and Napa County produces the fewest home-based work trips (74,000), home-based work shares by county of production are highest for San Francisco County (23.6%) and lowest for Marin County (19.4%).

In addition to having the highest home-based work share, residents of San Francisco have the highest non-home-based trip share by county of production at 28.6% of all trips. San Francisco County also has the lowest home-based shop, social/recreational, and school shares with a 22.0% shop trip share, 16.2% social/recreational trip share, and 9.7% school trip share. Marin County also has a home-based school trip share of 9.7%. Solano County produces the highest share of home-based shop (other) trips (29.2%) while home-based social/recreational shares are highest

for Marin County (20.6%). Home-based school trip shares are highest for Napa County at 15.0% of trips produced.

Trips by trip purpose and county of attraction are displayed in Table 5.1.2. Though the differences are small, only two counties attract more trips than they produce: San Francisco County and Santa Clara County. San Francisco County attracts 260,000 more trips than it produces while 72,000 more trips are attracted to Santa Clara County than produced by Santa Clara County. For the remaining seven counties, the net result is that more trips are produced by rather than attracted to each county. The largest difference is for Contra Costa County where 290,000 more trips are produced than attracted to Contra Costa County.

Similar to production levels, Santa Clara County attracts the largest number of weekday trips (5.3 million, or 25.5% of all trips), and Napa County attracts the fewest weekday trips (just over 350,000 per weekday). Alameda County is the second highest attraction county with 4.3 million trips while San Francisco, Contra Costa, and San Mateo counties each attract over 2 million trips per weekday.

Home-based work shares by county of attraction range from a high of 28.8% for San Francisco County to a low of about 16% for both Contra Costa and Solano County as shown in Table 5.1.2. In terms of the number of trips attracted, Santa Clara County attracts the largest number of weekday work trips (1.3 million). Alameda County attracts the next largest number of weekday work trips (0.9 million). Comparing the ratio of home-based work trips attracted to the number of trips produced by each county shows that only three counties attract more work trips than they produce: San Francisco County, Santa Clara County, and Marin County. San Francisco attracts 35.3% more home-based work trips than it produces while Santa Clara and Marin County attract just 7.1% and 3.6% more work trips than they produce. Solano County has the lowest attraction to production ratio for home-based work trips (0.65), which implies that 35% fewer work trips are attracted to Solano County than are produced in Solano County.

Of the 21 million home-based shop (other) trips attracted to the nine Bay Area counties, the highest shares of shop trips are attracted to Solano and Contra Costa counties. Solano County has a shop trip share of 31.4% while Contra Costa County has a 30.1% shop trip share. Like production shares, San Francisco County has the lowest home-based shop trip share at 20.1%. Home-based social/recreational shares range from a high of 20.0% in Marin County for attractions to a low of 16.5% in Santa Clara County. Solano County leads home-based school trip shares with 16.0% of trips attracted being school trips. Marin County has the lowest attraction share for home-based school trips (9.4%). San Francisco and Marin counties attract the highest share of non-home-based trips. San Francisco has a 24.5% non-home-based share while Marin County has a share of 24.2%.

Weekend Trips

Trips produced by and attracted to the nine Bay Area counties on weekend days are reviewed in this section. Trip distributions by county and trip purpose are provided for the 20 million weighted and expanded Saturday trips and the 18.9 million weighted and expanded Sunday trips.

Santa Clara County residents produce 25.7% (5.2 million) of all trips that occur on Saturday as outlined in Table 5.1.1E. Alameda County also produces a large number of trips (4.2 million) followed by Contra Costa, San Francisco, and San Mateo counties, which all produce more than 2 million trips on Saturday. Napa County produces the fewest trips – residents make just over 356,000 trips per day on Saturday.

Home-based work and school trip productions on Saturday are significantly lower than during the week. Home-based work shares range from a low of 4.4% for Contra Costa County to a high of 9.8% for Sonoma County. Home-based school trip shares range from 0.5% to 3.8% with San Francisco having the lowest production share and Solano County having the highest. Home-based shop trip shares are highest in Napa County at 38.0% of all trips produced there. Contra Costa and Sonoma County have the second and third highest home-based shop trip shares of 37.4% and 36.1%. The county with the lowest shop trip production share is Marin (27.2% shop trips). While Marin County residents have the lowest shopping trip shares, individuals living in Marin County have the highest shares for social/recreational trips produced on Saturday (37.8% of all trips produced in Marin). Contra Costa and Solano County also have high shares of social/recreational trips on Saturday (37.0% of trips produced by each county are social/recreational trips). Sonoma County has the lowest share of social/recreational trips – only 28.1% of trips produced in Sonoma County are social/recreational trips. San Francisco leads trip shares for non-home-based trips with a 28.7% share while Contra Costa County produces the smallest share of non-home-based trips (19.0%).

Trips attracted to the nine Bay Area counties on Saturday follow the same pattern as the number of trips produced (Table 5.1.2E). Santa Clara County attracts the largest number of Saturday trips (5.1 million) while Napa County attracts the fewest (319,000). Alameda County attracts the second highest number of trips on Saturday (4.1 million trips). Only three counties attract more trips than they produce on Saturday: Marin, San Mateo, and Solano County. Marin County attracts 7.4% more trips on Saturday than it produces, and San Mateo County and Solano County attract 3.9% and 2.5% more than they produce. The lowest attraction to production ratio for total trips on Saturday is for Napa County, which attracts 10.6% fewer trips than it produces.

San Francisco County has the highest home-based work attraction share on Saturday (9.5%) while Contra Costa County has the lowest (3.8%). Home-based shop trip attraction shares are highest on Saturday for Contra Costa County at 38.3% of trips produced there. San Francisco and Marin County have the lowest shop trip shares of 25.2% and 26.5%, respectively. For all other counties, shop trip attraction shares are greater than 31.0%. In contrast to their low shopping trip shares, Marin and San Francisco County have the highest social/recreational trip shares on Saturday (38.9% for Marin County and 38.2% for San Francisco). Sonoma County has the lowest social/recreational attraction share of 28.7%. Napa follows closely with a 29.4% share of social/recreational trips. Home-based school trip attraction shares are highest on Saturday for Solano County (3.6%) and lowest for Marin County (0.6%). Like social/recreational shares, non-home-based attraction shares are highest for Marin and San Francisco County (27.4% and 26.3%, respectively). Solano and Contra Costa County have the lowest non-home-based shares averaging about 20% of trips attracted on Saturday.

When attraction and production levels for shopping and social/recreational trips on Saturday are compared, the results in Tables 5.1.1E and 5.1.2E indicate that Solano, San Mateo, and Marin County all attract more shopping trips than they produce. Solano County has the highest ratio attracting 16.1% more shop trips than it produces (San Mateo attracts 11.2% more and Marin attracts 4.6% more). San Francisco County has the lowest attraction/production ratio and produces 20.8% more shopping trips than it attracts. For home-based social/recreational trips, Napa and Contra Costa County have the lowest attraction/production ratio. Napa County attracts 13.4% fewer trips than it produces on Saturday while Contra Costa County attracts 12.4% fewer social/recreational trips than it generates. The highest ratios are for San Francisco and Marin County. San Francisco attracts 14.1% more social/recreational trips than it produces while Marin County attracts 10.4% more.

Of the 18.9 million trips produced on Sunday, 4.8 million (25.3%) are produced by residents of Santa Clara County (Table 5.1.1F), and as with weekday and Saturday travel, Napa County residents produce the fewest trips (300,000). An additional 20.1% of Sunday trips are produced in Alameda County.

Home-based work shares are slightly higher for the Bay Area on Sunday (7.4%) as compared to Saturday (7.1%). Napa and Solano County have the highest trip production shares for work trips, each having an 11% share on Sunday. Home-based shop trip shares are lowest for San Mateo County where only 25.7% of trips produced are shop (other) trips. Marin County has the highest share of home-based shop trips produced on Sunday (38.2%), despite having the lowest Saturday shop trip share. The opposite is true for home-based social/recreational shares. Marin County has the lowest social/recreational production shares on Sunday (31.5%). The highest share for social/recreational trips is for Contra Costa County where 40.1% of trips are social/recreational. Home-based school trip production shares are lowest for Marin County (1.1%) and highest for San Mateo County (4.8%). Sonoma and Napa County have the highest and lowest production shares for non-home-based trips. On Sunday, Sonoma County has a 27.7% non-home-based share while Napa County has a 15.0% share of non-home-based trips.

Sunday attraction levels are consistent with Sunday production levels as the data in Table 5.1.2F shows. Santa Clara County attracts the highest number of trips (4.8 million) while Napa County attracts the fewest (274,000). Alameda County attracts 3.7 million trips (19.4% of all trips) while Contra Costa, San Francisco, and San Mateo County all attract over 2 million Sunday trips.

San Francisco and Napa County have the highest home-based work attraction shares of 11.3% and 11.0%. Contra Costa and Sonoma County have the lowest (5.7% and 5.8%, respectively). Napa County and Solano County have the highest home-based shop attraction shares on Sunday (35.1% and 34.9%). The lowest shop shares are for San Mateo and San Francisco County (27.7% and 27.8%). Home-based social/recreational attraction shares for Sunday trips are higher than 33.0% for all Bay Area counties. The highest social/recreational shares are for Contra Costa and Alameda County at 38.5% and 38.2% of all trips, and the lowest attraction share is for San Francisco County (33.8%). Home-based school attraction shares range from 1.0% (Solano County) to 4.8% (San Mateo County) on Sunday while non-home-based shares range from 14.3% (Napa County) to 27.0% (Sonoma County).

Comparing attraction and production levels for shop and social/recreational trips on Sunday shows that Sonoma County attracts 9.1% more shop trips than it produces while Marin County attracts 12.1% more social/recreational trips than it produces on Sunday. The lowest attraction/production ratios are for San Francisco and Marin County for home-based shop trips and for Napa County for home-based social/recreational trips, with the largest disparity being for San Francisco County, which produces 14.0% more shopping trips than it attracts on Sunday.

Table 5.1.1
2000 Weekday Trips by Trip Purpose and County of Production

County of Production (Residence)	Home-Based Work	Home-Based Shop (Other)	Home-Based Social/Rec	Home-Based School	Non-Home-Based (Origin)	Total
San Francisco	588,574 23.6%	549,539 22.0%	404,416 16.2%	241,274 9.7%	714,763 28.6%	2,498,566 100.0%
San Mateo	506,711 23.5%	545,011 25.3%	375,189 17.4%	279,718 13.0%	450,191 20.9%	2,156,820 100.0%
Santa Clara	1,193,557 22.8%	1,326,109 25.3%	885,346 16.9%	633,524 12.1%	1,193,374 22.8%	5,231,909 100.0%
Alameda	972,809 22.0%	1,118,679 25.3%	774,176 17.5%	620,949 14.0%	938,168 21.2%	4,424,782 100.0%
Contra Costa	576,337 20.3%	822,049 28.9%	525,658 18.5%	360,280 12.7%	560,929 19.7%	2,845,252 100.0%
Solano	222,694 22.0%	296,531 29.2%	174,210 17.2%	147,047 14.5%	173,968 17.1%	1,014,450 100.0%
Napa	73,953 20.4%	92,750 25.6%	61,485 17.0%	54,240 15.0%	79,721 22.0%	362,149 100.0%
Sonoma	308,012 21.9%	380,983 27.0%	256,185 18.2%	163,982 11.6%	300,220 21.3%	1,409,382 100.0%
Marin	156,226 19.4%	213,957 26.6%	165,797 20.6%	78,241 9.7%	190,737 23.7%	804,958 100.0%
Unknown	0 0.0%	0 0.0%	0 0.0%	0 0.0%	56,161 100.0%	56,161 100.0%
Region	4,598,874 22.1%	5,345,607 25.7%	3,622,461 17.4%	2,579,254 12.4%	4,658,233 22.4%	20,804,429 100.0%

Notes: Upper entry is the number of trips.

Lower entry is the row percent.

Table 5.1.2
2000 Weekday Trips by Trip Purpose and County of Attraction

County of Attraction (Non-home)	Home-Based Work	Home-Based Shop (Other)	Home-Based Social/Rec	Home-Based School	Non-Home-Based (Destination)	Total
San Francisco	796,616 28.8%	555,216 20.1%	468,776 17.0%	265,822 9.6%	676,903 24.5%	2,763,333 100.0%
San Mateo	502,219 23.9%	526,789 25.1%	350,367 16.7%	258,444 12.3%	464,759 22.1%	2,102,578 100.0%
Santa Clara	1,278,742 24.1%	1,331,261 25.1%	874,937 16.5%	631,639 11.9%	1,187,631 22.4%	5,304,211 100.0%
Alameda	910,153 21.1%	1,086,780 25.2%	765,203 17.8%	621,774 14.4%	921,759 21.4%	4,305,669 100.0%
Contra Costa	416,751 16.3%	770,344 30.1%	459,166 18.0%	334,608 13.1%	574,482 22.5%	2,555,350 100.0%
Solano	144,583 16.1%	282,467 31.4%	158,327 17.6%	144,072 16.0%	170,182 18.9%	899,632 100.0%
Napa	68,922 19.5%	90,406 25.6%	59,546 16.8%	53,166 15.0%	81,661 23.1%	353,701 100.0%
Sonoma	257,828 19.3%	365,993 27.5%	245,768 18.4%	161,778 12.1%	301,259 22.6%	1,332,627 100.0%
Marin	161,932 20.2%	209,724 26.2%	159,711 20.0%	75,495 9.4%	193,248 24.2%	800,110 100.0%
Unknown	61,127 15.8%	126,626 32.7%	80,658 20.8%	32,457 8.4%	86,349 22.3%	387,217 100.0%
Region	4,598,874 22.1%	5,345,607 25.7%	3,622,461 17.4%	2,579,254 12.4%	4,658,233 22.4%	20,804,429 100.0%

Notes: Upper entry is the number of trips.

Lower entry is the row percent.

5.2 County Trips by Travel Mode

The number of trips produced and attracted by each Bay Area County is presented by travel mode in this subsection. For weekday trips, home-based work trips are reviewed in detail, and for weekend travel, home-based shop and social/recreational trips are reported.

Weekday Trips

The distribution of weekday home-based work trips by mode of travel is shown by county of production in Table 5.2.1. By far, San Francisco County has the lowest production share for vehicle driver trips at 42.9%. The next lowest vehicle driver share of 69.5% for Alameda County is 27% higher than the San Francisco share. The largest share of vehicle driver trip productions is for Napa County where vehicle drivers make 91.6% of work trips. Conversely, vehicle passenger shares in Napa County are the lowest among all counties – only 4.0% of work trips produced in Napa County are vehicle passenger trips. Residents of Alameda County are most likely to ride with others to work – 9.1% of home-based work trips produced in Alameda County are vehicle passenger trips.

Transit shares for home-based work productions are highest for residents of San Francisco County where 33.8% of work trips are made by transit. This value is almost three times higher than the regional average of 12.2% for home-based work transit shares. The next highest transit share for work productions is for Alameda County (15.0% transit). Contra Costa and Marin County also have substantial transit shares for work productions (12.5% for Contra Costa County and 10.8% for Marin County). Napa County has the absolute lowest transit share for work trips with only 1.0% of trips made by transit.

San Francisco residents dominate non-motorized mode shares for home-based work trips. For work trips produced in San Francisco, 3.4% are bicycle trips while 11.7% are walk trips. San Mateo County has the next highest share of bike trips (2.5% share), and Contra Costa County has the lowest share (0.3%). Behind San Francisco residents, Marin County dwellers average a 4.7% share for walk trips, the second highest share for weekday home-based work productions. The lowest walk trip share is for Solano County residents (0.8%).

Attraction rates for home-based work trips show the same trends as production rates (Table 5.2.2). Just over 36% of work trips attracted to San Francisco are vehicle driver trips, which is the lowest share for this mode. Napa County has the highest vehicle driver share for work attractions at 92.2% of trips. A slight difference appears for vehicle passenger trips attracted to the nine counties. Napa County still has the lowest share (3.5%), but the highest share of vehicle passenger trips is for both Alameda County and Marin County. Each has an 8% vehicle passenger work trip share. San Francisco County has the highest transit, bicycle, and walk trip shares for work trip attractions. Napa County attracts the smallest share of transit trips (0.6%) while bicycle shares are equally as high in San Mateo County as they are in San Francisco (2.5% of trips). The smallest bicycle share is for Contra Costa County (0.6%). Solano County still has the lowest walk share at 0.9% of attracted trips.

Table 5.2.3 provides modal shares for work trips from both BATS2000 and the 2000 Census. Mode shares from the 2000 household survey compare well with Census 2000 results. At the regional level, BATS2000 underestimates drive alone shares by 7% (71% Census share versus 64% BATS2000 share) and overestimates carpool shares by about 4%. Transit shares for home-based work trips are 2% higher in the BATS2000 data than in the Census data (10.1% versus 12.2%). The differences between BATS2000 and Census shares are lowest for non-motorized modes. Bicycle shares in the 2000 Census are 1.1% of trips while the travel survey estimates a 1.8% bicycle share. Walk trips were also slightly higher in the household survey (3.4% of work trips are walking trips in BATS2000 versus a 3.3% Census 2000 walk share).

At the county level, the largest difference between drive alone work trip shares in BATS2000 and Census 2000 is for Alameda County (69% Census versus 59% BATS share). Drive alone shares in San Francisco, San Mateo, and Santa Clara County are all overestimated by about 8%. For carpool trips at the county level, the largest difference is for Santa Clara County where shares for work trips are 12.6% in the Census and 19.2% in the travel survey. Transit shares are underestimated for Napa, Sonoma, and Marin County by 0.5%, 0.2%, and 0.3%, respectively. Bicycle shares are higher or on target for all counties except Contra Costa where the share from the 2000 household travel survey is 0.2% less than the Census. The largest discrepancy between Census 2000 and BATS2000 shares for bicycle trips is for San Mateo County (0.8% share in the Census versus 2.5% share in BATS). Additionally, results from the travel survey under predict walk shares for weekday work trips for most Bay Area counties, with the largest difference being for Napa County where Census shares are 2% higher than BATS2000 walk shares (4.4% versus 2.1%).

Though there is more variation between Census and BATS mode shares in 2000 than in 1990 (Purvis, 1994), the results are still encouraging, and the household survey data still compares well with Census mode shares. One difference between the 1990 and 2000 comparisons is the way in which the survey questions were posed in the two surveys. In 1990, work and work related trips were two distinct purposes while work and work related activities were combined in the 2000 Bay Area Travel Survey. Since the Census questionnaire asks respondents only about their trip to work (as opposed to mode used for work related activities), the 1990 results are probably more comparable to Census results, which may be why the variations between mode shares in 2000 are higher. A better way to compare travel mode shares for work trips between the Census and the household travel survey might be to review home-to-work tours instead. However, this comparison will be reserved for future MTC analyses.

Weekday total trips by mode and county of production are provided in Table 5.2.4. San Francisco County residents lead the way for alternative modes. Only 35.2% of trips produced in San Francisco are vehicle driver trips, and 17.3% of trips are made by vehicle passengers. Nearly 20% of all trips produced in San Francisco are transit trips while even more, 23.3%, are walk trips. The bicycle share in San Francisco (and in Alameda County) is 2.1%, the highest for this mode. Sonoma County residents have the highest vehicle driver share of 63.9% while Solano County dwellers have a 30.0% vehicle passenger share (the highest for this mode). The lowest transit share for trips produced in the Bay Area is for Napa County (0.7% transit trips). For non-motorized modes, Contra Costa has the lowest bicycle share of 0.7%, and Sonoma County has the lowest walk share of 5.9%.

Travel mode shares by county of attraction show the same trends for the nine counties, but the share values are slightly different (see Table 5.2.5). The only difference for attractions is that bicycle shares in Alameda County are slightly higher than in San Francisco (2.1% versus 1.8%).

Weekend Trips

Modal shares for weekend trips by production and attraction county are discussed in this section. Home-based shopping and social/recreational trips as well as total Saturday and Sunday trips are reviewed.

Modal shares for home-based shop trips produced on Saturday are presented in Table 5.2.1E. San Francisco residents have the lowest vehicle driver shares for shop trips at 45.2%. The highest share for vehicle driver trips is for residents of Marin County (72.8%). Vehicle passenger shares for home-based shop trips are lowest for Marin and San Francisco County (18.5% for Marin County residents; 24.3% for San Francisco productions). Solano County has the highest vehicle passenger share of 46.5%. Shop trip transit shares are highest for San Francisco County (9.4%) and lowest for Santa Clara and Sonoma County. In fact, there were no home-based shop trips by transit produced in Sonoma County, which is likely due to an insufficient sample size. Shop trip mode shares for non-motorized modes range from 0.5% (San Mateo County) to 1.6% (Sonoma County) for bicycle trips and from 1.2% in Solano County to 18.9% in San Francisco for walk trip shares.

By county of attraction, mode shares for home-based shop trips show trends similar to production level trips (Table 5.2.2E). The most notable difference is for transit trips. Solano County has the highest transit share for home-based shop trip attractions at 14.4% while San Francisco only attracts 5.4% of shop trips by transit (compared to a production level of 9.4%). Another difference between production and attraction shares is that the lowest vehicle driver share is not for San Francisco County (48.6% vehicle driver share) but for Solano County (43.6% vehicle driver share).

Saturday home-based social/recreational trips by mode and county of production are detailed in Table 5.2.3E. For social/recreational trips, vehicle driver shares range from a low of 32.1% in San Francisco to a high of 49.1% in Sonoma County. Conversely, vehicle passenger shares are lowest in Sonoma County (37.8%). The highest social/recreational vehicle passenger share is for Marin County (53.1%). Transit shares for social/recreational trip productions are highest in San Francisco (6.5%) and Napa County (5.4%). The bicycle share for social/recreational trips is highest in Alameda County (3.8%), and the second highest share is 1.7% in Santa Clara County. San Francisco County has the highest walk share for social/recreational trips on Saturday (17.7%).

Attraction shares for Saturday social/recreational trips are provided in Table 5.2.4E and show similar patterns to production shares, barring a few exceptions. Napa County has the highest vehicle driver share (55.4%) and the lowest vehicle passenger share (36.7%) for social/recreational trips by county of attraction. Transit shares by county of attraction are lowest

for San Mateo County at 0.4% of social/recreational trips (note that Napa and Sonoma counties attracted no social/recreational trips by transit on Saturday).

Mode shares for total trips on Saturday by county of production are outlined in Table 5.2.5E. Vehicle driver shares range from 36.0% in San Francisco to 56.5% in Marin County. San Francisco also has the lowest vehicle passenger share of 31.0%. The highest share of vehicle passenger trips is for Solano County (44.7%). Transit shares are highest in San Francisco (9.9%) and lowest in Marin County (0.4%). Bicycle shares are highest in Alameda County (2.0%), and walk shares are highest in San Francisco County (20.7%). Solano County has the lowest share of trips for non-motorized modes (0.2% bicycle share and 3.0% walk share).

The only differences between mode shares for total Saturday trips by county of production and by county of attraction are for vehicle driver and transit trips (Table 5.2.6E). By county of attraction, Napa County has the highest share of vehicle driver trips (57.2%) and the lowest transit share (0.5%). Sonoma County has an equally low transit share for attracted trips on Saturday.

Mode shares for Sunday travel are reported for home-based shop, social/recreational and total trips. Results are provided in Appendix F in Tables 5.2.1F through 5.2.6F.

Sunday home-based shop trips by mode and county of production are displayed in Table 5.2.1F. Vehicle driver shares range from 43.0% to 64.5%, with San Francisco residents having the lowest share and Santa Clara County residents having the highest share. San Francisco County also has the lowest share for vehicle passenger trips (21.5%). Marin County residents have a 35.9% vehicle passenger share and are most likely to travel with others for shopping trips. Transit, bicycle, and walk shares are highest for San Francisco residents. Just over 10% of shopping trips produced in San Francisco are transit trips. Nearly 4% are bicycle trips, and almost 20% are walking trips. Walk shares are also high for shopping trips produced in Marin, Napa, and Alameda County, which have walk shares of 14.3%, 12.9%, and 12.3%, respectively.

Shop trips by county of attraction for the generalized travel modes are displayed in Table 5.2.2F. The same patterns emerge as for trips by county of production, except for vehicle passenger shares, which are highest in Contra Costa County (35.4%) instead of Marin County.

Home-based social/recreational trips for Sunday travel by mode and county of production are highlighted in Table 5.2.3F. Shares for vehicle driver trips range from a high of 53.4% in Napa County to a low of 31.5% in San Francisco. Vehicle passenger shares for social/recreational trips produced on Sunday are highest in San Mateo County (48.8%) and lowest in Sonoma County (37.6%). Transit, bicycle, and walk shares are highest for residents of San Francisco, who have a 7.8% transit share, 4.5% bicycle share, and 17.4% walk share. Bicycle shares for social/recreational trips produced on Sunday are also high for residents of Solano County (3.7%). Walk shares are lowest for San Mateo County residents (3.1%) but approach San Francisco levels in Marin County (15.4%).

Mode shares are shown by county of attraction for Sunday home-based social/recreational trips in Table 5.2.4F. As with previous trips, trends for county of attraction mode shares are quite

similar to those for county of production shares. For social/recreational trips on Sunday, the differences are for vehicle trips. By county of attraction, shares are highest for Sonoma County for vehicle driver trips (51.4%). For vehicle passenger trips, shares are highest in Contra Costa County (50.3%) and lowest in San Francisco (35.3%).

For total trips on Sunday, mode shares by county of production are provided in Table 5.2.5F, and mode shares for county of attraction are shown in Table 5.2.6F. Vehicle shares are lowest for drivers and passengers making trips in San Francisco County. The share of vehicle driver trips in Napa County is almost two times greater than the lowest vehicle driver share (60.4% in Napa County versus 35.3% in San Francisco). Vehicle passenger trips range from 27.7% (San Francisco) to 41.0% of trips produced in Contra Costa County. Residents of San Francisco have the highest shares for alternative modes. Of trips produced in San Francisco, 10.9% are by transit, and 4.0% are bicycle trips. San Francisco has a 21.1% walk trip production share (the reader should note that there were no transit trips on Sunday produced by residents of Solano, Napa, or Marin County). Contra Costa County residents have the lowest non-motorized shares (0.6% bicycle and 3.6% walk).

Though actual percentages vary slightly between Tables 5.2.5F and 5.2.6F, modal splits for Sunday travel are similar for trips produced by and attracted to each county on Sunday.

Table 5.2.1
2000 Weekday Home-Based Work Trips by Mode and County of Production

County of Production (Residence)	Vehicle Driver	Vehicle Passenger	Transit Passenger	Bicycle	Walk	Other	Total
San Francisco	252,415 42.9%	36,010 6.1%	198,975 33.8%	19,911 3.4%	69,128 11.7%	12,136 2.1%	588,574 100.0%
San Mateo	397,747 78.5%	29,164 5.8%	46,214 9.1%	12,565 2.5%	16,231 3.2%	4,791 0.9%	506,711 100.0%
Santa Clara	1,018,705 85.4%	71,944 6.0%	61,776 5.2%	15,328 1.3%	15,128 1.3%	10,675 0.9%	1,193,557 100.0%
Alameda	675,663 69.5%	88,159 9.1%	146,203 15.0%	21,769 2.2%	32,382 3.3%	8,632 0.9%	972,809 100.0%
Contra Costa	455,383 79.0%	34,893 6.1%	71,852 12.5%	1,766 0.3%	8,690 1.5%	3,752 0.7%	576,337 100.0%
Solano	189,576 85.1%	18,239 8.2%	8,726 3.9%	2,735 1.2%	1,740 0.8%	1,678 0.8%	222,694 100.0%
Napa	67,740 91.6%	2,928 4.0%	720 1.0%	878 1.2%	1,573 2.1%	114 0.2%	73,953 100.0%
Sonoma	268,783 87.3%	21,551 7.0%	7,491 2.4%	2,602 0.8%	5,948 1.9%	1,637 0.5%	308,012 100.0%
Marin	117,344 75.1%	10,854 6.9%	16,895 10.8%	3,554 2.3%	7,281 4.7%	299 0.2%	156,226 100.0%
Region	3,443,355 74.9%	313,742 6.8%	558,854 12.2%	81,109 1.8%	158,101 3.4%	43,714 1.0%	4,598,874 100.0%

Notes: Upper entry is the number of trips.

Lower entry is the row percent.

Table 5.2.2**2000 Weekday Home-Based Work Trips by Mode and County of Attraction**

County of Attraction (Work)	Vehicle Driver	Vehicle Passenger	Transit Passenger	Bicycle	Walk	Other	Total
San Francisco	290,134 36.4%	55,465 7.0%	344,929 43.3%	19,745 2.5%	73,206 9.2%	13,136 1.6%	796,616 100.0%
San Mateo	408,834 81.4%	32,086 6.4%	29,675 5.9%	12,551 2.5%	14,579 2.9%	4,496 0.9%	502,219 100.0%
Santa Clara	1,086,671 85.0%	83,168 6.5%	65,904 5.2%	15,687 1.2%	15,614 1.2%	11,699 0.9%	1,278,742 100.0%
Alameda	688,566 75.7%	71,636 7.9%	92,474 10.2%	20,621 2.3%	30,064 3.3%	6,792 0.7%	910,153 100.0%
Contra Costa	368,442 88.4%	24,574 5.9%	11,690 2.8%	2,337 0.6%	7,225 1.7%	2,483 0.6%	416,751 100.0%
Solano	128,748 89.0%	8,122 5.6%	2,528 1.7%	2,439 1.7%	1,366 0.9%	1,380 1.0%	144,583 100.0%
Napa	63,561 92.2%	2,444 3.5%	414 0.6%	878 1.3%	1,441 2.1%	185 0.3%	68,922 100.0%
Sonoma	227,833 88.4%	17,668 6.9%	2,822 1.1%	2,602 1.0%	5,727 2.2%	1,177 0.5%	257,828 100.0%
Marin	135,137 83.5%	12,915 8.0%	3,820 2.4%	2,820 1.7%	6,813 4.2%	426 0.3%	161,932 100.0%
Unknown	45,430 74.3%	5,665 9.3%	4,597 7.5%	1,428 2.3%	2,066 3.4%	1,941 3.2%	61,127 100.0%
Region	3,443,355 74.9%	313,742 6.8%	558,854 12.2%	81,109 1.8%	158,101 3.4%	43,714 1.0%	4,598,874 100.0%

Notes: Upper entry is the number of trips.

Lower entry is the row percent.

Table 5.2.3
Comparison of 2000 Census and 2000 Survey Modal Shares
Work Trips by County of Residence

County of Residence	Drive Alone	Carpool	Transit Passenger	Bicycle	Walk	Other	Total
San Francisco	43.5%	11.3%	32.6%	2.1%	9.8%	0.7%	100.0%
	35.6%	13.4%	33.8%	3.4%	11.7%	2.1%	100.0%
San Mateo	75.3%	13.3%	7.6%	0.8%	2.2%	0.7%	100.0%
	67.4%	16.9%	9.1%	2.5%	3.2%	0.9%	100.0%
Santa Clara	80.1%	12.6%	3.6%	1.3%	1.8%	0.6%	100.0%
	72.2%	19.2%	5.2%	1.3%	1.3%	0.9%	100.0%
Alameda	69.2%	14.3%	11.0%	1.3%	3.3%	0.9%	100.0%
	58.8%	19.7%	15.0%	2.2%	3.3%	0.9%	100.0%
Contra Costa	73.5%	14.1%	9.4%	0.5%	1.6%	0.9%	100.0%
	68.9%	16.1%	12.5%	0.3%	1.5%	0.7%	100.0%
Solano	75.9%	18.3%	2.8%	0.5%	1.6%	0.9%	100.0%
	73.6%	19.8%	3.9%	1.2%	0.8%	0.8%	100.0%
Napa	76.8%	15.6%	1.5%	0.9%	4.4%	0.9%	100.0%
	78.0%	17.6%	1.0%	1.2%	2.1%	0.2%	100.0%
Sonoma	79.3%	13.3%	2.6%	0.8%	3.3%	0.7%	100.0%
	75.6%	18.6%	2.4%	0.8%	1.9%	0.5%	100.0%
Marin	72.1%	11.8%	11.1%	1.1%	3.3%	0.6%	100.0%
	64.8%	17.3%	10.8%	2.3%	4.7%	0.2%	100.0%
Region	71.2%	13.4%	10.1%	1.1%	3.3%	0.7%	100.0%
	63.9%	17.8%	12.2%	1.8%	3.4%	1.0%	100.0%

Notes: Upper entry is 2000 Census modal share to work (for travelers).

Lower entry is 2000 Survey modal share for home-based work trips.

Table 5.2.4
2000 Weekday Total Trips by Mode and County of Production

County of Production	Vehicle Driver	Vehicle Passenger	Transit Passenger	Bicycle	Walk	Other	Total
San Francisco	880,054 35.2%	431,695 17.3%	488,746 19.6%	51,358 2.1%	581,072 23.3%	65,641 2.6%	2,498,566 100.0%
San Mateo	1,292,767 59.9%	506,786 23.5%	99,930 4.6%	38,730 1.8%	179,501 8.3%	39,106 1.8%	2,156,820 100.0%
Santa Clara	3,128,027 59.8%	1,378,226 26.3%	127,755 2.4%	61,889 1.2%	393,276 7.5%	142,737 2.7%	5,231,909 100.0%
Alameda	2,349,274 53.1%	1,041,610 23.5%	355,156 8.0%	92,685 2.1%	525,718 11.9%	60,341 1.4%	4,424,782 100.0%
Contra Costa	1,681,669 59.1%	779,256 27.4%	136,028 4.8%	18,844 0.7%	189,326 6.7%	40,130 1.4%	2,845,252 100.0%
Solano	578,028 57.0%	304,810 30.0%	18,929 1.9%	10,194 1.0%	78,041 7.7%	24,449 2.4%	1,014,450 100.0%
Napa	219,472 60.6%	89,609 24.7%	2,389 0.7%	4,712 1.3%	35,124 9.7%	10,843 3.0%	362,149 100.0%
Sonoma	899,922 63.9%	361,149 25.6%	18,916 1.3%	11,217 0.8%	82,496 5.9%	35,681 2.5%	1,409,382 100.0%
Marin	489,485 60.8%	187,628 23.3%	30,124 3.7%	13,558 1.7%	74,280 9.2%	9,882 1.2%	804,958 100.0%
Unknown	32,487 57.8%	12,957 23.1%	1,616 2.9%	773 1.4%	7,600 13.5%	727 1.3%	56,161 100.0%
Region	11,551,184 55.5%	5,093,726 24.5%	1,279,589 6.2%	303,961 1.5%	2,146,433 10.3%	429,537 2.1%	20,804,429 100.0%

Notes: Upper entry is the number of trips.

Lower entry is the row percent.

Table 5.2.5
2000 Weekday Total Trips by Mode and County of Attraction

County of Attraction	Vehicle Driver	Vehicle Passenger	Transit Passenger	Bicycle	Walk	Other	Total
San Francisco	913,787 33.1%	479,587 17.4%	677,253 24.5%	49,712 1.8%	578,944 21.0%	64,050 2.3%	2,763,333 100.0%
San Mateo	1,280,334 60.9%	494,817 23.5%	65,511 3.1%	34,327 1.6%	187,566 8.9%	40,023 1.9%	2,102,578 100.0%
Santa Clara	3,194,254 60.2%	1,378,505 26.0%	131,406 2.5%	66,848 1.3%	391,037 7.4%	142,162 2.7%	5,304,211 100.0%
Alameda	2,342,867 54.4%	1,010,985 23.5%	287,362 6.7%	90,469 2.1%	517,347 12.0%	56,639 1.3%	4,305,669 100.0%
Contra Costa	1,540,624 60.3%	725,806 28.4%	53,755 2.1%	17,919 0.7%	179,309 7.0%	37,937 1.5%	2,555,350 100.0%
Solano	490,845 54.6%	288,820 32.1%	11,403 1.3%	9,243 1.0%	76,819 8.5%	22,503 2.5%	899,632 100.0%
Napa	215,095 60.8%	86,213 24.4%	1,742 0.5%	4,761 1.3%	35,119 9.9%	10,771 3.0%	353,701 100.0%
Sonoma	844,717 63.4%	348,702 26.2%	12,383 0.9%	11,222 0.8%	81,565 6.1%	34,038 2.6%	1,332,627 100.0%
Marin	499,576 62.4%	189,706 23.7%	15,844 2.0%	11,969 1.5%	72,589 9.1%	10,426 1.3%	800,110 100.0%
Unknown	229,086 59.2%	90,584 23.4%	22,931 5.9%	7,492 1.9%	26,138 6.8%	10,987 2.8%	387,217 100.0%
Region	11,551,184 55.5%	5,093,726 24.5%	1,279,589 6.2%	303,961 1.5%	2,146,433 10.3%	429,537 2.1%	20,804,429 100.0%

Notes: Upper entry is the number of trips.

Lower entry is the row percent.

5.3 County-to-County Trips

County-to-county travel patterns are reported in this section based on the weighted and expanded results of the 2000 household travel survey for weekday and weekend travel. Within this section, weekday tables are provided for home-based work and total trips for three modes of travel (driver, in-vehicle, and transit) along with total trips by all modes of travel. Detailed tables for productions and attractions for all county-to-county combinations, travel modes, and trip purposes are included in Appendix D for weekday trips, Appendix E for Saturday trips, and Appendix F for Sunday trips.

Weekday Trips

Trip productions and attractions for intra- and inter-county travel for weekday work and total trips are discussed in this section. Home-based work trips by driver, in-vehicle, transit, and total modes are provided in Table 5.3.1 while total trips are displayed in Table 5.3.2.

At the regional level, Table 5.3.1 shows that 70.2% of all home-based work trips in the Bay Area are intra-county trips (3.2 of 4.6 million weekday work trips). This implies that almost 1.4 million work trips in the Bay Area (nearly 30%) begin and end in different counties. By mode, 71.6% of vehicle driver work trips are within the same county while only 52.3% of transit work trips are intra-county trips. Therefore, about 48% of transit work trips are inter-county trips, which explains, in part, why transit work trips tend to be longer than vehicle driver work trips.

By county of production, the share of intra-county work trips ranges from a high of 87.3% for Santa Clara County to a low of 53.5% for Contra Costa County. Other counties with low shares of intra-county work trips are Solano County (55.8%) and San Mateo County (59.6%). These counties are considered by some to be bedroom communities since a large percentage of Bay Area residents who live in these counties work elsewhere. Since the home-end is always the production end for home-based work trips, the detailed county-to-county home-based work trip table in Appendix D (Table 5.3.1D) can be used to examine the destination of inter-county work trips for these bedroom communities. The majority of inter-county work trips for Contra Costa County residents are for work destinations in Alameda County and San Francisco County. Solano County residents who work outside of their home county tend to work in Alameda or Contra Costa County while inter-county work trips for San Mateo County are concentrated in San Francisco and Santa Clara counties.

A similar analysis could be done for inter-county work trips by county of attraction. The highest intra-county share of home-based work trips in Table 5.3.1 is for Sonoma County where 94.0% of work trips attracted to Sonoma County are made by those who live in Sonoma County. The lowest intra-county attraction share is for San Francisco County. Only 55.2% of work trips attracted to San Francisco are made by residents of San Francisco.

Intra-county vehicle driver work trip shares range (by county of production) from a low of 57.4% in Solano County to a high of 87.9% in Santa Clara County. This suggests that more residents in Solano County are driving across county lines to reach their employment destination than any other resident county.

Intra-county transit work trip shares by county of production are quite low for Contra Costa County (10.8%) and Marin County (12.7%). A review of Table 5.3.1D for weekday county-to-county work flows reveals that 56% of transit work trips produced in Contra Costa County are destined for San Francisco and 30% are to jobs in Alameda County. For Marin County, 85% of transit work trips are made by commuters who live in Marin County and work in San Francisco.

Appendix D also contains a table detailing county-to-county home-based work trip flows by vehicle modes including drive alone, shared ride with two passengers, and shared ride with three or more passengers (Table 5.3.1.1D). Additionally, Tables 5.3.2D through 5.3.5D detail county-to-county flows for the four remaining trip purposes (home-based shop (other), social/recreational, school, and non-home-based trips) by generalized travel mode.

Total weekday trip productions, attractions, and intra-county trips are displayed in Table 5.3.2, and Table 5.3.6D contains detailed county-to-county flows for total weekday trips. Regionally, 84% of all trips are intra-county trips. By mode, regional intra-county trip shares range from 81.6% for vehicle driver trips to 64.4% for transit trips.

By county of production, 92.3% of trips produced in Santa Clara County are also attracted to locations within Santa Clara County. At the opposite end of the spectrum, only 76.9% of trips produced in San Mateo County are attracted to San Mateo County locations. By county of attraction, 95.4% of trips attracted to Sonoma County are also produced in Sonoma County. The lowest intra-county share of trips is for San Francisco County (74.1%).

The share of intra-county vehicle driver trips produced for all trip purposes is highest for Santa Clara County where 90.8% of vehicle driver trips produced in Santa Clara County are attracted to Santa Clara County. The lowest share for vehicle driver trips by county of production is for San Francisco where only 70.0% of trips by mode vehicle driver are intra-county trips.

By county of production, inter-county transit trip shares are highest for Contra Costa County (72.6%), Marin County (69.8%), and San Mateo County (60.7%). A review of appendix Table 5.3.6D indicates that San Francisco County is the primary destination for transit trips produced in these three counties.

Weekend Trips

Intra-county trips for home-based shop, social/recreational, and total trips for weekend travel are discussed in this subsection. Trips are reported for each county for four different travel modes (driver, in-vehicle, transit, and total), and the number of trips produced by and attracted to each county is also included. Additional tables are included in the appendices for detailed county-to-county flows for all trips purposes by the six generalized travel modes (Tables 5.3.3E through 5.3.8E for Saturday trips and 5.3.3F through 5.3.8F for Sunday trips). For some counties a sufficient sample size was not available from the survey for transit trips either produced or attracted. Therefore, transit distributions for intra-county trips, while included in the tables, are not discussed in the report for travel on Saturday and Sunday, except at an aggregate level or where it is clear that a sufficient sample size was available.

Home-based shop trips are described in Table 5.3.1.1E for productions, attractions, and intra-county trips on Saturday. At the regional level, 85.8% of shop trips on Saturday are intra-county trips. By mode, 88.1% of vehicle driver shop trips are intra-county while the majority of transit trips on Saturday are inter-county trips (56.9%). By county of production, the highest share of intra-county shop trips is for Sonoma County (93.4%), and the lowest share of intra-county shop trips is for San Francisco (70.1%). By county of attraction, 94.5% of shop trips attracted to Santa Clara County are also produced in Santa Clara County. The lowest share is for San Mateo County where only 75.8% of shop trips are intra-county.

Table 5.3.1.2E provides productions, attractions, and intra-county trips for home-based social/recreational trips on Saturday. Just over 82% of regional social/recreational trips on Saturday are intra-county trips. By mode, intra-county shares for vehicle driver trips are 81.0% while only 51.5% of social/recreational transit trips are intra-county. Sonoma County has the highest percentage of intra-county social/recreational trips by county of production (92.3%) while Napa County has the lowest (72.3%). By county of attraction, intra-county social/recreational trips are highest for Santa Clara County (92.6%) and lowest for San Francisco (72.7%).

Total Saturday trip productions, attractions, and intra-county trips are reported in Table 5.3.2E. At the regional level, 83.3% of trips on Saturday are intra-county trips. For vehicle driver trips in the Bay Area, 83.6% are intra-county. Only 60.7% of transit trips on Saturday are intra-county trips.

By county of production, trips in Sonoma County have the highest intra-county share (92.2%). The lowest is for Napa County where only 74.7% of trips are intra-county. For vehicle driver trips produced in the nine counties, the highest intra-county shares are for Sonoma County (90.8%) and Santa Clara County (90.4%). The highest inter-county share for vehicle driver trips is for San Francisco (25% of vehicle driver trips are inter-county).

Intra-county percentages for attractions show that 93.0% of trips in Sonoma County are intra-county trips. The lowest share is for San Mateo County (75.4%). For the vehicle driver mode, intra-county shares range from a high of 93.7% for Sonoma County to a low of 75.2% in San Francisco.

Home-based shop trip productions, attractions, and intra-county trips are included in Table 5.3.1.1F for travel on Sunday. Regionally, 88.3% of shop trips on Sunday are intra-county trips. By mode, 88.7% of vehicle driver trips are intra-county, and 73.8% of shop trips by transit are intra-county trips. By county of production, the largest share of intra-county shop trips is for Sonoma County (97.2%), and the lowest is for San Francisco County (76.9%). By county of attraction, 95.0% of trips in Solano County are intra-county while 82.9% of San Mateo County shop trips are also produced in San Mateo County.

Social/recreational trips to and from home on Sunday are detailed in Table 5.3.1.2F for productions, attractions, and intra-county trips. Of the 6.9 million social/recreational trips pursued on Sunday in the Bay Area, 82.7% are intra-county. By mode, this percentage ranges

from a high of 82.2% for vehicle driver trips to a low of 56.6% for transit trips. For both productions and attractions, Santa Clara County has the highest share of intra-county social/recreational trips while Napa County has the lowest intra-county shares for social/recreational trips.

Total trips on Sunday are reported in Table 5.3.2F by county of production and attraction. Intra-county trips are also included. At the regional level, 83.6% of Sunday trips are intra-county. For vehicle driver trips, 83% are intra-county while 64.3% of transit trips on Sunday are intra-county. For total modes and for vehicle driver trips, intra-county shares are lowest in San Francisco and highest in Santa Clara County. Roughly 91% of trips produced and attracted to Santa Clara County are intra-county for both vehicle driver trips and for total modes. In San Francisco, 67.8% of vehicle driver trips produced in the county are attracted to San Francisco. For total modes, the intra-county share is 76.7%. By county of attraction, 78.3% of San Francisco trips by all modes are intra-county trips, and 72.2% of vehicle driver trips are intra-county.

Table 5.3.1**2000 Total Weekday Home-Based Work Trip Productions, Attractions, and Intra-County Trips**

	Mode	Intra-County	Productions	Attractions	% Intra of Productions	% Intra of Attractions
San Francisco	Driver	145,977	252,415	290,134	57.8%	50.3%
	In-Vehicle	176,006	288,424	345,599	61.0%	50.9%
	Transit	166,688	198,975	344,929	83.8%	48.3%
	Total	439,838	588,574	796,616	74.7%	55.2%
San Mateo	Driver	240,866	397,747	408,834	60.6%	58.9%
	In-Vehicle	260,297	426,911	440,920	61.0%	59.0%
	Transit	13,246	46,214	29,675	28.7%	44.6%
	Total	301,850	506,711	502,219	59.6%	60.1%
Santa Clara	Driver	895,893	1,018,705	1,086,671	87.9%	82.4%
	In-Vehicle	956,039	1,090,649	1,169,838	87.7%	81.7%
	Transit	48,465	61,776	65,904	78.5%	73.5%
	Total	1,042,170	1,193,557	1,278,742	87.3%	81.5%
Alameda	Driver	461,055	675,663	688,566	68.2%	67.0%
	In-Vehicle	513,138	763,822	760,202	67.2%	67.5%
	Transit	48,537	146,203	92,474	33.2%	52.5%
	Total	617,210	972,809	910,153	63.4%	67.8%
Contra Costa	Driver	271,869	455,383	368,442	59.7%	73.8%
	In-Vehicle	290,607	490,276	393,015	59.3%	73.9%
	Transit	7,763	71,852	11,690	10.8%	66.4%
	Total	309,127	576,337	416,751	53.6%	74.2%
Solano	Driver	108,858	189,576	128,748	57.4%	84.6%
	In-Vehicle	116,618	207,814	136,870	56.1%	85.2%
	Transit	2,494	8,726	2,528	28.6%	98.6%
	Total	124,296	222,694	144,583	55.8%	86.0%
Napa	Driver	47,398	67,740	63,561	70.0%	74.6%
	In-Vehicle	49,704	70,668	66,005	70.3%	75.3%
	Transit	414	720	414	57.4%	100.0%
	Total	52,551	73,953	68,922	71.1%	76.2%
Sonoma	Driver	213,161	268,783	227,833	79.3%	93.6%
	In-Vehicle	230,406	290,334	245,501	79.4%	93.9%
	Transit	2,363	7,491	2,822	31.5%	83.7%
	Total	242,275	308,012	257,828	78.7%	94.0%
Marin	Driver	79,801	117,344	135,137	68.0%	59.1%
	In-Vehicle	88,560	128,198	148,052	69.1%	59.8%
	Transit	2,144	16,895	3,820	12.7%	56.1%
	Total	100,111	156,226	161,932	64.1%	61.8%
Unknown	Driver	N/A	0	45,430	N/A	N/A
	In-Vehicle	N/A	0	51,095	N/A	N/A
	Transit	N/A	0	4,597	N/A	N/A
	Total	N/A	0	61,127	N/A	N/A
Bay Area	Driver	2,464,878	3,443,355	3,443,355	71.6%	71.6%
	In-Vehicle	2,681,376	3,757,097	3,757,097	71.4%	71.4%
	Transit	292,113	558,854	558,854	52.3%	52.3%
	Total	3,229,429	4,598,874	4,598,874	70.2%	70.2%

Table 5.3.2**2000 Total Weekday Trip Productions, Attractions, and Intra-County Trips**

	Mode	Intra-County	Productions	Attractions	% Intra of Productions	% Intra of Attractions
San Francisco	Driver	615,881	880,054	913,787	70.0%	67.4%
	In-Vehicle	981,988	1,311,749	1,393,375	74.9%	70.5%
	Transit	404,306	488,746	677,253	82.7%	59.7%
	Total	2,046,279	2,498,566	2,763,333	81.9%	74.1%
San Mateo	Driver	960,356	1,292,767	1,280,334	74.3%	75.0%
	In-Vehicle	1,380,072	1,799,552	1,775,151	76.7%	77.7%
	Transit	39,305	99,930	65,511	39.3%	60.0%
	Total	1,658,258	2,156,820	2,102,578	76.9%	78.9%
Santa Clara	Driver	2,839,735	3,128,027	3,194,254	90.8%	88.9%
	In-Vehicle	4,142,744	4,506,253	4,572,759	91.9%	90.6%
	Transit	104,784	127,755	131,406	82.0%	79.7%
	Total	4,827,810	5,231,909	5,304,211	92.3%	91.0%
Alameda	Driver	1,897,672	2,349,274	2,342,867	80.8%	81.0%
	In-Vehicle	2,793,223	3,390,883	3,353,852	82.4%	83.3%
	Transit	206,510	355,156	287,362	58.1%	71.9%
	Total	3,650,021	4,424,782	4,305,669	82.5%	84.8%
Contra Costa	Driver	1,305,519	1,681,669	1,540,624	77.6%	84.7%
	In-Vehicle	1,968,395	2,460,925	2,266,430	80.0%	86.9%
	Transit	37,309	136,028	53,755	27.4%	69.4%
	Total	2,233,518	2,845,252	2,555,350	78.5%	87.4%
Solano	Driver	435,671	578,028	490,845	75.4%	88.8%
	In-Vehicle	699,738	882,838	779,665	79.3%	89.7%
	Transit	10,781	18,929	11,403	57.0%	94.5%
	Total	817,914	1,014,450	899,632	80.6%	90.9%
Napa	Driver	180,317	219,472	215,095	82.2%	83.8%
	In-Vehicle	259,007	309,081	301,308	83.8%	86.0%
	Transit	1,699	2,389	1,742	71.1%	97.5%
	Total	309,691	362,149	353,701	85.5%	87.6%
Sonoma	Driver	796,910	899,922	844,717	88.6%	94.3%
	In-Vehicle	1,134,958	1,261,071	1,193,419	90.0%	95.1%
	Transit	10,867	18,916	12,383	57.5%	87.8%
	Total	1,271,406	1,409,382	1,332,627	90.2%	95.4%
Marin	Driver	393,571	489,485	499,576	80.4%	78.8%
	In-Vehicle	561,513	677,113	689,282	82.9%	81.5%
	Transit	9,087	30,124	15,844	30.2%	57.4%
	Total	661,921	804,958	800,110	82.2%	82.7%
Unknown	Driver	N/A	32,487	229,086	N/A	N/A
	In-Vehicle	N/A	45,444	319,669	N/A	N/A
	Transit	N/A	1,616	22,931	N/A	N/A
	Total	N/A	56,161	387,217	N/A	N/A
Bay Area	Driver	9,425,633	11,551,184	11,551,184	81.6%	81.6%
	In-Vehicle	13,921,638	16,644,909	16,644,909	83.6%	83.6%
	Transit	824,649	1,279,589	1,279,589	64.4%	64.4%
	Total	17,476,819	20,804,429	20,804,429	84.0%	84.0%

5.4 County-Level Vehicle Occupancy

This section of the report discusses vehicle occupancy rates for private passenger vehicles. Rates are reported for trips produced by and attracted to the nine Bay Area counties. The tables for this section include occupancy rates for the five generalized trip purposes. However, within the text, vehicle occupancy rates are discussed for total trips only. This is due to the nature of vehicle occupancy rates for household travel survey data and the method used to calculate them in this report.

Vehicle occupancy was calculated by summing vehicle driver and passenger trips and dividing by the number of vehicle driver trips. The same caveats apply as discussed previously in section 2 of this report, and the reader should use the reported vehicle occupancy rates carefully. The occupancy rates calculated for private vehicles are only approximations due to the way in which trips are reported in the household travel survey. There are many examples of individuals traveling together that are assigned different trip purposes (i.e., the trip purpose for the driver is different than the trip purpose for the passenger). For example, as discussed for the 1990 survey, vehicle occupancies for home-based school trips are often much higher than they should be (Purvis, 1994). Many parents who drive their children to school either continue on to work or perhaps stop at a grocery or convenience store prior to returning home. For the child, this is considered one home-based vehicle passenger school trip. However, for the adult, this is recorded as two home-based work (or shop) vehicle driver trips. There are a multitude of other scenarios where this might happen, which is why the vehicle occupancy rates reported should be used with caution.

A separate variable was also included in the 2000 household travel survey that allowed respondents to report the vehicle occupancy for each trip. However vehicle occupancies recorded by BATS2000 respondents are neither reported nor discussed in this paper.

Weekday Trips

Weekday vehicle occupancies by trip purpose are shown in Table 5.4. The average vehicle occupancy for the region is 1.44 persons per vehicle. Rates range from a high of 1.59 persons per vehicle for trips attracted to Solano County to a low of 1.38 persons per vehicle for trips attracted to Marin County. By production county, Solano and Marin County still have the highest and lowest vehicle occupancy rates (1.53 and 1.38 persons per vehicle, respectively). The next highest vehicle occupancy rate is for trips attracted to San Francisco County, which on average have 1.53 persons per vehicle.

Weekend Trips

Vehicle occupancies for trips produced on Saturday and Sunday are discussed in this subsection (see the discussion of vehicle occupancy rates at the beginning of section 5.4 for precautionary statements regarding the use of these rates).

Saturday vehicle occupancy rates by trip purpose and county of production and attraction are provided in Table 5.4E. For travel on Saturday, the average regional vehicle occupancy is 1.73

persons per vehicle, which is higher than the rate for weekday travel (1.44 persons per vehicle). The highest vehicle occupancy is for trips attracted to Solano County (1.9 persons per vehicle) with the second highest rate being for trips produced by Solano County residents (1.88 persons per vehicle). Trips produced by San Mateo County residents have the lowest vehicle occupancy rate of 1.61 persons per vehicle.

Though still higher than weekday trips, the average regional vehicle occupancy rate on Sunday is slightly less than for Saturday trips. On Sunday, Bay Area residents average 1.7 persons per vehicle (see Table 5.4F). Vehicle occupancies on Sunday range from a low of 1.48 persons per vehicle for trips produced in Napa County to a high of 1.8 persons per vehicle for trips attracted to San Francisco County (trips produced in San Francisco have the second highest occupancy rate of 1.79 persons per vehicle).

Table 5.4
2000 Weekday Vehicle Occupancies by Trip Purpose

County of Production/ Attraction	Home- Based Work	Home- Based Shop (Other)	Home- Based Social/Rec.	Home- Based School	Non-Home- Based (Origin)	Total
San Francisco	1.143	1.435	1.751	3.712	1.447	1.491
	1.191	1.422	1.859	4.094	1.440	1.525
San Mateo	1.073	1.284	1.683	4.494	1.339	1.392
	1.078	1.283	1.673	4.898	1.368	1.386
Santa Clara	1.071	1.393	1.862	4.465	1.372	1.441
	1.077	1.395	1.812	4.500	1.377	1.432
Alameda	1.130	1.337	1.737	3.878	1.350	1.443
	1.104	1.336	1.743	3.753	1.339	1.432
Contra Costa	1.077	1.399	1.753	3.938	1.382	1.463
	1.067	1.405	1.756	3.880	1.372	1.471
Solano	1.096	1.462	1.883	4.530	1.517	1.527
	1.063	1.474	1.954	5.242	1.513	1.588
Napa	1.043	1.314	1.766	4.603	1.326	1.408
	1.038	1.311	1.705	4.464	1.332	1.401
Sonoma	1.080	1.314	1.800	3.281	1.333	1.401
	1.078	1.318	1.787	3.239	1.332	1.413
Marin	1.092	1.253	1.611	4.288	1.319	1.383
	1.096	1.270	1.635	4.849	1.305	1.380
Unknown	N/A	N/A	N/A	N/A	1.399	1.399
	1.125	1.287	1.767	1.916	1.434	1.395
Region	1.091	1.363	1.771	4.075	1.371	1.441
	1.091	1.363	1.771	4.075	1.371	1.441

*Notes: Upper entry is vehicle occupancy rate by county of production.
Lower entry is the vehicle occupancy rate by county of attraction.*

5.5 Vehicle Driver Trips by Household Demographics and County of Residence

The impacts of household demographics on the number of vehicle driver trips pursued during the weekday are explored in this final subsection of the 2000 travel characteristics report.

Household income, structure type, tenure, and vehicle availability are reviewed, and vehicle driver trips are reported by county of residence. Results are based on the weighted and expanded count of 11.5 million BATS2000 weekday vehicle driver trips.

Weekday Trips

Of households reporting income, Table 5.5.1 shows that there is a large disparity between the number of vehicle driver trips made by low-income households as compared to the three remaining income categories (low-medium, high-medium, and high). Low-income households make less than one third of the vehicle driver trips made by any other income group (850,000 vehicle driver trips by low-income homes compared to 2.8 million by low-medium-income households, 3.4 million by high-medium-income homes, and 3.3 million by high-income residents). By county of residence, this disparity is most pronounced for low-income households in Contra Costa County, which make almost 20% fewer vehicle driver trips than the other income groups. The smallest difference between low-income and other households is in Sonoma County. Low-income homes in Sonoma County make 13.4% of vehicle driver trips produced there while high-income homes generate 15.3% of vehicle driver trips (low-medium- and medium-high-income homes in Sonoma County make 29.8% and 32.7% of vehicle driver trips).

For the two low-income groups (low and low-medium), individuals living in Alameda County make the highest number of vehicle driver trips (230,000 low-income trips; 592,000 low-medium-income trips). For higher income households (medium-high and high), the largest number of vehicle driver trips is made by Santa Clara County residents. For all income categories except low-income, Napa County residents make the fewest vehicle driver trips (low-income vehicle driver trips are lowest for residents of Marin County).

Table 5.5.2 outlines the distribution of vehicle driver trips by housing structure and county of residence. Recall from section 3.5 that 59.4% of Bay Area households reside in single-family structures, 24.3% in apartments, 8.5% in condos or townhomes, 4.6% in duplexes, 1.2% in mobile homes, and 2.0% in other types of housing structures. The distribution of vehicle driver trips parallels the dwelling type distribution. Single-family homes make 72% of vehicle driver trips while 14.3% are made by apartment dwellers. Individuals living in condos or townhomes average 7.1% of vehicle driver trips, and individuals living in duplexes make 4.0%. Less than 1% of vehicle driver trips are produced by those living in mobile homes, and 1.5% are made by those living in other structure types. Barring the “other” category, for all housing structure types, homes in Santa Clara County produce the largest number of vehicle driver trips. Individuals living in Napa County make the fewest vehicle driver trips for all housing structure categories except mobile homes and those in the “other” category.

The distribution of vehicle driver trips by tenure and county of residence is provided in Table 5.5.3. The majority of vehicle driver trips (66.3%) are made by residents who live in homes that are owned. This trend is most pronounced for residents of Contra Costa County where persons

living in owned homes make 52.4% more vehicle driver trips than persons living in rentals. The smallest difference by residence county for vehicle driver trips is in San Francisco. Individuals living in rental units make 49.6% of vehicle driver trips while individuals living in owned homes make 50.4% of vehicle driver trips.

At the regional level and by county of residence, households with access to two vehicles produce the highest number of vehicle driver trips, and except for San Francisco County, the next highest number of vehicle driver trips is made by households with access to three or more vehicles (Table 5.5.4). Across all counties, two-vehicle homes produce 5.3 million vehicle driver trips, and homes with access to three or more vehicles make 3.7 million vehicle driver trips. Individuals living in homes with only one available vehicle make nearly 2.5 million vehicle driver trips while homes with zero vehicles average 41,000 vehicle driver trips. For one, two, and three-or-more-vehicle homes, Santa Clara County residents make the most vehicle driver trips, and Napa County residents make the fewest. For zero-vehicle homes, persons living in San Francisco make the most vehicle driver trips (19,000 per weekday).

Table 5.5.1**2000 Weekday Vehicle Driver Trips by Household Income Quartile and County of Residence**

County of Residence	Household Income Quartile					Total
	Low Income (<\$30,000)	Low-Medium Income (\$30,000-\$59,999)	High-Medium Income (\$60,000-\$99,999)	High Income (\$100,000+)	Refused/Unknown Income	
San Francisco	72,000	211,113	227,429	265,962	80,877	857,383
	8.4%	24.6%	26.5%	31.0%	9.4%	100.0%
	8.5%	7.6%	6.6%	8.0%	6.8%	7.4%
San Mateo	52,469	296,065	416,989	389,055	152,721	1,307,300
	4.0%	22.6%	31.9%	29.8%	11.7%	100.0%
	6.2%	10.7%	12.1%	11.8%	12.8%	11.3%
Santa Clara	148,966	556,564	930,101	1,121,073	325,150	3,081,853
	4.8%	18.1%	30.2%	36.4%	10.6%	100.0%
	17.6%	20.1%	27.0%	33.9%	27.4%	26.7%
Alameda	229,914	591,638	672,442	619,621	227,352	2,340,966
	9.8%	25.3%	28.7%	26.5%	9.7%	100.0%
	27.1%	21.4%	19.5%	18.7%	19.1%	20.3%
Contra Costa	115,541	460,638	524,033	448,143	186,159	1,734,514
	6.7%	26.6%	30.2%	25.8%	10.7%	100.0%
	13.6%	16.7%	15.2%	13.5%	15.7%	15.0%
Solano	54,854	200,851	191,028	111,064	44,036	601,832
	9.1%	33.4%	31.7%	18.5%	7.3%	100.0%
	6.5%	7.3%	5.6%	3.4%	3.7%	5.2%
Napa	26,512	68,841	63,059	39,592	21,005	219,009
	12.1%	31.4%	28.8%	18.1%	9.6%	100.0%
	3.1%	2.5%	1.8%	1.2%	1.8%	1.9%
Sonoma	123,222	274,818	301,854	141,222	81,505	922,621
	13.4%	29.8%	32.7%	15.3%	8.8%	100.0%
	14.5%	9.9%	8.8%	4.3%	6.9%	8.0%
Marin	24,869	104,656	112,906	173,305	69,969	485,704
	5.1%	21.5%	23.2%	35.7%	14.4%	100.0%
	2.9%	3.8%	3.3%	5.2%	5.9%	4.2%
Region	848,347	2,765,184	3,439,841	3,309,037	1,188,775	11,551,184
	7.3%	23.9%	29.8%	28.6%	10.3%	100.0%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes: Upper entry is the number of trips.

Middle entry is the row percent.

Lower entry is the column percent.

Table 5.5.2**2000 Weekday Vehicle Driver Trips by Housing Structure and County of Residence**

County of Residence	Housing Structure Type						Total
	Single Family	Duplex	Apartment	Condo/ Townhome	Mobile Home	Other	
San Francisco	415,347	65,333	253,652	81,488	0	41,563	857,383
	48.4%	7.6%	29.6%	9.5%	0.0%	4.8%	100.0%
	5.0%	14.2%	15.3%	9.9%	0.0%	38.7%	7.4%
San Mateo	936,725	54,122	198,956	101,518	5,738	10,241	1,307,300
	71.7%	4.1%	15.2%	7.8%	0.4%	0.8%	100.0%
	11.2%	11.8%	12.0%	12.3%	5.3%	9.5%	11.3%
Santa Clara	2,185,755	120,560	466,036	248,952	32,603	27,947	3,081,853
	70.9%	3.9%	15.1%	8.1%	1.1%	0.9%	100.0%
	26.2%	26.2%	28.2%	30.2%	30.4%	26.0%	26.7%
Alameda	1,650,114	93,322	392,539	150,157	13,810	41,025	2,340,966
	70.5%	4.0%	16.8%	6.4%	0.6%	1.8%	100.0%
	19.8%	20.3%	23.7%	18.2%	12.9%	38.2%	20.3%
Contra Costa	1,378,747	38,654	147,863	136,250	14,869	18,132	1,734,514
	79.5%	2.2%	8.5%	7.9%	0.9%	1.0%	100.0%
	16.5%	8.4%	8.9%	16.6%	13.8%	16.9%	15.0%
Solano	510,538	14,382	52,290	12,791	5,087	6,745	601,832
	84.8%	2.4%	8.7%	2.1%	0.8%	1.1%	100.0%
	6.1%	3.1%	3.2%	1.6%	4.7%	6.3%	5.2%
Napa	169,284	6,290	20,766	9,412	8,960	4,298	219,009
	77.3%	2.9%	9.5%	4.3%	4.1%	2.0%	100.0%
	2.0%	1.4%	1.3%	1.1%	8.3%	4.0%	1.9%
Sonoma	739,744	33,115	61,867	50,637	23,952	13,306	922,621
	80.2%	3.6%	6.7%	5.5%	2.6%	1.4%	100.0%
	8.9%	7.2%	3.7%	6.2%	22.3%	12.4%	8.0%
Marin	346,145	34,670	61,577	31,821	2,341	9,151	485,704
	71.3%	7.1%	12.7%	6.6%	0.5%	1.9%	100.0%
	4.2%	7.5%	3.7%	3.9%	2.2%	8.5%	4.2%
Region	8,332,399	460,447	1,655,545	823,025	107,360	172,407	11,551,184
	72.1%	4.0%	14.3%	7.1%	0.9%	1.5%	100.0%
	100.0%	100.0%	100.0%	100.0%	100.0%	160.6%	100.0%

Notes: Upper entry is the number of trips.

Middle entry is the row percent.

Lower entry is the column percent.

Table 5.5.3**2000 Weekday Vehicle Driver Trips by Tenure¹ and County of Residence**

County of Residence	Tenure		Total
	Rent	Own	
San Francisco	425,019	432,364	857,383
	49.6%	50.4%	100.0%
	10.9%	5.6%	7.4%
San Mateo	419,756	887,543	1,307,300
	32.1%	67.9%	100.0%
	10.8%	11.6%	11.3%
Santa Clara	1,105,703	1,976,151	3,081,853
	35.9%	64.1%	100.0%
	28.4%	25.8%	26.7%
Alameda	847,351	1,493,615	2,340,966
	36.2%	63.8%	100.0%
	21.8%	19.5%	20.3%
Contra Costa	413,275	1,321,239	1,734,514
	23.8%	76.2%	100.0%
	10.6%	17.2%	15.0%
Solano	160,225	441,607	601,832
	26.6%	73.4%	100.0%
	4.1%	5.8%	5.2%
Napa	72,870	146,140	219,009
	33.3%	66.7%	100.0%
	1.9%	1.9%	1.9%
Sonoma	296,737	625,884	922,621
	32.2%	67.8%	100.0%
	7.6%	8.2%	8.0%
Marin	149,136	336,569	485,704
	30.7%	69.3%	100.0%
	3.8%	4.4%	4.2%
Region	3,890,072	7,661,112	11,551,184
	33.7%	66.3%	100.0%
	100.0%	100.0%	100.0%

^{1.} A small percentage of sample households did not report tenure; therefore, the tenure variable for these households was imputed using logistic regression (see Vaughn, 2002 for additional details).

Notes: Upper entry is the number of trips; middle entry is the row percent; and lower entry is the column percent.

Table 5.5.4**2000 Weekday Vehicle Driver Trips by Vehicle Availability and County of Residence**

County of Residence	Vehicles Available per Household				Total
	0	1	2	3-or-more	
San Francisco	19,001 2.2% 45.8%	327,326 38.2% 13.2%	352,822 41.2% 6.7%	158,234 18.5% 4.2%	857,383 100.0% 7.4%
San Mateo	3,291 0.3% 7.9%	250,229 19.1% 10.1%	616,527 47.2% 11.6%	437,253 33.4% 11.7%	1,307,300 100.0% 11.3%
Santa Clara	7,339 0.2% 17.7%	574,909 18.7% 23.3%	1,439,363 46.7% 27.1%	1,060,243 34.4% 28.4%	3,081,853 100.0% 26.7%
Alameda	6,840 0.3% 16.5%	562,279 24.0% 22.8%	1,032,876 44.1% 19.5%	738,971 31.6% 19.8%	2,340,966 100.0% 20.3%
Contra Costa	3,390 0.2% 8.2%	307,517 17.7% 12.4%	821,421 47.4% 15.5%	602,186 34.7% 16.1%	1,734,514 100.0% 15.0%
Solano	0 0.0% 0.0%	109,180 18.1% 4.4%	263,937 43.9% 5.0%	228,715 38.0% 6.1%	601,832 100.0% 5.2%
Napa	1,178 0.5% 2.8%	46,361 21.2% 1.9%	105,761 48.3% 2.0%	65,710 30.0% 1.8%	219,009 100.0% 1.9%
Sonoma	449 0.0% 1.1%	184,826 20.0% 7.5%	418,726 45.4% 7.9%	318,621 34.5% 8.5%	922,621 100.0% 8.0%
Marin	0 0.0% 0.0%	108,224 22.3% 4.4%	251,065 51.7% 4.7%	126,416 26.0% 3.4%	485,704 100.0% 4.2%
Region	41,488 0.4% 100.0%	2,470,850 21.4% 100.0%	5,302,498 45.9% 100.0%	3,736,348 32.3% 100.0%	11,551,184 100.0% 100.0%

Notes: Upper entry is the number of trips.

Middle entry is the row percent.

Lower entry is the column percent.

Section 6: Next Steps

There are several distinct “next steps” projects that are planned for further analysis and use of the Bay Area Travel Survey 2000. These include major efforts to re-format the survey data files for use in tour-based and activity-based models, and other research to understand the changing characteristics of travel behavior in the San Francisco Bay Area.

The BATS 2000 follow-on projects include:

1. Extended GIS Analysis of BATS 2000 (MTC, 2003). This project will use MTC’s GIS system to add significant geographic value to the detailed X/Y coordinate information currently in the survey, including:
 - a. Door-to-door, road-following distance for every trip record;
 - b. Door-to-door total elevation change for every trip record;
 - c. Walk distance proximity of every household and every trip end to the nearest bus stop or rail station;
 - d. Drive-distance proximity of every household to the nearest transit park-and-ride station; and
 - e. Neighborhood density characteristics for every household.
2. Trip Chaining Procedures for BATS 2000. This project will use the linked trips used in trip-based travel analysis and “chain” these trips for use in tour-based and activity-based models. This would also include comparing home-work tours from BATS 2000 to journey-to-work data from Census 2000.
3. MTC research paper entitled “Activities, Time and Travel: Changes in Women’s Travel Time Expenditures.”
4. MTC research paper entitled “Imputation Strategies for Repairing Household Travel Surveys.”
5. MTC research on trends in time use, travel time expenditures and travel patterns.
6. Assigning survey-based trip tables and comparing assignment results to observed traffic and transit count data.
7. Follow-up analysis on travel characteristics by disability status.
8. Follow-up analysis on travel characteristics (vehicle miles of travel) by neighborhood density.
9. Support external researchers on use and analysis of BATS 2000 datasets.

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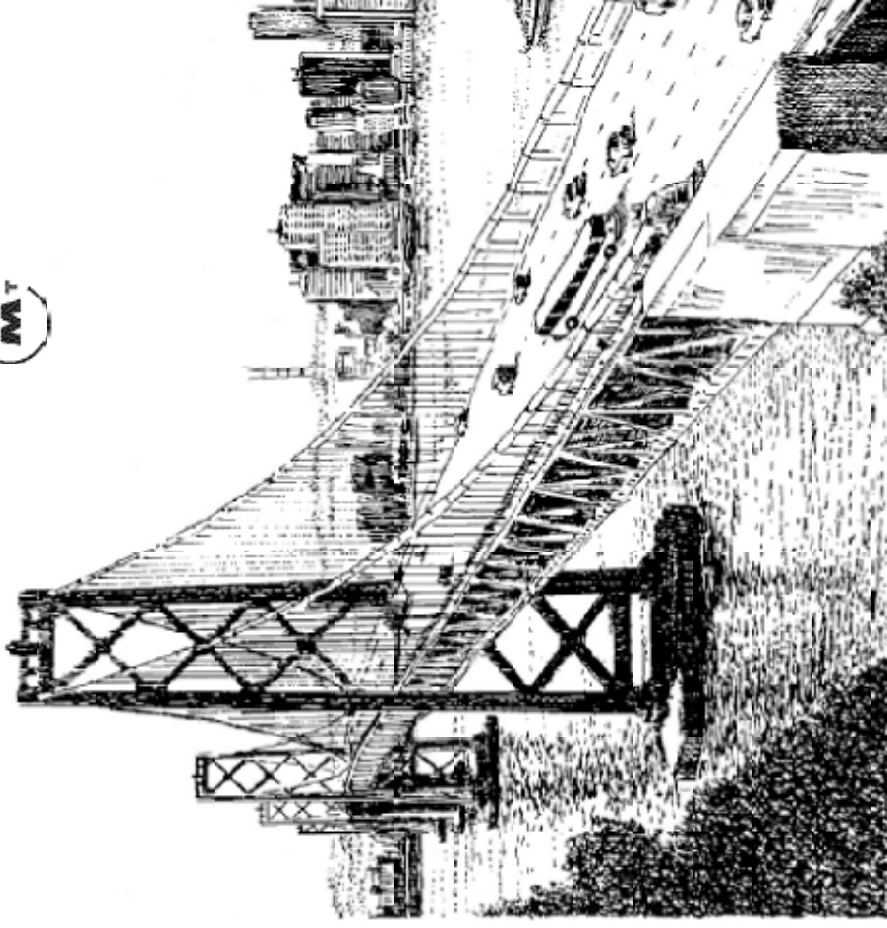
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Appendix A

*Sample Activity Diary -
2000 Bay Area Travel Survey*

Additional Resources for BATS2000 Information

The final report for the 2000 Bay Area Travel Survey is available in PDF format on the Metropolitan Transportation Commission's website at <http://www.mtc.ca.gov/datamart/survey.htm> under the link for the 2000 survey. The final report was written by MORPACE International, Inc., the marketing research firm that conducted the survey. The report includes the complete CATI recruit and retrieval format along with a complete version of the activity diary used by BATS2000 respondents (MORPACE International, Inc., 2002).

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MORPACE International, Inc.
990573

Purpose of the Study

to participate in a variety of activities. More and more, households are activities for those that used to be done outside the home. Examples of these include shopping via catalogs and television, home videos and pay-per-view, or banking, and telecommuting.

ple decide to travel, or not to travel, is important to transportation policy and ing how people distribute their time is key in designing road and transit eds of Bay Area residents. Activities recorded by you and thousands of be used to shape the future transportation systems for the Bay Area.

is diary, the second interview to collect the rmation will be quicker and easier.

like a continuous series of activities with no gaps in time. It should have nt your time for two days. Specific instructions on how to complete the diary

how you spent your time and how you traveled. You should record all ith 3 a.m. on your first travel day and ending with 3 a.m. following your each trip you make, record it as a Drive, Ride, or Walk in the "Activity" additional questions about that trip.

sent with the diaries for your convenience.

ny questions about how to record activities, e call the Activity Survey Hotline at 1-800-566-6262

ACTIVITY 34 ☐ Day 1 ☐ Day 2

1. Your next activity began at: _____ : _____ ☐ AM ☐ PM

2. What was this activity?

- ☐ 1. Driving, Riding, Walking, Biking, or Flying --> **GO DIRECTLY TO QUESTION 5 (TRIP SECTION)**
If not a trip, please check your activity below and continue with questions 3 and 4. (Check all that apply.)
- | | | |
|--|---|---|
| <input type="checkbox"/> 2. Household Chores/Personal Care | <input type="checkbox"/> 7. School or School Related | <input type="checkbox"/> 12. Relaxation |
| <input type="checkbox"/> 3. Meals | <input type="checkbox"/> 8. Shopping (at home) | <input type="checkbox"/> 13. Volunteering |
| <input type="checkbox"/> 4. Recreation/Entertainment | <input type="checkbox"/> 9. Shopping (away from home) | <input type="checkbox"/> 14. Sick or injured |
| <input type="checkbox"/> 5. Sleep | <input type="checkbox"/> 10. Personal Business/Services | <input type="checkbox"/> 15. Non-work related |
| <input type="checkbox"/> 6. Work or Work Related | <input type="checkbox"/> 11. Social Activities | <input type="checkbox"/> 16. Pick up/drop off |

3. When did you end this activity? _____ : _____ ☐ AM ☐ PM

4. Where did this activity occur? ☐ Home --> **GO TO NEXT ACTIVITY PAGE**

Please provide address:

Name	_____	If business, type of business
Street Address	_____	City, State, Zip Code
Nearest Intersecting Streets	_____	

TRIP SECTION: ANSWER QUESTIONS BELOW ONLY IF ACTIVITY IS DRIVING, RIDING, WALKING, BIKING, OR FLYING.

5. When did you arrive at your final destination? _____ : _____ ☐ AM ☐ PM

List All Types of Transportation Used for This Trip (Car, BART, MUNI-B, School Bus, Walk, etc.)	Place Where You Changed to This Type of Transportation (Station/Stop Name, Address/Nearest Intersection, and City)
1	
2	
3	
4	

FOR EACH PRIVATE VEHICLE OR CARPOOL USED, FILL IN INFORMATION BELOW:

Were you the Driver or Passenger?	Including yourself, how many people were in the vehicle?	Parking Cost	Was the vehicle used from your household?	If vehicle was from your household, Year, Make
1 <input type="checkbox"/> D <input type="checkbox"/> P		\$	<input type="checkbox"/> No <input type="checkbox"/> Yes-->	
2 <input type="checkbox"/> D <input type="checkbox"/> P		\$	<input type="checkbox"/> No <input type="checkbox"/> Yes-->	

6. During your trip, did you stop anywhere along the way, other than to change your type of transportation? ☐ Yes ☐ No

For what activity? _____ # of miles _____

Name of Stop, Address or Nearest Intersection, and City _____
What type of transportation were you using when you stopped? _____

☐ Day 1 ☐ Day 2

Start at: _____ : _____ ☐ AM ☐ PM

by?

Walking, Biking, or Flying --> **GO DIRECTLY TO QUESTIONS 3 and 4 (TRIP SECTION) BELOW**

Check your activity below and continue with questions 3 and 4. (Check all that apply)

- ☐ Personal Care
- ☐ 7. School or School Related
- ☐ 12. Relaxing/Reading
- ☐ 8. Shopping (at home)
- ☐ 13. Volunteer/Civic/Religious
- ☐ 9. Shopping (away from home)
- ☐ 14. Sick or Ill/Medical Appointment
- ☐ 10. Personal Business/Services
- ☐ 15. Non-Work Internet Use
- ☐ 11. Social Activities
- ☐ 16. Pick Up/Drop Off Passenger

Is activity? _____ : _____ ☐ AM ☐ PM

Activity occur? ☐ Home --> **GO TO NEXT ACTIVITY PAGE**

Name _____ If business, type of business _____

Street Address _____ City, State, Zip Code _____

Nearest Intersecting Streets _____

ANSWER QUESTIONS BELOW ONLY IF ACTIVITY IS DRIVING, RIDING, WALKING, BIKING, OR FLYING

at your final destination? _____ : _____ ☐ AM ☐ PM

Place Where You Changed to This Type of Transportation (Station/Stop Name, Address/Nearest Intersection, and City)		Transit Cost
		\$
		\$
		\$
		\$

VEHICLE OR CARPOOL USED, FILL IN INFORMATION BELOW:

Including yourself, how many people were in the vehicle?	Parking Cost	Was the vehicle used from your household?	If vehicle was from your household, please indicate Year, Make and Model
\$		<input type="checkbox"/> No <input type="checkbox"/> Yes-->	
\$		<input type="checkbox"/> No <input type="checkbox"/> Yes-->	

you stop anywhere along the way, other than to change your type of transportation? ☐ No ☐ Yes

of minutes: _____

or Nearest Intersection, and City _____
on were you using when you stopped? _____

How to Fill Out the Diary

- One person in the household needs to record the odometer readings for all trips listed on the pink confirmation sheet, adding any additional vehicles as needed on the pink sheet with the completed diaries. There is only one pink sheet per person.
- One person in the household also needs to review the other information on the confirmation sheet. Check to see if all the information about your household vehicles is correct. Record any information changes on the pink sheet at the end of completed diaries.
- On the first Activity page of the diary, check "Day 1" in the box provided. "Day 1" until 3:00 a.m., at which point you will begin checking "Day 2" for the rest of the day.
- Record ALL of your activities, both in and out of the home, starting at 3 a.m. on the Example of Activities on the following page.
- Each activity should be recorded on a separate page. Multiple activities that occur simultaneously throughout the time period indicated. In general, time should be broken into separate and distinct activities.
- In the address section, please record the name of the business, building, or activity took place. If it was at a business location, please indicate the type of activity (Example: Joe's Place, restaurant). In addition, provide the address, including the activity took place. If you do not know the exact address, please indicate the intersection and the city. If you have already provided the address information on a previous page, you do not need to do so again.
- When a trip occurs or you change locations, check the "DRIVING, RIDING, BIKING, or FLYING" box in the "ACTIVITY" section, then go directly to the next page. Record each type of transportation you used and answer the questions for your trip. When more than one type of transportation is used, please indicate where the change took place. (i.e., parking lot, Main St. & Third Ave., etc.)
- Each time a private vehicle or carpool was used during your trip, please answer the questions for private vehicle and carpool.
- The last question to be answered for all trips is: "During your trip, did you use the way, other than to change your type of transportation?" If no, go to the next page and record your activity at your destination. If yes, record what activity or how long you were at the stop, the location of the stop, and what type of transportation were using at the time of the stop. Then go to the next activity page to record your final destination.
- Please remember to provide the start and end times for all activities.
- When you have completed your activities for DAY 1 (ending at 3 a.m.), go to the next page and be sure to check the "DAY 2" box. Report activities for the next day in the same manner as Day 1.

Examples of Activities

king, Biking, Flying

personal care (child care, care of others, meal preparation, home maintenance)

e-out, restaurant, coffee snack)

ment (hobbies, exercise, TV)

d (in or out of home)

elated/College/Day Care/Homework (or other school-related work)

l (or browsing by catalog, TV, or Internet)

m home) (for gas, groceries, drugs, clothes, shoes, furniture, cars, etc.)

Service (such as barber, beauty shop, dry cleaning, banking, government services)

iting, conversations in or out of home)

ading, listening to music, thinking)

gious services or activities (meetings, volunteer work, worship, weddings, etc.)

ppointment (dental, or health care)

pping) Internet Use (e-mail, browsing, games)

ssenger

ACTIVITY 32 ☐ Day 1 ☐ Day 2

1. Your next activity began at: _____ : _____ ☐ AM ☐ PM

2. What was this activity?

- ☐ 1. Driving, Riding, Walking, Biking, or Flying --> **GO DIRECTLY TO QUESTION 5 (TRIP SECTION)**
If not a trip, please check your activity below and continue with questions 3 and 4. (Check all that apply.)
- | | | |
|--|---|---|
| <input type="checkbox"/> 2. Household Chores/Personal Care | <input type="checkbox"/> 7. School or School Related | <input type="checkbox"/> 12. Relaxation |
| <input type="checkbox"/> 3. Meals | <input type="checkbox"/> 8. Shopping (at home) | <input type="checkbox"/> 13. Volunteer |
| <input type="checkbox"/> 4. Recreation/Entertainment | <input type="checkbox"/> 9. Shopping (away from home) | <input type="checkbox"/> 14. Sick or |
| <input type="checkbox"/> 5. Sleep | <input type="checkbox"/> 10. Personal Business/Services | <input type="checkbox"/> 15. Non-Work |
| <input type="checkbox"/> 6. Work or Work Related | <input type="checkbox"/> 11. Social Activities | <input type="checkbox"/> 16. Pick Up |

3. When did you end this activity? _____ : _____ ☐ AM ☐ PM

4. Where did this activity occur? ☐ Home --> **GO TO NEXT ACTIVITY PAGE**

Please provide address:

Name	_____	If business, type of business
Street Address	_____	City, State, Zip Code
Nearest Intersecting Streets	_____	

TRIP SECTION: ANSWER QUESTIONS BELOW ONLY IF ACTIVITY IS DRIVING, RIDING, WALKING

5. When did you arrive at your final destination? _____ : _____ ☐ AM ☐ PM

List All Types of Transportation Used for This Trip (Car, BART, MUNI-B, School Bus, Walk, etc.)	Place Where You Changed to This Type of Transportation (Station/Stop Name, Address/Nearest Intersection, and City)
1	
2	
3	
4	

FOR EACH PRIVATE VEHICLE OR CARPOOL USED, FILL IN INFORMATION BELOW:

Were you the Driver or Passenger?	Including yourself, how many people were in the vehicle?	Parking Cost	Was the vehicle used from your household?	If vehicle was from your Year, Make
1 <input type="checkbox"/> D <input type="checkbox"/> P		\$	<input type="checkbox"/> No <input type="checkbox"/> Yes-->	
2 <input type="checkbox"/> D <input type="checkbox"/> P		\$	<input type="checkbox"/> No <input type="checkbox"/> Yes-->	

6. During your trip, did you stop anywhere along the way, other than to change your type of transportation?

For what activity? _____ # of miles _____

Name of Stop, Address or Nearest Intersection, and City _____
What type of transportation were you using when you stopped? _____

☐ Day 1 ☐ Day 2

Start at: _____ : _____ ☐ AM ☐ PM

by?

Walking, Biking, or Flying --> **GO DIRECTLY TO QUESTION 5 (TRIP SECTION) BELOW**

Check your activity below and continue with questions 3 and 4. (Check all that apply)

Res/Personal Care ☐ 7. School or School Related ☐ 12. Relaxing/Reading
 ☐ 8. Shopping (at home) ☐ 13. Volunteer/Civic/Religious
Entertainment ☐ 9. Shopping (away from home) ☐ 14. Sick or Ill/Medical Appointment
 ☐ 10. Personal Business/Services ☐ 15. Non-Work Internet Use
Related ☐ 11. Social Activities ☐ 16. Pick Up/Drop Off Passenger

Is activity? _____ : _____ ☐ AM ☐ PM

Activity occur? ☐ Home --> **GO TO NEXT ACTIVITY PAGE**

Name _____ If business, type of business _____

Street Address _____ City, State, Zip Code _____

Nearest intersecting Streets _____

ANSWER QUESTIONS BELOW ONLY IF ACTIVITY IS DRIVING, RIDING, WALKING, BIKING, OR FLYING

at your final destination? _____ : _____ ☐ AM ☐ PM

Place Where You Changed to This Type of Transportation (Station/Stop Name, Address/Nearest Intersection, and City)		Transit Cost
		\$
		\$
		\$
		\$

VEHICLE OR CARPOOL USED, FILL IN INFORMATION BELOW:

Including yourself, how many people were in the vehicle?	Parking Cost	Was the vehicle used from your household?	If vehicle was from your household, please indicate Year, Make and Model
\$		<input type="checkbox"/> No <input type="checkbox"/> Yes-->	
\$		<input type="checkbox"/> No <input type="checkbox"/> Yes-->	

you stop anywhere along the way, other than to change your type of transportation? ☐ No ☐ Yes

of minutes: _____

or Nearest Intersection, and City _____
on were you using when you stopped? _____

Examples of Transportation

Car, Van, Truck, Motorcycle, or Moped (Private Vehicle)

Walk

Bicycle

Carpool Vehicle

Taxi

Airplane

Rail Services:

Amtrak

Altamont Commuter Express (ACE)

Bay Area Rapid Transit (BART)

Caltrain

San Francisco Muni-Train (MUNI-T)

Santa Clara Valley Transit Authority-LRT (VTA-T)

Bus Services:

Employer Shuttle Bus (EMP)

Dial-a-Ride

School Bus

AC Transit (AC)

AirBART (Coliseum BART station to Oakland Airport)

Benicia Transit (BT)

Central Contra Costa Transit Authority (County Connection)

Dumbarton Express Bus (DBX)

Eastern Contra Costa - Tri Delta Transit (TriDelta)

Fairfield-Suisan Transit (FST)

Golden Gate Transit-Bus (GGT-B)

Napa Valley Intracity Neighborhood Express (VINE)

Napa Valley Transit (NVT)

Petaluma Transit (PT)

San Francisco Muni-Bus (MUNI-B)

Santa Clara Valley Transit Authority-Bus (VTA-B)

San Mateo County Transit (SAMTRANS)

Santa Rosa City Bus (SR)

Sonoma County Transit (SCT)

Union City Transit (UCT)

Vacaville City Coach (VCC)

Vallejo Transit-Bus (VT-B)

Western Contra Costa County Transit (WestCat)

Wheels-Livermore Amador Valley Transit Authority (LAVTA)

Ferry Services:

Alameda/Oakland/Harbor Bay Ferry (BF)

Golden Gate Transit-Ferry (GGT-F)

Richmond Ferry

Tiburon Ferry (TF)

Vallejo Transit-Ferry (VT-F)

Other Transit Provider (Specify) _____

Day 1 Day 2

What were you doing at 3:00 a.m.?

Walking, Biking, or Flying --> GO DIRECTLY TO QUESTION 4 (TRIP SECTION) BELOW

Check your activity below and continue with questions 2 and 3 (Check all that apply)

res/Personal Care

7. School or School Related

8. Shopping (at home)

9. Shopping (away from home)

10. Personal Business/Services

11. Social Activities

12. Relaxing/Reading

13. Volunteer/Civic/Religious

14. Sick or Ill/Medical Appointment

15. Non-Work Internet Use

16. Pick Up/Drop Off Passenger

What was this activity?

When did you end this activity?

Home --> GO TO NEXT ACTIVITY PAGE

Name

If business, type of business

Street Address

City, State, Zip Code

Nearest Intersecting Streets

ANSWER QUESTIONS BELOW ONLY IF ACTIVITY IS DRIVING, RIDING, WALKING, BIKING, OR FLYING

at your final destination?

AM PM

Place Where You Changed to This Type of Transportation (Station/Stop Name, Address/Nearest Intersection, and City)	Transit Cost
	\$
	\$
	\$
	\$

VEHICLE OR CARPOOL USED, FILL IN INFORMATION BELOW:

Including yourself, how many people were in the vehicle?	Parking Cost	Was the vehicle used from your household?	If vehicle was from your household, please indicate Year, Make and Model
	\$	No Yes-->	
	\$	No Yes-->	

you stop anywhere along the way, other than to change your type of transportation?

No Yes

of minutes:

or Nearest Intersection, and City

on were you using when you stopped?

ACTIVITY 30 Day 1 Day 2

1. Your next activity began at:

AM PM

2. What was this activity?

1. Driving, Riding, Walking, Biking, or Flying --> GO DIRECTLY TO QUESTION 3 (TRIP SECTION)

If not a trip, please check your activity below and continue with questions 3 and 4 (Check all that apply)

2. Household Chores/Personal Care

3. Meals

4. Recreation/Entertainment

5. Sleep

6. Work or Work Related

7. School or School Related

8. Shopping (at home)

9. Shopping (away from home)

10. Personal Business/Services

11. Social Activities

12. Relax

13. Volunteer

14. Sick or

15. Non-W

16. Pick U

When did you end this activity?

AM PM

Where did this activity occur?

Home --> GO TO NEXT ACTIVITY PAGE

Please provide address:

Name

If address has been reported previously, GO TO NEXT ACTIVITY PAGE

Street Address

City, State, Zip Code

Nearest Intersecting Streets

TRIP SECTION: ANSWER QUESTIONS BELOW ONLY IF ACTIVITY IS DRIVING, RIDING, WALKING

5. When did you arrive at your final destination?

AM PM

List All Types of Transportation Used for This Trip (Car, BART, MUNI-B, School Bus, Walk, etc.)	Place Where You Changed to This Type of Transportation (Station/Stop Name, Address/Nearest Intersection, and City)
1	
2	
3	
4	

FOR EACH PRIVATE VEHICLE OR CARPOOL USED, FILL IN INFORMATION BELOW:

Were you the Driver or Passenger?	Including yourself, how many people were in the vehicle?	Parking Cost	Was the vehicle used from your household?	If vehicle was from your household, please indicate Year, Make and Model
1 D D P		\$	No Yes-->	
2 D D P		\$	No Yes-->	

6. During your trip, did you stop anywhere along the way, other than to change your type of transportation?

For what activity?

of minutes:

Name of Stop, Address or Nearest Intersection, and City

What type of transportation were you using when you stopped?

Appendix B

2000 Regional Weekday Travel

Table 2.1B
Correlation Between Detailed and Aggregate Trip Purposes

Aggregate Trip Purpose	Detailed Trip Purpose
Home	Home
Work	Work or Work Related (in or out of home)
Shop (Other)	Household Chores/Personal Care (child care, care of others, meal preparation, home maintenance) Sleep Shopping at Home (browsing by catalog, TV, or internet) Shopping Away From Home (for gas, groceries, drugs, clothes, shoes, furniture, cars, etc.) Personal Services/Bank/Gov't (barber, beauty shop, dry cleaning, banking, government services) Sick/Ill/Medical Appt. Non-work, Non-shop Internet Use (email, browsing, games) Pick-up/Drop-off Passenger Changed mode Other
Social/Recreational	Meals (at home, take-out, coffee, restaurant, snack) Recreation/Entertainment (hobbies, exercise, TV) Social Activities (visiting, conversations in or out of home) Relaxing/Resting (reading, listening to music, thinking) Volunteer/Civic/Religious (meetings, volunteer work, worship, weddings, etc.)
School	School or School Related (college, day care, homework, or other school related work)
Unknown	Don't know Refused Unknown

Table 2.2B
BATS2000 Consolidated Mode Categories

All Reported Modes	Detailed Mode	General Mode
Car, van, truck, motorcycle, or moped	Vehicle Driver Vehicle Passenger	Vehicle Driver Vehicle Passenger
Carpool Vehicle	Carpool Driver Carpool Passenger	Vehicle Driver Vehicle Passenger
AC Transit (AC) Passenger AirBART Passenger Benicia Transit Passenger Central Contra Costa Transit Authority Passenger Dumbarton Express Passenger Eastern Contra Costa-Tri Delta Transit Passenger Fairfield-Suisun Transit Passenger Golden Gate Transit-Bus Passenger Napa Valley Intracity Neighborhood Express Passenger Napa Valley Transit Passenger Petaluma Transit Passenger San Francisco Muni-Bus Passenger Santa Clara Valley Transit Authority-Bus Passenger San Mateo Cnty Transit Passenger Santa Rosa City BUS Passenger Sonoma County Transit Passenger Union City Transit Passenger Vacaville City Coach Passenger Vallejo Transit-Bus Passenger Western Contra Costa County Transit Passenger Wheels-Livermore Amador Valley Transit Auth. Passenger	Public Bus Passenger	Transit Passenger
SanFranciscoMuni-Train Passenger	Streetcar/LRT Passenger	
Santa Clara VTA-LRT Passenger		
Bay Area Rapid Transit Passenger	BART Passenger	
Caltrain Passenger	Caltrain Passenger	
Amtrak Passenger Altamont Comm. Exp. Passenger	AMTRAK/ACE Passenger	
Alameda/Oakland/Harbor Ferry GoldenGateTransit-Ferry Passenger Richmond FERRY - Passenger Tiburon FERRY - Passenger Vallejo Transit-Ferry Passenger	Ferry Passenger	
Bicycle	Bicycle	Bicycle
Walk	Walk	Walk
Taxi Passenger	Taxi Passenger	Other
School Bus Passenger	School Bus Passenger	
Shuttle Bus Passenger	Shuttle Bus Passenger	
Dial-a-Ride Passenger	Dial-a-Ride Passenger	
Airplane Passenger	Airplane Passenger	
Other	Other	
Don't know	Don't Know	

Note: School Bus Passengers are included in mode "Other" for all trip purposes except home-based school.

Table 2.2.1.1B**2000 Regional Weekday Trips by Purpose and Detailed Travel Mode (UNWEIGHTED)**

Detailed Mode	H. B. Work		H. B. Shop (Other)		H. B. Soc/Rec		H. B. School		Non-Home-Based		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Vehicle Driver	35,535	80.0%	35,670	68.2%	20,091	54.8%	3,862	21.3%	32,518	65.3%	127,676	63.4%
Vehicle Passenger	2,207	5.0%	9,885	18.9%	11,633	31.7%	9,610	53.1%	9,387	18.8%	42,722	21.2%
Carpool Driver	39	0.1%	14	0.0%	4	0.0%	2	0.0%	17	0.0%	76	0.0%
Carpool Passenger	74	0.2%	14	0.0%	44	0.1%	146	0.8%	75	0.2%	353	0.2%
Taxi Passenger	39	0.1%	23	0.0%	62	0.2%	8	0.0%	43	0.1%	175	0.1%
Public Bus Passenger	1,339	3.0%	524	1.0%	435	1.2%	491	2.7%	544	1.1%	3,333	1.7%
School Bus Passenger	0	0.0%	0	0.0%	0	0.0%	809	4.5%	0	0.0%	809	0.4%
Streetcar/LRT Passenger	329	0.7%	75	0.1%	108	0.3%	60	0.3%	142	0.3%	714	0.4%
Shuttle Bus Passenger	98	0.2%	6	0.0%	7	0.0%	4	0.0%	38	0.1%	153	0.1%
Dial-a-Ride Passenger	0	0.0%	2	0.0%	3	0.0%	2	0.0%	0	0.0%	7	0.0%
BART Passenger	1,972	4.4%	246	0.5%	439	1.2%	143	0.8%	528	1.1%	3,328	1.7%
CalTrain Passenger	384	0.9%	34	0.1%	65	0.2%	16	0.1%	73	0.1%	572	0.3%
AMTRAK/ACE Pssgr.	72	0.2%	2	0.0%	14	0.0%	2	0.0%	3	0.0%	93	0.0%
Airplane Passenger	0	0.0%	14	0.0%	1	0.0%	0	0.0%	5	0.0%	20	0.0%
Ferry Passenger	137	0.3%	6	0.0%	32	0.1%	6	0.0%	31	0.1%	212	0.1%
Bicycle	733	1.7%	702	1.3%	509	1.4%	365	2.0%	414	0.8%	2,723	1.4%
Walk	1,277	2.9%	4,780	9.1%	3,005	8.2%	2,441	13.5%	5,535	11.1%	17,038	8.5%
Other	154	0.3%	226	0.4%	184	0.5%	112	0.6%	380	0.8%	1,056	0.5%
Don't Know	30	0.1%	87	0.2%	47	0.1%	26	0.1%	68	0.1%	258	0.1%
TOTAL	44,419	100.0%	52,310	100.0%	36,683	100.0%	18,105	100.0%	49,801	100.0%	201,318	100.0%

General Mode	H. B. Work		H. B. Shop (Other)		H. B. Soc/Rec		H. B. School		Non-Home-Based		Total Purposes	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Vehicle Driver	35,574	80.1%	35,684	68.2%	20,095	54.8%	3,864	21.3%	32,535	65.3%	127,752	63.5%
Vehicle Passenger	2,281	5.1%	9,899	18.9%	11,677	31.8%	9,756	53.9%	9,462	19.0%	43,075	21.4%
Transit Passenger	4,233	9.5%	887	1.7%	1,093	3.0%	718	4.0%	1,321	2.7%	8,252	4.1%
School Bus Passenger	0	0.0%	0	0.0%	0	0.0%	809	4.5%	0	0.0%	809	0.4%
Bicycle	733	1.7%	702	1.3%	509	1.4%	365	2.0%	414	0.8%	2,723	1.4%
Walk	1,277	2.9%	4,780	9.1%	3,005	8.2%	2,441	13.5%	5,535	11.1%	17,038	8.5%
Other	321	0.7%	358	0.7%	304	0.8%	152	0.8%	534	1.1%	1,669	0.8%
TOTAL	44,419	100.0%	52,310	100.0%	36,683	100.0%	18,105	100.0%	49,801	100.0%	201,318	100.0%

Note: School Bus Passengers are included in mode "Other" for all trip purposes except home-based school.

Table 2.2.1.2B
2000 Regional Weekday Trips by Purpose and All Reported Modes

All Reported Modes	H. B. Work		H. B. Shop (Other)		H. B. Soc/Rec		H. B. School		Non-Home-Based		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Vehicle Driver	3,440,726	74.8%	3,267,669	61.1%	1,687,142	46.6%	415,031	16.1%	2,734,922	58.7%	11,545,490	55.5%
Vehicle Passenger	301,358	6.6%	1,185,517	22.2%	1,296,737	35.8%	1,257,561	48.8%	1,009,061	21.7%	5,050,234	24.3%
Carpool Driver	2,629*	0.1%	1,073*	0.0%	344*	0.0%	95*	0.0%	1,553*	0.0%	5,694	0.0%
Carpool Passenger	12,384	0.3%	1,292*	0.0%	4,343*	0.1%	19,060	0.7%	6,412	0.1%	43,491	0.2%
Taxi Passenger	5,752*	0.1%	4,772*	0.1%	11,698	0.3%	3,555*	0.1%	3,599*	0.1%	29,376	0.1%
AC Transit (AC) Passenger	40,019	0.9%	37,622	0.7%	12,083	0.3%	80,609	3.1%	17,414	0.4%	187,747	0.9%
AirBART Passenger	6,228	0.1%	4,725	0.1%	2,452	0.1%	5,850	0.2%	1,882	0.0%	21,137	0.1%
Benicia Transit Passenger	67	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	67	0.0%
Central Contra Costa Transit Authority Passenger	1,999	0.0%	2,347	0.0%	1,325	0.0%	2,459	0.1%	2,495	0.1%	10,625	0.1%
Dumbarton Express Passenger	606	0.0%	0	0.0%	0	0.0%	0	0.0%	212	0.0%	818	0.0%
Tri Delta Transit Passenger	106	0.0%	598	0.0%	357	0.0%	76	0.0%	413	0.0%	1,550	0.0%
Fairfield-Suisun Transit Pssgr.	240	0.0%	76	0.0%	0	0.0%	289	0.0%	0	0.0%	605	0.0%
Golden Gate Transit-Bus Pssgr.	17,531	0.4%	2,041	0.0%	2,775	0.1%	3,970	0.2%	3,624	0.1%	29,941	0.1%
Napa Valley Intracity Neighborhood Express Pssgr.	414	0.0%	137	0.0%	120	0.0%	33	0.0%	523	0.0%	1,227	0.0%
Napa Valley Transit Passenger	0	0.0%	145	0.0%	108	0.0%	289	0.0%	313	0.0%	855	0.0%
Petaluma Transit Passenger	288	0.0%	748	0.0%	3,165	0.1%	145	0.0%	0	0.0%	4,346	0.0%
San Francisco Muni-Bus Pssgr.	111,175	2.4%	48,914	0.9%	40,326	1.1%	44,954	1.7%	50,188	1.1%	295,557	1.4%
Santa Clara Valley Transit Authority-Bus Passenger	23,216	0.5%	7,660	0.1%	5,647	0.2%	18,510	0.7%	4,142	0.1%	59,175	0.3%
San Mateo Cnty Transit Pssgr.	13,223	0.3%	8,666	0.2%	5,759	0.2%	5,440	0.2%	4,866	0.1%	37,954	0.2%
Santa Rosa City BUS Passenger	1,860	0.0%	1,178	0.0%	1,216	0.0%	911	0.0%	810	0.0%	5,975	0.0%
Sonoma County Transit Pssgr.	291	0.0%	958	0.0%	93	0.0%	650	0.0%	208	0.0%	2,200	0.0%
Union City Transit Passenger	944	0.0%	209	0.0%	51	0.0%	0	0.0%	137	0.0%	1,341	0.0%
Vacaville City Coach Passenger	48	0.0%	321	0.0%	0	0.0%	0	0.0%	0	0.0%	369	0.0%
Vallejo Transit-Bus Passenger	3,251	0.1%	2,584	0.0%	349	0.0%	5,000	0.2%	918	0.0%	12,102	0.1%
Western Contra Costa County Transit Passenger	267	0.0%	48	0.0%	0	0.0%	2,436	0.1%	0	0.0%	2,751	0.0%
Wheels-Livermore Amador Valley Transit Auth. Pssgr.	463	0.0%	809	0.0%	0	0.0%	3,366	0.1%	186	0.0%	4,824	0.0%
School Bus Passenger	0	0.0%	0	0.0%	0	0.0%	161,490	6.3%	0	0.0%	161,490	0.8%
SanFranciscoMuni-Train Pssgr.	31,989	0.7%	14,301	0.3%	11,570	0.3%	11,705	0.5%	14,609	0.3%	84,174	0.4%
Santa Clara VTA-LRT Pssgr.	13,411	0.3%	2,013	0.0%	1,137	0.0%	2,396	0.1%	2,868	0.1%	21,825	0.1%
Shuttle Bus Passenger	10,483	0.2%	274	0.0%	285	0.0%	484	0.0%	2,497	0.1%	14,023	0.1%
Dial-a-Ride Passenger	0	0.0%	437	0.0%	494	0.0%	96	0.0%	0	0.0%	1,027	0.0%
Bay Area Rapid Transit Pssgr.	234,758	5.1%	34,544	0.6%	49,343	1.4%	25,428	1.0%	56,623	1.2%	400,696	1.9%
Caltrain Passenger	39,529	0.9%	3,922	0.1%	5,733	0.2%	2,793	0.1%	10,341	0.2%	62,318	0.3%
Amtrak Passenger	1,818	0.0%	62	0.0%	944	0.0%	263	0.0%	0	0.0%	3,087	0.0%
Altamont Comm. Exp. Pssgr.	3,629	0.1%	0	0.0%	556	0.0%	0	0.0%	238	0.0%	4,423	0.0%
Airplane Passenger	0	0.0%	1,743	0.0%	47	0.0%	0	0.0%	320	0.0%	2,110	0.0%
Alameda/Oakland/Harbor Ferry	3,781	0.1%	372	0.0%	2,065	0.1%	0	0.0%	131	0.0%	6,349	0.0%
GoldenGateTransit-Ferry Pssgr.	4,006	0.1%	0	0.0%	2,693	0.1%	226	0.0%	2,951	0.1%	9,876	0.0%
Richmond FERRY - Passenger	608	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	608	0.0%
Tiburon FERRY - Passenger	820	0.0%	0	0.0%	0	0.0%	0	0.0%	790	0.0%	1,610	0.0%
Vallejo Transit-Ferry Pssgr.	2,269	0.0%	62	0.0%	458	0.0%	125	0.0%	545	0.0%	3,459	0.0%
Bicycle	81,109	1.8%	75,328	1.4%	55,772	1.5%	42,688	1.7%	49,064	1.1%	303,961	1.5%
Walk	158,100	3.4%	573,699	10.7%	384,721	10.6%	433,273	16.8%	596,639	12.8%	2,146,432	10.3%
Other	25,184	0.5%	47,988	0.9%	24,709	0.7%	24,980	1.0%	68,100	1.5%	190,961	0.9%
Don't know	2,295	0.0%	10,753	0.2%	5,844	0.2%	3,018	0.1%	8,639	0.2%	30,549	0.1%
TOTAL	4,598,874	100.0%	5,345,607	100.0%	3,622,461	100.0%	2,579,254	100.0%	4,658,233	100.0%	20,804,429	100.0%

Note: School Bus Passengers are included in mode "Other" for all trip purposes except home-based school.

Table 2.2.2.2B
2000 Regional Weekday Trips by Detailed Purpose at Origin and Destination

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	TOTAL
(1) Home	545,038	56,417	626,462	616,305	11,208	2,454,444	1,407,851	5,075	864,579	431,348	291,459	35,003	174,742	181,959	2,725	600,884	60,911	82,012	47,951	1,796	837	8,499,006
(2) Hhld Chores/Personal Care	59,957	2,745	9,973	4,828	286	13,501	12,941	122	9,349	3,813	3,079	230	1,234	4,327	117	1,394	0	366	139	0	0	128,401
(3) Meals	656,458	6,722	41,971	55,015	1,395	377,201	38,697	1,522	96,006	51,060	37,867	4,985	13,320	8,883	369	3,200	72	5,684	4,165	138	58	1,404,788
(4) Recreation/Entertainment	672,287	4,599	75,113	35,426	2,172	27,742	10,467	464	76,236	22,370	16,679	2,421	3,917	3,000	117	1,005	117	1,493	1,294	0	547	957,466
(5) Sleep	12,927	40	1,174	2,900	0	3,573	1,414	0	781	118	235	0	46	104	0	0	0	304	44	0	0	23,660
(6) Work or Work Related	2,144,430	12,036	358,115	81,579	1,679	310,504	28,979	1,579	278,028	144,931	44,554	8,803	18,073	35,704	559	15,261	499	21,339	7,770	88	456	3,514,966
(7) School or School Related	1,171,403	14,267	69,600	68,828	1,169	36,951	71,644	631	67,880	23,257	35,344	9,376	4,104	9,932	248	5,515	240	5,405	7,085	144	0	1,603,023
(8) Shopping at home	7,371	190	782	170	0	904	338	624	1,328	419	47	80	184	102	0	60	0	69	0	0	0	12,667
(9) Shop away from home	1,191,078	9,547	97,134	41,985	1,059	120,062	18,376	769	241,063	72,201	44,181	4,768	18,460	9,923	146	6,566	0	5,715	3,795	0	0	1,886,828
(10) Pers. Serv./Bank/Gov't	374,116	3,440	69,929	23,733	294	98,442	11,818	828	138,582	92,743	22,840	2,346	9,353	8,875	274	1,839	0	3,172	2,037	138	63	864,862
(11) Social Activities	354,292	894	29,796	12,705	1,305	13,917	9,094	189	42,565	12,957	20,004	2,620	3,053	2,286	191	807	0	2,757	567	66	605	510,670
(12) Relaxing/Resting	34,629	345	5,876	2,653	0	4,011	3,872	0	6,691	1,903	3,341	968	227	84	0	373	0	501	187	0	0	65,661
(13) Vol./Civic/Religious	160,826	3,787	22,356	2,153	646	7,860	2,399	168	24,549	11,365	3,456	207	12,004	1,115	0	409	71	1,851	131	0	0	255,353
(14) Sick/Ill/Medical Appt.	134,004	1,207	22,551	4,368	127	22,124	6,661	395	50,636	10,877	6,512	711	1,768	7,892	0	2,754	0	1,394	787	0	0	274,768
(15) Non-work,-shop internet	2,800	76	218	143	0	696	0	0	349	66	47	0	0	74	47	0	0	0	0	0	0	4,516
(16) Pick-up/Drop-off Psgr.	579,527	771	7,007	3,728	304	5,661	1,833	0	11,579	2,209	1,674	111	114	724	0	1,153	0	5,235	400	0	0	622,030
(17) Changed mode	18,041	0	1,368	186	0	104	39	0	773	95	0	0	0	52	0	0	39	3,293	0	0	0	23,990
(18) Other	21,290	237	4,018	4,301	69	4,630	929	103	5,504	4,293	1,600	130	312	1,471	0	4,216	5,258	7,854	216	0	0	66,431
(19) Don't know	49,840	369	4,344	2,517	0	7,685	1,803	262	5,253	1,997	842	101	184	476	0	210	0	1,361	2,303	0	0	79,547
(20) Refused	1,241	65	88	477	0	232	0	0	106	49	0	0	0	0	0	128	0	0	0	92	0	2,478
(21) Unknown	674	0	30	41	0	2110	0	0	89	0	0	0	0	373	0	0	0	0	0	0	0	3317
TOTAL	8,192,229	117,754	1,447,905	964,041	21,713	3,512,354	1,629,155	12,731	1,921,926	888,071	533,761	72,860	261,095	277,356	4,793	645,774	67,207	149,806	78,871	2,462	2,566	20,804,429

Table 2.3.1B

2000 Distribution of Regional Weekday Trips by Time at Trip Origin - All Modes

Time at Trip Origin	HOME BASED WORK				HOME BASED SCHOOL				TOTAL HOME BASED				NON-HOME-BASED		TOTAL TRIPS	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	From Home	Percent	Number	Percent	Number	Percent	Number	Percent
12:00 AM - 12:29 AM	125	0.0%	9145	0.4%	0	0.0%	118	0.0%	1577	0.0%	31446	0.5%	2165	0.1%	35188	0.2%
12:30 AM - 12:59 AM	288	0.0%	4233	0.2%	0	0.0%	31	0.0%	442	0.0%	13500	0.2%	1374	0.0%	15316	0.1%
1:00 AM - 1:29 AM	217	0.0%	3937	0.2%	0	0.0%	0	0.0%	359	0.0%	11217	0.2%	1612	0.0%	13189	0.1%
1:30 AM - 1:59 AM	295	0.0%	4219	0.2%	0	0.0%	0	0.0%	436	0.0%	13078	0.2%	1032	0.0%	14546	0.1%
2:00 AM - 2:29 AM	1906	0.1%	2714	0.1%	0	0.0%	0	0.0%	2140	0.0%	11736	0.2%	2901	0.1%	16776	0.1%
2:30 AM - 2:59 AM	323	0.0%	719	0.0%	0	0.0%	0	0.0%	1451	0.0%	1230	0.0%	2869	0.1%	5550	0.0%
3:00 AM - 3:29 AM	2368	0.1%	799	0.0%	0	0.0%	83	0.0%	2523	0.0%	3652	0.1%	5558	0.2%	11734	0.1%
3:30 AM - 3:59 AM	5802	0.2%	705	0.0%	0	0.0%	0	0.0%	6578	0.1%	2133	0.0%	67	0.0%	8778	0.0%
4:00 AM - 4:29 AM	19661	0.8%	1167	0.1%	295	0.0%	0	0.0%	24353	0.3%	1901	0.0%	414	0.0%	26668	0.1%
4:30 AM - 4:59 AM	34305	1.4%	732	0.0%	321	0.0%	0	0.0%	44851	0.6%	4174	0.1%	937	0.0%	49962	0.3%
5:00 AM - 5:29 AM	57848	2.4%	1089	0.1%	1223	0.1%	0	0.0%	85640	1.1%	4123	0.1%	1095	0.0%	90859	0.5%
5:30 AM - 5:59 AM	121799	5.0%	1598	0.1%	3305	0.2%	0	0.0%	164260	2.1%	7802	0.1%	2679	0.1%	174742	1.0%
6:00 AM - 6:29 AM	153232	6.3%	4369	0.2%	19877	1.4%	0	0.0%	237930	3.0%	20045	0.3%	2520	0.1%	260495	1.4%
6:30 AM - 6:59 AM	240308	9.9%	3221	0.2%	70404	5.0%	0	0.0%	394232	5.0%	25712	0.4%	7880	0.2%	427824	2.3%
7:00 AM - 7:29 AM	335486	13.8%	6258	0.3%	172601	12.3%	203	0.0%	652905	8.3%	37112	0.5%	19523	0.5%	709541	3.9%
7:30 AM - 7:59 AM	387939	15.9%	2826	0.1%	375800	26.8%	1259	0.1%	973720	12.4%	49366	0.7%	37830	1.0%	1060916	5.8%
8:00 AM - 8:29 AM	326161	13.4%	4151	0.2%	395558	28.2%	3874	0.3%	965261	12.2%	78736	1.2%	50516	1.4%	1094512	6.0%
8:30 AM - 8:59 AM	208551	8.6%	5973	0.3%	107108	7.6%	4022	0.3%	501254	6.4%	64231	0.9%	57191	1.6%	622677	3.4%
9:00 AM - 9:29 AM	106425	4.4%	5156	0.2%	40712	2.9%	5740	0.5%	291093	3.7%	63127	0.9%	65744	1.8%	419964	2.3%
9:30 AM - 9:59 AM	61665	2.5%	3162	0.1%	18854	1.3%	4081	0.4%	222905	2.8%	51800	0.8%	68095	1.9%	342801	1.9%
10:00 AM - 10:29 AM	42774	1.8%	7122	0.3%	12248	0.9%	6485	0.6%	216473	2.7%	70137	1.0%	79414	2.2%	366023	2.0%
10:30 AM - 10:59 AM	28864	1.2%	6053	0.3%	13066	0.9%	3626	0.3%	160883	2.0%	74132	1.1%	84708	2.3%	319723	1.7%
11:00 AM - 11:29 AM	26460	1.1%	8470	0.4%	13789	1.0%	10506	0.9%	180640	2.3%	88572	1.3%	124007	3.4%	393219	2.1%
11:30 AM - 11:59 AM	17789	0.7%	18960	0.9%	11125	0.8%	27044	2.3%	158443	2.0%	134328	2.0%	186656	5.2%	479427	2.6%
12:00 PM - 12:29 PM	17805	0.7%	36920	1.7%	14399	1.0%	38243	3.3%	137495	1.7%	174799	2.6%	259645	7.2%	571939	3.1%
12:30 PM - 12:59 PM	31698	1.3%	23399	1.1%	9623	0.7%	21770	1.9%	137386	1.7%	132483	1.9%	231258	6.4%	501127	2.7%
1:00 PM - 1:29 PM	26123	1.1%	26867	1.3%	6692	0.5%	22769	2.0%	140794	1.8%	146536	2.1%	221071	6.1%	508401	2.8%
1:30 PM - 1:59 PM	25101	1.0%	21260	1.0%	7174	0.5%	41280	3.6%	123717	1.6%	162457	2.4%	173501	4.8%	459675	2.5%
2:00 PM - 2:29 PM	21742	0.9%	37588	1.8%	4668	0.3%	76207	6.6%	180540	2.3%	226306	3.3%	170379	4.7%	577225	3.1%
2:30 PM - 2:59 PM	15945	0.7%	52771	2.5%	6079	0.4%	202494	17.6%	148270	1.9%	398616	5.8%	175874	4.9%	727260	3.9%
3:00 PM - 3:29 PM	13905	0.6%	96290	4.6%	9723	0.7%	228837	19.9%	147267	1.9%	467604	6.8%	203216	5.6%	818087	4.5%
3:30 PM - 3:59 PM	12939	0.5%	119931	5.7%	6803	0.5%	87752	7.6%	128549	1.6%	334793	4.9%	156881	4.3%	620222	3.4%
4:00 PM - 4:29 PM	11897	0.5%	168424	8.0%	6345	0.5%	42685	3.7%	151659	1.9%	368873	5.4%	155153	4.3%	675685	3.7%
4:30 PM - 4:59 PM	10462	0.4%	205085	9.7%	7764	0.6%	46426	4.0%	137737	1.7%	394554	5.8%	156696	4.3%	688988	3.8%
5:00 PM - 5:29 PM	9893	0.4%	344789	16.3%	7962	0.6%	58365	5.1%	153450	1.9%	577826	8.4%	206713	5.7%	937989	5.1%
5:30 PM - 5:59 PM	8907	0.4%	223084	10.6%	16590	1.2%	74408	6.5%	159386	2.0%	465363	6.8%	150839	4.2%	775588	4.2%
6:00 PM - 6:29 PM	5557	0.2%	213459	10.1%	11605	0.8%	30913	2.7%	179118	2.3%	413629	6.0%	131544	3.6%	724290	4.0%
6:30 PM - 6:59 PM	8650	0.4%	113333	5.4%	18563	1.3%	10985	1.0%	185922	2.4%	266085	3.9%	94331	2.6%	546338	3.0%
7:00 PM - 7:29 PM	5949	0.2%	100146	4.7%	6817	0.5%	11864	1.0%	169620	2.2%	254190	3.7%	88227	2.4%	512036	2.8%
7:30 PM - 7:59 PM	2245	0.1%	52521	2.5%	1722	0.1%	7799	0.7%	104138	1.3%	214503	3.1%	54787	1.5%	373428	2.0%
8:00 PM - 8:29 PM	2445	0.1%	35956	1.7%	4307	0.3%	14739	1.3%	71432	0.9%	182642	2.7%	42733	1.2%	296807	1.6%
8:30 PM - 8:59 PM	2064	0.1%	25215	1.2%	116	0.0%	20681	1.8%	35834	0.5%	181664	2.7%	35069	1.0%	252567	1.4%
9:00 PM - 9:29 PM	3378	0.1%	27919	1.3%	0	0.0%	18719	1.6%	30336	0.4%	199796	2.9%	32888	0.9%	263021	1.4%
9:30 PM - 9:59 PM	4998	0.2%	22097	1.0%	205	0.0%	14385	1.2%	25105	0.3%	145560	2.1%	22310	0.6%	192975	1.1%
10:00 PM - 10:29 PM	3018	0.1%	21826	1.0%	168	0.0%	9410	0.8%	17210	0.2%	113595	1.7%	17662	0.5%	148466	0.8%
10:30 PM - 10:59 PM	6226	0.3%	13830	0.7%	65	0.0%	1541	0.1%	14372	0.2%	61651	0.9%	9716	0.3%	85738	0.5%
11:00 PM - 11:29 PM	1324	0.1%	12372	0.6%	0	0.0%	1992	0.2%	8776	0.1%	55071	0.8%	6887	0.2%	70733	0.4%
11:30 PM - 11:59 PM	716	0.0%	11144	0.5%	83	0.0%	230	0.0%	2791	0.0%	38609	0.6%	5269	0.1%	46670	0.3%
TOTAL	2433604	100.0%	2113000	100.0%	1403758	100.0%	1151568	100.0%	7881253	100.0%	6840493	100.0%	3609437	100.0%	18331184	100.0%

Table 2.3.2B

2000 Distribution of Regional Weekday Trips by Time at Trip Destination - All Modes

Time at Trip Destination	HOME BASED WORK				HOME BASED SCHOOL				TOTAL HOME BASED				NON-HOME-BASED		TOTAL TRIPS	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
12:00 AM - 12:29 AM	1745	0.1%	12534	0.6%	0	0.0%	107	0.0%	6611	0.1%	44304	0.6%	5096	0.1%	56011	0.3%
12:30 AM - 12:59 AM	252	0.0%	5109	0.2%	0	0.0%	173	0.0%	2327	0.0%	18054	0.3%	3019	0.1%	23399	0.1%
1:00 AM - 1:29 AM	118	0.0%	6523	0.3%	0	0.0%	0	0.0%	464	0.0%	17405	0.3%	1923	0.1%	19792	0.1%
1:30 AM - 1:59 AM	82	0.0%	3167	0.1%	83	0.0%	0	0.0%	567	0.0%	13518	0.2%	1367	0.0%	15451	0.1%
2:00 AM - 2:29 AM	877	0.0%	4516	0.2%	0	0.0%	0	0.0%	942	0.0%	13412	0.2%	873	0.0%	15226	0.1%
2:30 AM - 2:59 AM	1559	0.1%	2467	0.1%	0	0.0%	187	0.0%	1912	0.0%	9249	0.1%	1058	0.0%	12219	0.1%
3:00 AM - 3:29 AM	780	0.0%	204	0.0%	0	0.0%	0	0.0%	2069	0.0%	1346	0.0%	6228	0.2%	9644	0.1%
3:30 AM - 3:59 AM	2400	0.1%	875	0.0%	0	0.0%	83	0.0%	2469	0.0%	1776	0.0%	775	0.0%	5020	0.0%
4:00 AM - 4:29 AM	9908	0.4%	1055	0.0%	0	0.0%	0	0.0%	11010	0.1%	1977	0.0%	3346	0.1%	16333	0.1%
4:30 AM - 4:59 AM	12957	0.5%	394	0.0%	0	0.0%	0	0.0%	17366	0.2%	2266	0.0%	244	0.0%	19876	0.1%
5:00 AM - 5:29 AM	26627	1.1%	1056	0.0%	778	0.1%	0	0.0%	38393	0.5%	3230	0.0%	508	0.0%	42131	0.2%
5:30 AM - 5:59 AM	62202	2.6%	2113	0.1%	2789	0.2%	0	0.0%	88262	1.1%	3967	0.1%	1146	0.0%	93375	0.5%
6:00 AM - 6:29 AM	88115	3.6%	1427	0.1%	6725	0.5%	0	0.0%	141406	1.8%	7525	0.1%	1968	0.1%	150899	0.8%
6:30 AM - 6:59 AM	147574	6.1%	1899	0.1%	18376	1.3%	0	0.0%	216645	2.7%	21641	0.3%	5347	0.1%	243633	1.3%
7:00 AM - 7:29 AM	230656	9.5%	5302	0.3%	90198	6.4%	80	0.0%	415144	5.3%	29578	0.4%	8805	0.2%	453527	2.5%
7:30 AM - 7:59 AM	311431	12.8%	5077	0.2%	256824	18.3%	279	0.0%	718301	9.1%	38014	0.6%	25370	0.7%	781686	4.3%
8:00 AM - 8:29 AM	401351	16.5%	2441	0.1%	496856	35.4%	3319	0.3%	1123551	14.3%	65871	1.0%	43090	1.2%	1232512	6.7%
8:30 AM - 8:59 AM	334157	13.7%	3307	0.2%	198765	14.2%	4695	0.4%	719825	9.1%	71812	1.0%	44557	1.2%	836195	4.6%
9:00 AM - 9:29 AM	238968	9.8%	9687	0.5%	89148	6.4%	4117	0.4%	508922	6.5%	63022	0.9%	57846	1.6%	629791	3.4%
9:30 AM - 9:59 AM	118540	4.9%	2924	0.1%	30321	2.2%	4671	0.4%	303687	3.9%	54575	0.8%	60234	1.7%	418496	2.3%
10:00 AM - 10:29 AM	68222	2.8%	5232	0.2%	13926	1.0%	4194	0.4%	241154	3.1%	54669	0.8%	67411	1.9%	363233	2.0%
10:30 AM - 10:59 AM	41857	1.7%	5919	0.3%	13455	1.0%	5195	0.5%	192164	2.4%	71807	1.0%	80948	2.2%	344919	1.9%
11:00 AM - 11:29 AM	34153	1.4%	6441	0.3%	11425	0.8%	7132	0.6%	181309	2.3%	75637	1.1%	99942	2.8%	356887	1.9%
11:30 AM - 11:59 AM	22194	0.9%	10776	0.5%	12577	0.9%	18287	1.6%	158010	2.0%	109778	1.6%	144253	4.0%	412042	2.2%
12:00 PM - 12:29 PM	22326	0.9%	33884	1.6%	14439	1.0%	30035	2.6%	169542	2.2%	162842	2.4%	231091	6.4%	563475	3.1%
12:30 PM - 12:59 PM	21404	0.9%	24708	1.2%	14306	1.0%	29535	2.6%	130229	1.7%	141253	2.1%	218623	6.1%	490105	2.7%
1:00 PM - 1:29 PM	34728	1.4%	22485	1.1%	11814	0.8%	18874	1.6%	161684	2.1%	135008	2.0%	234613	6.5%	531305	2.9%
1:30 PM - 1:59 PM	22640	0.9%	21422	1.0%	6560	0.5%	33331	2.9%	117982	1.5%	141277	2.1%	186904	5.2%	446163	2.4%
2:00 PM - 2:29 PM	25255	1.0%	25132	1.2%	4615	0.3%	45895	4.0%	147998	1.9%	176021	2.6%	183603	5.1%	507622	2.8%
2:30 PM - 2:59 PM	22399	0.9%	35660	1.7%	5460	0.4%	106809	9.3%	168124	2.1%	254866	3.7%	143615	4.0%	566605	3.1%
3:00 PM - 3:29 PM	13512	0.6%	54195	2.6%	9787	0.7%	222148	19.3%	164538	2.1%	430297	6.3%	193754	5.4%	788589	4.3%
3:30 PM - 3:59 PM	14146	0.6%	73237	3.5%	3585	0.3%	147046	12.8%	135414	1.7%	34282	5.0%	161524	4.5%	641220	3.5%
4:00 PM - 4:29 PM	13987	0.6%	120666	5.7%	9886	0.7%	91023	7.9%	153707	2.0%	360607	5.3%	173477	4.8%	687791	3.8%
4:30 PM - 4:59 PM	11516	0.5%	151903	7.2%	5474	0.4%	51487	4.5%	146398	1.9%	336822	4.9%	128860	3.6%	612081	3.3%
5:00 PM - 5:29 PM	9663	0.4%	226832	10.7%	9493	0.7%	58644	5.1%	147786	1.9%	455372	6.7%	174234	4.8%	777392	4.2%
5:30 PM - 5:59 PM	10474	0.4%	249107	11.8%	7669	0.5%	63819	5.5%	153671	1.9%	467351	6.8%	155600	4.3%	776623	4.2%
6:00 PM - 6:29 PM	10822	0.4%	270328	12.8%	17991	1.3%	60165	5.2%	187603	2.4%	532568	7.8%	167111	4.6%	887283	4.8%
6:30 PM - 6:59 PM	4886	0.2%	203611	9.6%	14372	1.0%	28577	2.5%	170372	2.2%	384597	5.6%	139101	3.9%	694070	3.8%
7:00 PM - 7:29 PM	10228	0.4%	164336	7.8%	15762	1.1%	15955	1.4%	202773	2.6%	330617	4.8%	117198	3.2%	650589	3.5%
7:30 PM - 7:59 PM	2902	0.1%	101090	4.8%	2867	0.2%	8354	0.7%	135998	1.7%	260101	3.8%	97119	2.7%	493218	2.7%
8:00 PM - 8:29 PM	2622	0.1%	66937	3.2%	5287	0.4%	12355	1.1%	99968	1.3%	225471	3.3%	60755	1.7%	386194	2.1%
8:30 PM - 8:59 PM	2356	0.1%	39545	1.9%	589	0.0%	19513	1.7%	56333	0.7%	189474	2.8%	41981	1.2%	287788	1.6%
9:00 PM - 9:29 PM	2040	0.1%	30225	1.4%	728	0.1%	18121	1.6%	42502	0.5%	205901	3.0%	47249	1.3%	295652	1.6%
9:30 PM - 9:59 PM	2986	0.1%	28240	1.3%	329	0.0%	13557	1.2%	32134	0.4%	160535	2.3%	29312	0.8%	221982	1.2%
10:00 PM - 10:29 PM	5328	0.2%	25160	1.2%	330	0.0%	12765	1.1%	26605	0.3%	144625	2.1%	24978	0.7%	196207	1.1%
10:30 PM - 10:59 PM	4447	0.2%	18871	0.9%	167	0.0%	6122	0.5%	15543	0.2%	85896	1.3%	17198	0.5%	118636	0.6%
11:00 PM - 11:29 PM	4745	0.2%	13986	0.7%	0	0.0%	3562	0.3%	15284	0.2%	71042	1.0%	7919	0.2%	94245	0.5%
11:30 PM - 11:59 PM	1745	0.1%	10995	0.5%	0	0.0%	1357	0.1%	6555	0.1%	49233	0.7%	8262	0.2%	64050	0.3%
TOTAL	2433604	100.0%	2113000	100.0%	1403758	100.0%	1151568	100.0%	7881253	100.0%	6840493	100.0%	3609437	100.0%	18331184	100.0%

Table 2.3.3B

2000 Distribution of Regional Weekday Trips by Time at Trip Origin - Commuter Modes

Time at Trip Origin	HOME BASED WORK				HOME BASED SCHOOL				TOTAL HOME BASED				NON-HOME-BASED		TOTAL TRIPS	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
12:00 AM - 12:29 AM	125	0.0%	7825	0.4%	0	0.0%	118	0.0%	1478	0.0%	27879	0.5%	1908	0.1%	31265	0.2%
12:30 AM - 12:59 AM	288	0.0%	4202	0.2%	0	0.0%	31	0.0%	442	0.0%	12367	0.2%	1272	0.0%	14082	0.1%
1:00 AM - 1:29 AM	217	0.0%	3243	0.2%	0	0.0%	0	0.0%	359	0.0%	8415	0.1%	1283	0.0%	10057	0.1%
1:30 AM - 1:59 AM	295	0.0%	3711	0.2%	0	0.0%	0	0.0%	436	0.0%	10345	0.2%	846	0.0%	11627	0.1%
2:00 AM - 2:29 AM	1906	0.1%	2328	0.1%	0	0.0%	0	0.0%	2140	0.0%	9839	0.2%	2346	0.1%	14325	0.1%
2:30 AM - 2:59 AM	323	0.0%	719	0.0%	0	0.0%	0	0.0%	1089	0.0%	1230	0.0%	2553	0.1%	4872	0.0%
3:00 AM - 3:29 AM	2368	0.1%	799	0.0%	0	0.0%	83	0.0%	2368	0.0%	3231	0.1%	2829	0.1%	8428	0.1%
3:30 AM - 3:59 AM	5719	0.2%	705	0.0%	0	0.0%	0	0.0%	6495	0.1%	2133	0.0%	67	0.0%	8694	0.1%
4:00 AM - 4:29 AM	19334	0.8%	1090	0.1%	295	0.0%	0	0.0%	23337	0.3%	1823	0.0%	414	0.0%	25574	0.2%
4:30 AM - 4:59 AM	32701	1.4%	651	0.0%	321	0.0%	0	0.0%	42448	0.6%	1835	0.0%	891	0.0%	45174	0.3%
5:00 AM - 5:29 AM	57040	2.5%	1089	0.1%	1223	0.1%	0	0.0%	83879	1.2%	2840	0.0%	996	0.0%	87715	0.6%
5:30 AM - 5:59 AM	118542	5.2%	1410	0.1%	3305	0.3%	0	0.0%	159083	2.3%	3977	0.1%	2370	0.1%	165430	1.0%
6:00 AM - 6:29 AM	146747	6.4%	4030	0.2%	14513	1.3%	0	0.0%	216579	3.1%	11259	0.2%	2520	0.1%	230359	1.5%
6:30 AM - 6:59 AM	231142	10.1%	2783	0.1%	42555	3.9%	0	0.0%	350099	5.0%	16528	0.3%	6969	0.2%	373596	2.4%
7:00 AM - 7:29 AM	326646	14.3%	6117	0.3%	130276	12.1%	106	0.0%	590699	8.2%	23025	0.4%	17155	0.6%	630879	4.0%
7:30 AM - 7:59 AM	367264	16.1%	2826	0.1%	271828	25.2%	1259	0.2%	831326	12.0%	38857	0.7%	30074	1.0%	900257	5.7%
8:00 AM - 8:29 AM	303341	13.3%	4008	0.2%	308762	28.6%	1349	0.2%	822341	11.8%	56556	1.0%	40591	1.3%	919488	5.8%
8:30 AM - 8:59 AM	188336	8.2%	4684	0.2%	89248	8.3%	2551	0.3%	442016	6.4%	49155	0.8%	51610	1.7%	542781	3.4%
9:00 AM - 9:29 AM	97373	4.3%	2510	0.1%	35255	3.3%	2157	0.3%	261023	3.8%	43155	0.7%	58227	1.9%	362405	2.3%
9:30 AM - 9:59 AM	54890	2.4%	2559	0.1%	16621	1.5%	3659	0.5%	199910	2.9%	45393	0.8%	58816	1.9%	304119	1.9%
10:00 AM - 10:29 AM	39183	1.7%	6612	0.3%	11292	1.0%	6207	0.8%	192666	2.8%	59379	1.0%	70993	2.3%	323038	2.0%
10:30 AM - 10:59 AM	23131	1.0%	5446	0.3%	9321	0.9%	3102	0.4%	135962	2.0%	61428	1.1%	78057	2.6%	275447	1.7%
11:00 AM - 11:29 AM	25014	1.1%	7515	0.4%	12484	1.2%	7431	0.9%	157544	2.3%	73526	1.3%	106383	3.5%	337452	2.1%
11:30 AM - 11:59 AM	16588	0.7%	17178	0.9%	8783	0.8%	21189	2.6%	139163	2.0%	113463	1.9%	154496	5.1%	407122	2.6%
12:00 PM - 12:29 PM	16237	0.7%	33942	1.7%	12320	1.1%	31431	3.9%	118242	1.7%	149864	2.6%	200276	6.6%	468382	3.0%
12:30 PM - 12:59 PM	28687	1.3%	21875	1.1%	8029	0.7%	16110	2.0%	123096	1.8%	110297	1.9%	181049	5.9%	414442	2.6%
1:00 PM - 1:29 PM	23279	1.0%	21872	1.1%	5249	0.5%	18744	2.3%	124537	1.8%	123672	2.1%	167111	5.5%	415320	2.6%
1:30 PM - 1:59 PM	23180	1.0%	20324	1.0%	5695	0.5%	22599	2.8%	109462	1.6%	130398	2.2%	130998	4.3%	370858	2.3%
2:00 PM - 2:29 PM	19833	0.9%	35021	1.8%	2932	0.3%	43864	5.4%	156296	2.3%	167890	2.9%	139480	4.6%	463666	2.9%
2:30 PM - 2:59 PM	14736	0.6%	50027	2.5%	5415	0.5%	109400	13.5%	133245	1.9%	283029	4.9%	145141	4.8%	561415	3.5%
3:00 PM - 3:29 PM	12803	0.6%	91338	4.6%	7541	0.7%	148004	18.3%	128003	1.8%	364512	6.2%	168993	5.5%	661508	4.2%
3:30 PM - 3:59 PM	11738	0.5%	115503	5.8%	5325	0.5%	52911	6.5%	113277	1.6%	282326	4.8%	138814	4.5%	534417	3.4%
4:00 PM - 4:29 PM	10067	0.4%	161836	8.2%	5685	0.5%	33519	4.1%	130100	1.9%	331262	5.7%	143102	4.7%	604464	3.8%
4:30 PM - 4:59 PM	8776	0.4%	199225	10.0%	7316	0.7%	40806	5.0%	120652	1.7%	362006	6.2%	146295	4.8%	628954	4.0%
5:00 PM - 5:29 PM	9408	0.4%	324016	16.3%	7103	0.7%	51694	6.4%	134935	1.9%	521473	8.9%	189044	6.2%	845453	5.3%
5:30 PM - 5:59 PM	8346	0.4%	209914	10.6%	14012	1.3%	64911	8.0%	143617	2.1%	417631	7.2%	136717	4.5%	697965	4.4%
6:00 PM - 6:29 PM	4618	0.2%	199846	10.1%	10674	1.0%	29204	3.6%	159029	2.3%	379233	6.5%	118855	3.9%	657117	4.2%
6:30 PM - 6:59 PM	8306	0.4%	106102	5.3%	17675	1.6%	9181	1.1%	163840	2.4%	238507	4.1%	82822	2.7%	485168	3.1%
7:00 PM - 7:29 PM	4238	0.2%	91133	4.6%	6292	0.6%	8475	1.0%	150249	2.2%	214270	3.7%	72662	2.4%	437182	2.8%
7:30 PM - 7:59 PM	1971	0.1%	49431	2.5%	1595	0.1%	6601	0.8%	93230	1.3%	186476	3.2%	46650	1.5%	326356	2.1%
8:00 PM - 8:29 PM	2445	0.1%	33499	1.7%	587	0.1%	13415	1.7%	55863	0.8%	163190	2.8%	39697	1.3%	258750	1.6%
8:30 PM - 8:59 PM	1926	0.1%	22993	1.2%	116	0.0%	16546	2.0%	32601	0.5%	163012	2.8%	29971	1.0%	225584	1.4%
9:00 PM - 9:29 PM	2729	0.1%	27395	1.4%	0	0.0%	17653	2.2%	27743	0.4%	185246	3.2%	28994	0.9%	241983	1.5%
9:30 PM - 9:59 PM	4998	0.2%	20962	1.1%	205	0.0%	12823	1.6%	23195	0.3%	135069	2.3%	19501	0.6%	177765	1.1%
10:00 PM - 10:29 PM	2829	0.1%	19874	1.0%	122	0.0%	9021	1.1%	14359	0.2%	106057	1.8%	15526	0.5%	135942	0.9%
10:30 PM - 10:59 PM	6085	0.3%	12945	0.7%	65	0.0%	1331	0.2%	13943	0.2%	58095	1.0%	7077	0.2%	79115	0.5%
11:00 PM - 11:29 PM	1324	0.1%	10465	0.5%	0	0.0%	1992	0.2%	8573	0.1%	46517	0.8%	6192	0.2%	61282	0.4%
11:30 PM - 11:59 PM	598	0.0%	10440	0.5%	83	0.0%	230	0.0%	2617	0.0%	35840	0.6%	4376	0.1%	42834	0.3%
TOTAL	2287669	100.0%	1984017	100.0%	1080119	100.0%	809705	100.0%	6943586	100.0%	5833508	100.0%	3053013	100.0%	15830107	100.0%

Table 2.3.4B

2000 Distribution of Regional Weekday Trips by Time at Trip Destination - Commuter Modes

Time at Trip Destination	HOME BASED WORK				HOME BASED SCHOOL				TOTAL HOME BASED				NON-HOME-BASED		TOTAL TRIPS	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
12:00 AM - 12:29 AM	1745	0.1%	11902	0.6%	0	0.0%	107	0.0%	6455	0.1%	41631	0.7%	4516	0.1%	52603	0.3%
12:30 AM - 12:59 AM	252	0.0%	4972	0.3%	0	0.0%	173	0.0%	2254	0.0%	16747	0.3%	2847	0.1%	21848	0.1%
1:00 AM - 1:29 AM	118	0.0%	5298	0.3%	0	0.0%	0	0.0%	464	0.0%	13924	0.2%	1524	0.0%	15913	0.1%
1:30 AM - 1:59 AM	82	0.0%	3051	0.2%	83	0.0%	0	0.0%	567	0.0%	9592	0.2%	1367	0.0%	11526	0.1%
2:00 AM - 2:29 AM	877	0.0%	4073	0.2%	0	0.0%	0	0.0%	942	0.0%	12481	0.2%	608	0.0%	14031	0.1%
2:30 AM - 2:59 AM	1559	0.1%	2081	0.1%	0	0.0%	187	0.0%	1912	0.0%	7714	0.1%	871	0.0%	10497	0.1%
3:00 AM - 3:29 AM	780	0.0%	204	0.0%	0	0.0%	0	0.0%	1708	0.0%	1346	0.0%	5590	0.2%	8644	0.1%
3:30 AM - 3:59 AM	2400	0.1%	875	0.0%	0	0.0%	83	0.0%	2469	0.0%	1776	0.0%	661	0.0%	4906	0.0%
4:00 AM - 4:29 AM	9824	0.4%	977	0.0%	0	0.0%	0	0.0%	10927	0.2%	1479	0.0%	770	0.0%	13175	0.1%
4:30 AM - 4:59 AM	12002	0.5%	394	0.0%	0	0.0%	0	0.0%	15669	0.2%	2185	0.0%	198	0.0%	18051	0.1%
5:00 AM - 5:29 AM	25300	1.1%	974	0.0%	778	0.1%	0	0.0%	36249	0.5%	2578	0.0%	463	0.0%	39290	0.2%
5:30 AM - 5:59 AM	60263	2.6%	1925	0.1%	2789	0.3%	0	0.0%	85027	1.2%	3219	0.1%	1146	0.0%	89392	0.6%
6:00 AM - 6:29 AM	84643	3.7%	1245	0.1%	6725	0.6%	0	0.0%	129676	1.9%	5851	0.1%	1713	0.1%	137240	0.9%
6:30 AM - 6:59 AM	141491	6.2%	1690	0.1%	17483	1.6%	0	0.0%	206444	3.0%	10882	0.2%	4768	0.2%	222094	1.4%
7:00 AM - 7:29 AM	223059	9.8%	4775	0.2%	59486	5.5%	80	0.0%	368706	5.3%	19808	0.3%	7235	0.2%	395749	2.5%
7:30 AM - 7:59 AM	298880	13.1%	5077	0.3%	187556	17.4%	279	0.0%	623291	9.0%	24475	0.4%	22382	0.7%	670148	4.2%
8:00 AM - 8:29 AM	377547	16.5%	2441	0.1%	370878	34.3%	1855	0.2%	950757	13.7%	50460	0.9%	31482	1.0%	1032699	6.5%
8:30 AM - 8:59 AM	311297	13.6%	3210	0.2%	154253	14.3%	2491	0.3%	636222	9.2%	52748	0.9%	38808	1.3%	727778	4.6%
9:00 AM - 9:29 AM	224157	9.8%	5870	0.3%	73474	6.8%	1636	0.2%	460820	6.6%	45734	0.8%	53297	1.7%	559851	3.5%
9:30 AM - 9:59 AM	108480	4.7%	2719	0.1%	27736	2.6%	2983	0.4%	266218	3.8%	43565	0.7%	49917	1.6%	359699	2.3%
10:00 AM - 10:29 AM	63332	2.8%	4589	0.2%	11403	1.1%	4127	0.5%	214523	3.1%	46462	0.8%	57893	1.9%	318878	2.0%
10:30 AM - 10:59 AM	38725	1.7%	5160	0.3%	11771	1.1%	4549	0.6%	174009	2.5%	59315	1.0%	73955	2.4%	307279	1.9%
11:00 AM - 11:29 AM	27720	1.2%	5897	0.3%	8963	0.8%	6816	0.8%	150404	2.2%	62736	1.1%	88031	2.9%	301171	1.9%
11:30 AM - 11:59 AM	21369	0.9%	9780	0.5%	11279	1.0%	12234	1.5%	142025	2.0%	86410	1.5%	121234	4.0%	349669	2.2%
12:00 PM - 12:29 PM	20268	0.9%	30909	1.6%	12428	1.2%	25380	3.1%	144075	2.1%	141518	2.4%	179718	5.9%	465312	2.9%
12:30 PM - 12:59 PM	19589	0.9%	22256	1.1%	11890	1.1%	23086	2.9%	115983	1.7%	117212	2.0%	170591	5.6%	403786	2.6%
1:00 PM - 1:29 PM	31837	1.4%	20228	1.0%	10134	0.9%	14181	1.8%	143903	2.1%	113367	1.9%	177693	5.8%	434963	2.7%
1:30 PM - 1:59 PM	20440	0.9%	18093	0.9%	4576	0.4%	23409	2.9%	103826	1.5%	116409	2.0%	142654	4.7%	362889	2.3%
2:00 PM - 2:29 PM	23652	1.0%	22592	1.1%	3252	0.3%	26022	3.2%	126932	1.8%	134887	2.3%	148310	4.9%	410130	2.6%
2:30 PM - 2:59 PM	19965	0.9%	34183	1.7%	3506	0.3%	56703	7.0%	149478	2.2%	186523	3.2%	119027	3.9%	455028	2.9%
3:00 PM - 3:29 PM	12598	0.6%	50919	2.6%	7943	0.7%	131918	16.3%	145226	2.1%	315964	5.4%	154133	5.0%	515324	3.9%
3:30 PM - 3:59 PM	12630	0.6%	69305	3.5%	3005	0.3%	90315	11.2%	120006	1.7%	268194	4.6%	138379	4.5%	526579	3.3%
4:00 PM - 4:29 PM	12837	0.6%	115197	5.8%	8010	0.7%	53941	6.7%	133648	1.9%	298072	5.1%	152955	5.0%	584675	3.7%
4:30 PM - 4:59 PM	9658	0.4%	147348	7.4%	5185	0.5%	41967	5.2%	127148	1.8%	306227	5.2%	117333	3.8%	550707	3.5%
5:00 PM - 5:29 PM	8817	0.4%	209720	10.6%	8432	0.8%	48496	6.0%	128737	1.9%	402164	6.9%	161450	5.3%	692351	4.4%
5:30 PM - 5:59 PM	9757	0.4%	235912	11.9%	5540	0.5%	59006	7.3%	137846	2.0%	428717	7.3%	141130	4.6%	707693	4.5%
6:00 PM - 6:29 PM	9856	0.4%	257725	13.0%	16969	1.6%	54702	6.8%	169203	2.4%	483586	8.3%	153677	5.0%	806465	5.1%
6:30 PM - 6:59 PM	4434	0.2%	191582	9.7%	13701	1.3%	25125	3.1%	154757	2.2%	349905	6.0%	126888	4.2%	631550	4.0%
7:00 PM - 7:29 PM	8445	0.4%	153388	7.7%	14612	1.4%	12846	1.6%	178004	2.6%	295893	5.1%	102770	3.4%	576667	3.6%
7:30 PM - 7:59 PM	2598	0.1%	96342	4.9%	2616	0.2%	6665	0.8%	120616	1.7%	228725	3.9%	82534	2.7%	431875	2.7%
8:00 PM - 8:29 PM	2545	0.1%	64173	3.2%	1568	0.1%	11501	1.4%	81597	1.2%	197862	3.4%	54809	1.8%	334268	2.1%
8:30 PM - 8:59 PM	2143	0.1%	35415	1.8%	589	0.1%	14734	1.8%	165071	0.7%	165071	2.8%	39171	1.3%	253832	1.6%
9:00 PM - 9:29 PM	1859	0.1%	29320	1.5%	728	0.1%	17049	2.1%	38251	0.6%	186227	3.2%	41050	1.3%	265529	1.7%
9:30 PM - 9:59 PM	2518	0.1%	27864	1.4%	329	0.0%	13284	1.6%	29322	0.4%	151772	2.6%	26136	0.9%	207231	1.3%
10:00 PM - 10:29 PM	5139	0.2%	22531	1.1%	284	0.0%	12344	1.5%	22562	0.3%	134075	2.3%	22372	0.7%	179010	1.1%
10:30 PM - 10:59 PM	4224	0.2%	17837	0.9%	167	0.0%	4563	0.6%	14680	0.2%	79078	1.4%	14314	0.5%	108072	0.7%
11:00 PM - 11:29 PM	4329	0.2%	11784	0.6%	0	0.0%	3511	0.4%	14751	0.2%	65318	1.1%	7109	0.2%	87178	0.6%
11:30 PM - 11:59 PM	1627	0.1%	10214	0.5%	0	0.0%	1357	0.2%	5707	0.1%	43620	0.7%	7535	0.2%	56862	0.4%
TOTAL	2287669	100.0%	1984017	100.0%	1080119	100.0%	809705	100.0%	6943586	100.0%	5833508	100.0%	3053013	100.0%	15830107	100.0%

Table 2.3.5B

2000 Distribution of Regional Weekday Trips by Time at Trip Origin - Transit Modes

Time at Trip Origin	HOME BASED WORK				HOME BASED SCHOOL				TOTAL HOME BASED				NON-HOME-BASED		TOTAL TRIPS	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
12:00 AM - 12:29 AM	0	0.0%	405	0.2%	0	0.0%	0	0.0%	0	0.0%	0	0.1%	0	0.0%	726	0.1%
12:30 AM - 12:59 AM	0	0.0%	81	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.1%	0	0.0%	318	0.0%
1:00 AM - 1:29 AM	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	71	0.0%	97	0.0%
1:30 AM - 1:59 AM	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	83	0.0%	83	0.0%
2:00 AM - 2:29 AM	215	0.1%	0	0.0%	0	0.0%	0	0.0%	215	0.0%	0	0.0%	148	0.1%	363	0.0%
2:30 AM - 2:59 AM	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
3:00 AM - 3:29 AM	0	0.0%	0	0.0%	0	0.0%	83	0.1%	0	0.0%	83	0.0%	0	0.0%	83	0.0%
3:30 AM - 3:59 AM	387	0.1%	0	0.0%	0	0.0%	0	0.0%	387	0.1%	833	0.2%	23	0.0%	1243	0.1%
4:00 AM - 4:29 AM	2006	0.7%	0	0.0%	295	0.3%	0	0.0%	3089	0.5%	0	0.0%	0	0.0%	3089	0.2%
4:30 AM - 4:59 AM	2682	0.9%	0	0.0%	0	0.0%	0	0.0%	3243	0.6%	0	0.0%	0	0.0%	3243	0.3%
5:00 AM - 5:29 AM	8704	3.0%	0	0.0%	31	0.0%	0	0.0%	11078	1.9%	0	0.0%	361	0.2%	11439	0.9%
5:30 AM - 5:59 AM	18545	6.3%	0	0.0%	0	0.0%	0	0.0%	20133	3.5%	0	0.0%	57	0.0%	20190	1.6%
6:00 AM - 6:29 AM	23244	7.9%	0	0.0%	3037	2.8%	0	0.0%	32186	5.6%	147	0.0%	312	0.2%	32645	2.6%
6:30 AM - 6:59 AM	38757	13.2%	230	0.1%	10836	10.1%	0	0.0%	61419	10.6%	278	0.1%	532	0.3%	62230	5.0%
7:00 AM - 7:29 AM	53550	18.3%	1659	0.6%	16291	15.2%	0	0.0%	84672	14.6%	2260	0.4%	1944	1.2%	88876	7.1%
7:30 AM - 7:59 AM	45926	15.7%	0	0.0%	9620	9.0%	0	0.0%	69587	12.0%	546	0.1%	2273	1.4%	72407	5.8%
8:00 AM - 8:29 AM	43336	14.8%	1364	0.5%	37299	34.9%	135	0.1%	92013	15.9%	2377	0.5%	1511	0.9%	95901	7.7%
8:30 AM - 8:59 AM	16906	5.8%	97	0.0%	7400	6.9%	120	0.1%	34937	6.0%	493	0.1%	1492	0.9%	36922	3.0%
9:00 AM - 9:29 AM	7762	2.7%	124	0.0%	3178	3.0%	0	0.0%	21547	3.7%	1086	0.2%	3156	1.9%	25788	2.1%
9:30 AM - 9:59 AM	5936	2.0%	0	0.0%	1840	1.7%	0	0.0%	15481	2.7%	1155	0.2%	1676	1.0%	18313	1.5%
10:00 AM - 10:29 AM	2949	1.0%	455	0.2%	3556	3.3%	700	0.6%	13962	2.4%	3879	0.8%	4742	2.8%	22583	1.8%
10:30 AM - 10:59 AM	1568	0.5%	250	0.1%	1597	1.5%	38	0.0%	7931	1.4%	1854	0.4%	4921	2.9%	14706	1.2%
11:00 AM - 11:29 AM	5647	1.9%	43	0.0%	4121	3.9%	90	0.1%	16894	2.9%	4467	0.9%	4326	2.6%	25687	2.1%
11:30 AM - 11:59 AM	727	0.2%	1507	0.6%	512	0.5%	3799	3.4%	5338	0.9%	8207	1.6%	4950	2.9%	18495	1.5%
12:00 PM - 12:29 PM	830	0.3%	1035	0.4%	891	0.8%	4995	4.5%	9947	1.7%	9966	2.0%	8275	4.9%	28188	2.3%
12:30 PM - 12:59 PM	2111	0.7%	543	0.2%	0	0.0%	1637	1.5%	6163	1.1%	6354	1.3%	7864	4.7%	20382	1.6%
1:00 PM - 1:29 PM	1999	0.7%	1119	0.4%	1012	0.9%	1576	1.4%	9496	1.6%	5493	1.1%	5933	3.5%	20923	1.7%
1:30 PM - 1:59 PM	485	0.2%	1109	0.4%	265	0.2%	2125	1.9%	2688	0.5%	6746	1.3%	5221	3.1%	14655	1.2%
2:00 PM - 2:29 PM	755	0.3%	2507	0.9%	0	0.0%	8622	7.8%	6330	1.1%	17171	3.4%	7551	4.5%	31052	2.5%
2:30 PM - 2:59 PM	888	0.3%	2833	1.1%	149	0.1%	17709	16.0%	3917	0.7%	28110	5.6%	3847	2.3%	35874	2.9%
3:00 PM - 3:29 PM	1931	0.7%	11222	4.2%	159	0.1%	27013	24.3%	5511	1.0%	44663	8.9%	12511	7.4%	62685	5.0%
3:30 PM - 3:59 PM	588	0.2%	15698	5.9%	255	0.2%	14849	13.4%	2711	0.5%	36772	7.3%	6868	4.1%	46351	3.7%
4:00 PM - 4:29 PM	949	0.3%	23768	9.0%	0	0.0%	2333	2.1%	5805	1.0%	36473	7.3%	9837	5.9%	52115	4.2%
4:30 PM - 4:59 PM	239	0.1%	34781	13.1%	555	0.5%	2697	2.4%	3226	0.6%	41378	8.2%	9483	5.6%	54087	4.3%
5:00 PM - 5:29 PM	64	0.0%	51561	19.5%	398	0.4%	4628	4.2%	3332	0.6%	63890	12.7%	22932	13.6%	90154	7.2%
5:30 PM - 5:59 PM	245	0.1%	34737	13.1%	2259	2.1%	5011	4.5%	5162	0.9%	46985	9.3%	14944	8.9%	67091	5.4%
6:00 PM - 6:29 PM	65	0.0%	30720	11.6%	585	0.5%	1869	1.7%	4069	0.7%	37194	7.4%	7757	4.6%	49020	3.9%
6:30 PM - 6:59 PM	316	0.1%	17718	6.7%	605	0.6%	1504	1.4%	1489	0.3%	22657	4.5%	4351	2.6%	28497	2.3%
7:00 PM - 7:29 PM	0	0.0%	10377	3.9%	0	0.0%	932	0.8%	3673	0.6%	15176	3.0%	3938	2.3%	22788	1.8%
7:30 PM - 7:59 PM	0	0.0%	9757	3.7%	0	0.0%	565	0.5%	3470	0.6%	12946	2.6%	1253	0.7%	17669	1.4%
8:00 PM - 8:29 PM	186	0.1%	1742	0.7%	0	0.0%	255	0.2%	3141	0.5%	6457	1.3%	399	0.2%	9997	0.8%
8:30 PM - 8:59 PM	0	0.0%	1435	0.5%	24	0.0%	1558	1.4%	456	0.1%	8625	1.7%	846	0.5%	9927	0.8%
9:00 PM - 9:29 PM	26	0.0%	2228	0.8%	0	0.0%	3233	2.9%	825	0.1%	8103	1.6%	349	0.2%	9276	0.7%
9:30 PM - 9:59 PM	464	0.2%	2196	0.8%	0	0.0%	2007	1.8%	1325	0.2%	8153	1.6%	137	0.1%	9615	0.8%
10:00 PM - 10:29 PM	309	0.1%	698	0.3%	0	0.0%	770	0.7%	690	0.1%	3849	0.8%	210	0.1%	4749	0.4%
10:30 PM - 10:59 PM	240	0.1%	565	0.2%	0	0.0%	0	0.0%	240	0.0%	3293	0.7%	490	0.3%	4023	0.3%
11:00 PM - 11:29 PM	1118	0.4%	385	0.1%	0	0.0%	56	0.1%	1179	0.2%	2672	0.5%	438	0.3%	4289	0.3%
11:30 PM - 11:59 PM	0	0.0%	0	0.0%	83	0.1%	38	0.0%	83	0.0%	1090	0.2%	0	0.0%	1174	0.1%
TOTAL	292655	100.0%	264946	100.0%	106853	100.0%	110945	100.0%	579043	100.0%	502952	100.0%	168014	100.0%	1250008	100.0%

Table 2.3.6B

2000 Distribution of Regional Weekday Trips by Time at Trip Destination - Transit Modes

Time at Trip Destination	HOME BASED WORK				HOME BASED SCHOOL				TOTAL HOME BASED				NON-HOME-BASED		TOTAL TRIPS	
	From Home	Percent	Number	To Home	From Home	Percent	Number	To Home	From Home	Percent	Number	To Home	Number	Percent	Number	Percent
12:00 AM - 12:29 AM	1201	0.4%	332	0.1%	0	0.0%	38	0.0%	1201	0.2%	2579	0.5%	102	0.1%	3881	0.3%
12:30 AM - 12:59 AM	0	0.0%	153	0.1%	0	0.0%	56	0.1%	61	0.0%	1936	0.4%	0	0.0%	1997	0.2%
1:00 AM - 1:29 AM	0	0.0%	333	0.1%	0	0.0%	0	0.0%	0	0.0%	1108	0.2%	0	0.0%	1108	0.1%
1:30 AM - 1:59 AM	0	0.0%	0	0.0%	83	0.1%	0	0.0%	83	0.0%	225	0.0%	119	0.1%	428	0.0%
2:00 AM - 2:29 AM	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	197	0.0%	71	0.0%	268	0.0%
2:30 AM - 2:59 AM	215	0.1%	0	0.0%	0	0.0%	0	0.0%	215	0.0%	0	0.0%	83	0.0%	298	0.0%
3:00 AM - 3:29 AM	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	148	0.1%	148	0.0%
3:30 AM - 3:59 AM	0	0.0%	0	0.0%	0	0.0%	83	0.1%	0	0.0%	83	0.0%	0	0.0%	83	0.0%
4:00 AM - 4:29 AM	519	0.2%	0	0.0%	0	0.0%	0	0.0%	519	0.1%	0	0.0%	0	0.0%	519	0.0%
4:30 AM - 4:59 AM	0	0.0%	0	0.0%	0	0.0%	0	0.0%	522	0.1%	833	0.2%	23	0.0%	1378	0.1%
5:00 AM - 5:29 AM	1603	0.5%	0	0.0%	0	0.0%	0	0.0%	2037	0.4%	0	0.0%	0	0.0%	2037	0.2%
5:30 AM - 5:59 AM	4786	1.6%	0	0.0%	0	0.0%	0	0.0%	5554	1.0%	0	0.0%	261	0.2%	5815	0.5%
6:00 AM - 6:29 AM	6245	2.1%	0	0.0%	0	0.0%	0	0.0%	7701	1.3%	0	0.0%	0	0.0%	7701	0.6%
6:30 AM - 6:59 AM	17212	5.9%	0	0.0%	1645	1.5%	0	0.0%	20783	3.6%	0	0.0%	418	0.2%	21201	1.7%
7:00 AM - 7:29 AM	24910	8.5%	230	0.1%	4029	3.8%	0	0.0%	35259	6.1%	230	0.0%	186	0.1%	35674	2.9%
7:30 AM - 7:59 AM	42798	14.6%	1090	0.4%	9893	9.3%	0	0.0%	68112	11.8%	1090	0.2%	1287	0.8%	70489	5.6%
8:00 AM - 8:29 AM	57226	19.6%	137	0.1%	21842	20.4%	135	0.1%	92432	16.0%	1174	0.2%	2518	1.5%	96124	7.7%
8:30 AM - 8:59 AM	49772	17.0%	1114	0.4%	34791	32.6%	0	0.0%	97897	16.9%	1489	0.3%	1888	1.1%	101274	8.1%
9:00 AM - 9:29 AM	35254	12.0%	682	0.3%	11666	10.9%	0	0.0%	57204	9.9%	1889	0.4%	990	0.6%	60083	4.8%
9:30 AM - 9:59 AM	15132	5.2%	124	0.0%	3305	3.1%	120	0.1%	29124	5.0%	1099	0.2%	1652	1.0%	31875	2.6%
10:00 AM - 10:29 AM	6738	2.3%	401	0.2%	1026	1.0%	88	0.1%	15866	2.7%	928	0.2%	4184	2.5%	20978	1.7%
10:30 AM - 10:59 AM	4874	1.7%	0	0.0%	3350	3.1%	148	0.1%	13484	2.3%	582	0.1%	3497	2.1%	17562	1.4%
11:00 AM - 11:29 AM	3451	1.2%	304	0.1%	2289	2.1%	502	0.5%	12160	2.1%	5196	1.0%	2958	1.8%	20315	1.6%
11:30 AM - 11:59 AM	5449	1.9%	0	0.0%	472	0.4%	24	0.0%	14001	2.4%	2523	0.5%	2790	1.7%	19313	1.5%
12:00 PM - 12:29 PM	1527	0.5%	1548	0.6%	601	0.6%	804	0.7%	11223	1.9%	5847	1.2%	7417	4.4%	24487	2.0%
12:30 PM - 12:59 PM	1201	0.4%	309	0.1%	4919	4.6%	6786	6.1%	11552	2.0%	10572	2.1%	6308	3.8%	28432	2.3%
1:00 PM - 1:29 PM	1689	0.6%	309	0.1%	1457	1.4%	1945	1.8%	8115	1.4%	6768	1.3%	5198	3.1%	20080	1.6%
1:30 PM - 1:59 PM	1800	0.6%	1488	0.6%	251	0.2%	842	0.8%	6750	1.2%	4708	0.9%	7578	4.5%	19035	1.5%
2:00 PM - 2:29 PM	1298	0.4%	435	0.2%	0	0.0%	2969	2.7%	6504	1.1%	6854	1.4%	8085	4.8%	21444	1.7%
2:30 PM - 2:59 PM	1052	0.4%	2498	0.9%	247	0.2%	2680	2.4%	5160	0.9%	7364	1.5%	3706	2.2%	16229	1.3%
3:00 PM - 3:29 PM	497	0.2%	2619	1.0%	41	0.0%	10348	9.3%	4298	0.7%	16968	3.4%	5559	3.3%	26825	2.1%
3:30 PM - 3:59 PM	1883	0.6%	3448	1.3%	24	0.0%	20614	18.6%	6716	1.2%	30532	6.1%	7853	4.7%	45101	3.6%
4:00 PM - 4:29 PM	391	0.1%	11141	4.2%	135	0.1%	16338	14.7%	2413	0.4%	34881	6.9%	8957	5.3%	46251	3.7%
4:30 PM - 4:59 PM	1035	0.4%	14338	5.4%	534	0.5%	12977	11.7%	3997	0.7%	33050	6.6%	7038	4.2%	44085	3.5%
5:00 PM - 5:29 PM	632	0.2%	25728	9.7%	0	0.0%	7722	7.0%	4572	0.8%	41056	8.2%	10407	6.2%	56036	4.5%
5:30 PM - 5:59 PM	357	0.1%	31532	11.9%	211	0.2%	3553	3.2%	3510	0.6%	39573	7.9%	13044	7.8%	56126	4.5%
6:00 PM - 6:29 PM	309	0.1%	38791	14.6%	2644	2.5%	3870	3.5%	6255	1.1%	52870	10.5%	17346	10.3%	76472	6.1%
6:30 PM - 6:59 PM	142	0.0%	41359	15.6%	771	0.7%	5790	5.2%	4456	0.8%	55305	11.0%	12681	7.5%	72441	5.8%
7:00 PM - 7:29 PM	0	0.0%	35036	13.2%	605	0.6%	2701	2.4%	3908	0.7%	43236	8.6%	11124	6.6%	58269	4.7%
7:30 PM - 7:59 PM	0	0.0%	18660	7.0%	0	0.0%	398	0.4%	4406	0.8%	23563	4.7%	6541	3.9%	34509	2.8%
8:00 PM - 8:29 PM	0	0.0%	13794	5.2%	0	0.0%	1013	0.9%	2313	0.4%	18298	3.6%	1975	1.2%	22585	1.8%
8:30 PM - 8:59 PM	0	0.0%	4722	1.8%	24	0.0%	853	0.8%	3064	0.5%	7136	1.4%	554	0.3%	10754	0.9%
9:00 PM - 9:29 PM	0	0.0%	3643	1.4%	0	0.0%	1365	1.2%	2043	0.4%	15221	3.0%	892	0.5%	18156	1.5%
9:30 PM - 9:59 PM	502	0.2%	2889	1.1%	0	0.0%	2868	2.6%	1115	0.2%	7842	1.6%	1396	0.8%	10353	0.8%
10:00 PM - 10:29 PM	0	0.0%	950	0.4%	0	0.0%	1562	1.4%	1018	0.2%	5132	1.0%	134	0.1%	6284	0.5%
10:30 PM - 10:59 PM	559	0.2%	3440	1.3%	0	0.0%	565	1.0%	955	0.2%	6687	1.3%	76	0.0%	7717	0.6%
11:00 PM - 11:29 PM	157	0.1%	722	0.3%	0	0.0%	1138	1.5%	246	0.0%	3754	0.7%	587	0.3%	4586	0.4%
11:30 PM - 11:59 PM	240	0.1%	649	0.2%	0	0.0%	52	0.0%	240	0.0%	2574	0.5%	382	0.2%	3197	0.3%
TOTAL	292655	100.0%	264946	100.0%	106853	100.0%	110945	100.0%	579043	100.0%	502952	100.0%	168014	100.0%	1250008	100.0%

Table 2.3.7B

2000 Distribution of Regional Weekday Trips by Time at Trip Origin - Vehicle Driver

Time at Trip Origin	HOME BASED WORK				HOME BASED SCHOOL				TOTAL HOME BASED				NON-HOME-BASED		TOTAL TRIPS	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	From Home	Percent	Number	Percent	Number	Percent	Number	Percent
12:00 AM - 12:29 AM	125	0.0%	6950	0.4%	0	0.0%	118	0.1%	1091	0.0%	20433	0.6%	754	0.0%	22278	0.2%
12:30 AM - 12:59 AM	224	0.0%	3434	0.2%	0	0.0%	31	0.0%	265	0.0%	8523	0.2%	784	0.0%	9571	0.1%
1:00 AM - 1:29 AM	217	0.0%	2828	0.2%	0	0.0%	0	0.0%	359	0.0%	6780	0.2%	952	0.0%	8091	0.1%
1:30 AM - 1:59 AM	295	0.0%	3711	0.2%	0	0.0%	0	0.0%	436	0.0%	7338	0.2%	521	0.0%	8295	0.1%
2:00 AM - 2:29 AM	966	0.1%	2122	0.1%	0	0.0%	0	0.0%	1029	0.0%	4488	0.1%	1033	0.0%	6550	0.1%
2:30 AM - 2:59 AM	193	0.0%	719	0.0%	0	0.0%	0	0.0%	959	0.0%	1106	0.0%	2321	0.1%	4386	0.0%
3:00 AM - 3:29 AM	2368	0.1%	799	0.1%	0	0.0%	0	0.0%	2368	0.1%	2769	0.1%	2766	0.1%	7903	0.1%
3:30 AM - 3:59 AM	5332	0.3%	705	0.0%	0	0.0%	0	0.0%	6108	0.1%	1210	0.0%	44	0.0%	7362	0.1%
4:00 AM - 4:29 AM	14566	0.8%	1090	0.1%	0	0.0%	0	0.0%	17151	0.4%	1774	0.0%	307	0.0%	19232	0.2%
4:30 AM - 4:59 AM	28443	1.6%	651	0.0%	0	0.0%	0	0.0%	35629	0.8%	1835	0.1%	891	0.0%	38355	0.4%
5:00 AM - 5:29 AM	42028	2.3%	809	0.1%	345	0.2%	0	0.0%	59896	1.4%	2526	0.1%	636	0.0%	63058	0.6%
5:30 AM - 5:59 AM	89480	4.9%	1410	0.1%	333	0.1%	0	0.0%	116939	2.7%	3911	0.1%	2265	0.1%	123115	1.2%
6:00 AM - 6:29 AM	113423	6.2%	3215	0.2%	2600	1.2%	0	0.0%	157071	3.6%	9974	0.3%	2078	0.1%	169123	1.7%
6:30 AM - 6:59 AM	178109	9.7%	2397	0.2%	8127	3.6%	0	0.0%	235728	5.4%	13187	0.4%	5613	0.3%	254528	2.5%
7:00 AM - 7:29 AM	255656	13.9%	3562	0.2%	20339	9.1%	26	0.0%	360440	8.3%	18199	0.5%	13583	0.7%	392222	3.9%
7:30 AM - 7:59 AM	291933	15.9%	2826	0.2%	35968	16.0%	1259	0.7%	459410	10.6%	32050	0.9%	18439	0.9%	509899	5.1%
8:00 AM - 8:29 AM	241007	13.2%	2644	0.2%	34386	15.3%	1073	0.6%	417791	9.6%	43080	1.2%	25520	1.2%	486391	4.9%
8:30 AM - 8:59 AM	158576	8.6%	3924	0.2%	16505	7.3%	2009	1.1%	283277	6.5%	39289	1.1%	37800	1.8%	360367	3.6%
9:00 AM - 9:29 AM	85911	4.7%	2318	0.1%	11827	5.3%	1693	1.0%	182565	4.2%	34600	1.0%	42585	2.1%	259749	2.6%
9:30 AM - 9:59 AM	45258	2.5%	2467	0.2%	8589	3.8%	2647	1.5%	137896	3.2%	32668	0.9%	45812	2.2%	216377	2.2%
10:00 AM - 10:29 AM	32823	1.8%	5425	0.3%	5165	2.3%	4281	2.4%	125291	2.9%	43029	1.2%	56564	2.7%	224884	2.2%
10:30 AM - 10:59 AM	19727	1.1%	4986	0.3%	5381	2.4%	1688	0.9%	88067	2.0%	42621	1.2%	58649	2.8%	189337	1.9%
11:00 AM - 11:29 AM	17548	1.0%	7204	0.5%	4366	1.9%	3801	2.1%	99997	2.3%	50529	1.4%	83185	4.0%	233711	2.3%
11:30 AM - 11:59 AM	14704	0.8%	14582	0.9%	2998	1.3%	5872	3.3%	90669	2.1%	72845	2.0%	111481	5.4%	274995	2.7%
12:00 PM - 12:29 PM	14362	0.8%	29893	1.9%	3998	1.8%	6597	3.7%	79674	1.8%	90715	2.5%	137168	6.6%	307558	3.1%
12:30 PM - 12:59 PM	24907	1.4%	20162	1.3%	3375	1.5%	6595	3.7%	82746	1.9%	72601	2.0%	124819	6.0%	280165	2.8%
1:00 PM - 1:29 PM	20090	1.1%	17824	1.1%	3130	1.4%	6075	3.4%	87217	2.0%	79874	2.2%	118357	5.7%	285447	2.9%
1:30 PM - 1:59 PM	22026	1.2%	17873	1.1%	3500	1.6%	3794	2.1%	81312	1.9%	77857	2.2%	98499	4.8%	257668	2.6%
2:00 PM - 2:29 PM	17655	1.0%	29714	1.9%	2241	1.0%	7975	4.5%	102193	2.4%	93165	2.6%	91124	4.4%	286482	2.9%
2:30 PM - 2:59 PM	12064	0.7%	44303	2.8%	3574	1.6%	9828	5.5%	93806	2.2%	121946	3.4%	91385	4.4%	307137	3.1%
3:00 PM - 3:29 PM	9829	0.5%	73651	4.7%	3593	1.6%	16884	9.5%	83433	1.9%	167423	4.7%	94688	4.6%	345543	3.5%
3:30 PM - 3:59 PM	9375	0.5%	93226	5.9%	2653	1.2%	7938	4.5%	70850	1.6%	171364	4.8%	93887	4.5%	336101	3.4%
4:00 PM - 4:29 PM	8042	0.4%	122968	7.8%	2009	0.9%	4642	2.6%	74484	1.7%	204725	5.7%	96447	4.7%	375657	3.8%
4:30 PM - 4:59 PM	7526	0.4%	152205	9.7%	4654	2.1%	4187	2.4%	72756	1.7%	230860	6.4%	100859	4.9%	404475	4.0%
5:00 PM - 5:29 PM	8822	0.5%	242634	15.4%	3498	1.6%	8003	4.5%	79241	1.8%	330748	9.2%	123883	6.0%	533873	5.3%
5:30 PM - 5:59 PM	7169	0.4%	162342	10.3%	9777	4.4%	7667	4.3%	87930	2.0%	247711	6.9%	82120	4.0%	417760	4.2%
6:00 PM - 6:29 PM	4334	0.2%	157416	10.0%	6385	2.8%	4188	2.4%	95950	2.2%	239305	6.7%	77398	3.7%	412653	4.1%
6:30 PM - 6:59 PM	5366	0.3%	83291	5.3%	9721	4.3%	3153	1.8%	98601	2.3%	158357	4.4%	52229	2.5%	309187	3.1%
7:00 PM - 7:29 PM	3906	0.2%	76628	4.9%	3798	1.7%	3856	2.2%	91985	2.1%	145704	4.1%	49014	2.4%	286704	2.9%
7:30 PM - 7:59 PM	1589	0.1%	36596	2.3%	1100	0.5%	3985	2.2%	59545	1.4%	111173	3.1%	28997	1.4%	199715	2.0%
8:00 PM - 8:29 PM	1532	0.1%	29073	1.8%	296	0.1%	8079	4.5%	32514	0.7%	99602	2.8%	25786	1.2%	157901	1.6%
8:30 PM - 8:59 PM	1557	0.1%	18239	1.2%	92	0.0%	12458	7.0%	23563	0.5%	98791	2.7%	17864	0.9%	140218	1.4%
9:00 PM - 9:29 PM	1729	0.1%	21386	1.4%	0	0.0%	9247	5.2%	19095	0.4%	116286	3.2%	18956	0.9%	154337	1.5%
9:30 PM - 9:59 PM	3227	0.2%	17359	1.1%	205	0.1%	8710	4.9%	15976	0.4%	83776	2.3%	11181	0.5%	110933	1.1%
10:00 PM - 10:29 PM	2364	0.1%	16846	1.1%	122	0.0%	7347	4.1%	10188	0.2%	66834	1.9%	10708	0.5%	87380	0.9%
10:30 PM - 10:59 PM	5716	0.3%	10815	0.7%	65	0.0%	1281	0.7%	11618	0.3%	37922	1.1%	3649	0.2%	53188	0.5%
11:00 PM - 11:29 PM	206	0.0%	8557	0.5%	0	0.0%	1022	0.6%	5578	0.1%	28508	0.8%	2806	0.1%	36892	0.4%
11:30 PM - 11:59 PM	598	0.0%	8142	0.5%	0	0.0%	65	0.0%	2456	0.1%	23559	0.7%	1818	0.1%	27833	0.3%
TOTAL	1833597	100.0%	1571919	100.0%	224712	100.0%	178073	100.0%	4343144	100.0%	3593572	100.0%	2068221	100.0%	10004937	100.0%

Table 2.3.8B

2000 Distribution of Regional Weekday Trips by Time at Trip Destination - Vehicle Driver

Time at Trip Destination	HOME BASED WORK				HOME BASED SCHOOL				TOTAL HOME BASED				NON-HOME-BASED		TOTAL TRIPS	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
12:00 AM - 12:29 AM	545	0.0%	8969	0.6%	0	0.0%	70	0.0%	3106	0.1%	27357	0.8%	1704	0.1%	32167	0.3%
12:30 AM - 12:59 AM	189	0.0%	4531	0.3%	0	0.0%	117	0.1%	1892	0.0%	9886	0.3%	1111	0.1%	12889	0.1%
1:00 AM - 1:29 AM	118	0.0%	4233	0.3%	0	0.0%	0	0.0%	386	0.0%	9488	0.3%	1181	0.1%	11056	0.1%
1:30 AM - 1:59 AM	82	0.0%	2602	0.2%	0	0.0%	0	0.0%	221	0.0%	6971	0.2%	755	0.0%	7948	0.1%
2:00 AM - 2:29 AM	746	0.0%	4015	0.3%	0	0.0%	0	0.0%	811	0.0%	8100	0.2%	480	0.0%	9391	0.1%
2:30 AM - 2:59 AM	618	0.0%	1934	0.1%	0	0.0%	0	0.0%	971	0.0%	3859	0.1%	202	0.0%	5033	0.1%
3:00 AM - 3:29 AM	780	0.0%	204	0.0%	0	0.0%	0	0.0%	1538	0.0%	1043	0.0%	4375	0.2%	6955	0.1%
3:30 AM - 3:59 AM	2400	0.1%	875	0.1%	0	0.0%	0	0.0%	2469	0.1%	1318	0.0%	661	0.0%	4448	0.0%
4:00 AM - 4:29 AM	7456	0.4%	977	0.1%	0	0.0%	0	0.0%	8452	0.2%	1384	0.0%	770	0.0%	10605	0.1%
4:30 AM - 4:59 AM	11911	0.6%	394	0.0%	0	0.0%	0	0.0%	14827	0.3%	1352	0.0%	67	0.0%	16247	0.2%
5:00 AM - 5:29 AM	21604	1.2%	974	0.1%	54	0.0%	0	0.0%	29890	0.7%	2578	0.1%	463	0.0%	32931	0.3%
5:30 AM - 5:59 AM	49840	2.7%	1645	0.1%	161	0.1%	0	0.0%	64409	1.5%	2840	0.1%	885	0.0%	68134	0.7%
6:00 AM - 6:29 AM	69969	3.8%	430	0.0%	925	0.4%	0	0.0%	98882	2.3%	5036	0.1%	1583	0.1%	105501	1.1%
6:30 AM - 6:59 AM	114645	6.3%	1534	0.1%	4465	2.0%	0	0.0%	156013	3.6%	9135	0.3%	3955	0.2%	169083	1.7%
7:00 AM - 7:29 AM	185457	10.1%	4395	0.3%	9841	4.4%	0	0.0%	251800	5.8%	17418	0.5%	6649	0.3%	275867	2.8%
7:30 AM - 7:59 AM	235763	12.9%	3241	0.2%	25756	11.5%	279	0.2%	345057	7.9%	20371	0.6%	15034	0.7%	380462	3.8%
8:00 AM - 8:29 AM	293514	16.0%	2304	0.1%	36342	16.2%	1658	0.9%	470228	10.8%	40196	1.1%	16659	0.8%	527083	5.3%
8:30 AM - 8:59 AM	242257	13.2%	2080	0.1%	24027	10.7%	2020	1.1%	386129	8.9%	40100	1.1%	27147	1.3%	453376	4.5%
9:00 AM - 9:29 AM	174299	9.5%	4471	0.3%	18218	8.1%	1174	0.7%	299567	6.9%	35607	1.0%	38731	1.9%	373906	3.7%
9:30 AM - 9:59 AM	88262	4.8%	2502	0.2%	13636	6.1%	2510	1.4%	188865	4.3%	34178	1.0%	38174	1.8%	261217	2.6%
10:00 AM - 10:29 AM	51315	2.8%	4188	0.3%	6430	2.9%	3038	1.7%	149627	3.4%	35005	1.0%	44864	2.2%	229496	2.3%
10:30 AM - 10:59 AM	31532	1.7%	4679	0.3%	5382	2.4%	3068	1.7%	107985	2.3%	41889	1.2%	58945	2.9%	208818	2.1%
11:00 AM - 11:29 AM	21527	1.2%	5185	0.3%	4028	1.8%	3382	1.9%	99488	2.3%	42863	1.2%	69749	3.4%	212100	2.1%
11:30 AM - 11:59 AM	14871	0.8%	9343	0.6%	4123	1.8%	3839	2.2%	88736	2.0%	56349	1.6%	91668	4.4%	236753	2.4%
12:00 PM - 12:29 PM	18107	1.0%	27049	1.7%	4817	2.1%	6551	3.7%	95964	2.2%	92951	2.6%	125979	6.1%	314895	3.1%
12:30 PM - 12:59 PM	17309	0.9%	20529	1.3%	3036	1.4%	6227	3.5%	74624	1.7%	72168	2.0%	117864	5.7%	264655	2.6%
1:00 PM - 1:29 PM	27752	1.5%	18552	1.2%	4715	2.1%	5186	2.9%	97788	2.3%	74630	2.1%	127147	6.1%	299564	3.0%
1:30 PM - 1:59 PM	17911	1.0%	15376	1.0%	3115	1.4%	5470	3.1%	76264	1.8%	71024	2.0%	102589	5.0%	249877	2.5%
2:00 PM - 2:29 PM	21884	1.2%	18581	1.2%	1772	0.8%	5870	3.3%	90873	2.1%	78882	2.2%	99414	4.8%	269170	2.7%
2:30 PM - 2:59 PM	16543	0.9%	29725	1.9%	2649	1.2%	8074	4.5%	93896	2.2%	100207	2.8%	81104	3.9%	275207	2.8%
3:00 PM - 3:29 PM	11396	0.6%	44511	2.8%	4373	1.9%	13311	7.5%	98655	2.3%	133627	3.7%	93193	4.5%	325475	3.3%
3:30 PM - 3:59 PM	9003	0.5%	60964	3.9%	1290	0.6%	10452	5.9%	79765	1.8%	137039	3.8%	87950	4.3%	304753	3.0%
4:00 PM - 4:29 PM	10255	0.6%	95724	6.1%	3325	1.5%	8251	4.6%	83811	1.9%	183036	5.1%	98051	4.7%	364898	3.6%
4:30 PM - 4:59 PM	8574	0.5%	122386	7.8%	2467	1.1%	3832	2.2%	75483	1.7%	195640	5.4%	77283	3.7%	348406	3.5%
5:00 PM - 5:29 PM	6694	0.4%	163688	10.4%	4939	2.2%	5554	3.1%	75927	1.7%	252406	7.0%	108927	5.3%	437260	4.4%
5:30 PM - 5:59 PM	8176	0.4%	186084	11.8%	3837	1.7%	6676	3.7%	83441	1.9%	269125	7.5%	91132	4.4%	443698	4.4%
6:00 PM - 6:29 PM	9156	0.5%	202598	12.9%	10769	4.8%	8538	4.8%	106591	2.5%	301535	8.4%	98997	4.8%	507124	5.1%
6:30 PM - 6:59 PM	3849	0.2%	139574	8.9%	7741	3.4%	4321	2.4%	90094	2.1%	214827	6.0%	79720	3.9%	384641	3.8%
7:00 PM - 7:29 PM	6110	0.3%	111273	7.1%	8087	3.6%	4266	2.4%	105948	2.4%	186846	5.2%	64303	3.1%	357097	3.6%
7:30 PM - 7:59 PM	2473	0.1%	71165	4.5%	1573	0.7%	3542	2.0%	75167	1.7%	144591	4.0%	53801	2.6%	273559	2.7%
8:00 PM - 8:29 PM	1973	0.1%	46295	2.9%	1155	0.5%	6309	3.5%	50214	1.2%	117667	3.3%	37549	1.8%	205430	2.1%
8:30 PM - 8:59 PM	1260	0.1%	27697	1.8%	473	0.2%	10552	5.9%	30595	0.7%	102203	2.8%	25815	1.2%	158613	1.6%
9:00 PM - 9:29 PM	1027	0.1%	21827	1.4%	466	0.2%	11072	6.2%	25362	0.6%	111848	3.1%	25097	1.2%	162308	1.6%
9:30 PM - 9:59 PM	1537	0.1%	22011	1.4%	329	0.1%	7400	4.2%	18225	0.4%	97199	2.7%	15866	0.8%	131290	1.3%
10:00 PM - 10:29 PM	3969	0.2%	19630	1.2%	284	0.1%	9389	5.3%	15338	0.4%	85679	2.4%	14504	0.7%	115521	1.2%
10:30 PM - 10:59 PM	3380	0.2%	13196	0.8%	109	0.0%	3567	2.0%	11652	0.3%	50138	1.4%	8119	0.4%	69910	0.7%
11:00 PM - 11:29 PM	4172	0.2%	9285	0.6%	0	0.0%	2162	1.2%	12189	0.3%	38984	1.1%	4583	0.2%	55756	0.6%
11:30 PM - 11:59 PM	1387	0.1%	8493	0.5%	0	0.0%	345	0.2%	3927	0.1%	26997	0.8%	3439	0.2%	34363	0.3%
TOTAL	1833597	100.0%	1571919	100.0%	224712	100.0%	178073	100.0%	4343144	100.0%	3593572	100.0%	2068221	100.0%	10004937	100.0%

Table 2.3.9B

2000 Distribution of Regional Weekday Trips by Time at Trip Origin - Drive Alone

Time at Trip Origin	HOME BASED WORK				HOME BASED SCHOOL				TOTAL HOME BASED				NON-HOME-BASED		TOTAL TRIPS	
	Number	Percent	Number	To Home Percent	Number	Percent	Number	To Home Percent	From Home Number	Percent	To Home Number	Percent	Number	Percent	Number	Percent
12:00 AM - 12:29 AM	125	0.0%	6561	0.5%	0	0.0%	118	0.1%	1012	0.0%	16469	0.6%	479	0.0%	17960	0.3%
12:30 AM - 12:59 AM	224	0.0%	3434	0.2%	0	0.0%	31	0.0%	265	0.0%	6253	0.2%	702	0.0%	7219	0.1%
1:00 AM - 1:29 AM	217	0.0%	2828	0.2%	0	0.0%	0	0.0%	359	0.0%	6222	0.2%	322	0.0%	6903	0.1%
1:30 AM - 1:59 AM	295	0.0%	2996	0.2%	0	0.0%	0	0.0%	354	0.0%	4518	0.2%	293	0.0%	5164	0.1%
2:00 AM - 2:29 AM	836	0.1%	2122	0.2%	0	0.0%	0	0.0%	899	0.0%	3722	0.1%	527	0.0%	5148	0.1%
2:30 AM - 2:59 AM	63	0.0%	719	0.1%	0	0.0%	0	0.0%	829	0.0%	1106	0.0%	2121	0.1%	4056	0.1%
3:00 AM - 3:29 AM	2368	0.2%	799	0.1%	0	0.0%	0	0.0%	2368	0.1%	2622	0.1%	2736	0.2%	7726	0.1%
3:30 AM - 3:59 AM	5293	0.4%	705	0.0%	0	0.0%	0	0.0%	5860	0.2%	754	0.0%	44	0.0%	6658	0.1%
4:00 AM - 4:29 AM	12123	0.8%	1090	0.1%	0	0.0%	0	0.0%	14119	0.5%	1399	0.1%	307	0.0%	15825	0.2%
4:30 AM - 4:59 AM	24840	1.7%	475	0.0%	0	0.0%	0	0.0%	30904	1.1%	1554	0.1%	891	0.1%	33349	0.5%
5:00 AM - 5:29 AM	37670	2.5%	809	0.1%	184	0.1%	0	0.0%	52477	1.8%	2375	0.1%	584	0.0%	55436	0.8%
5:30 AM - 5:59 AM	80061	5.4%	1410	0.1%	194	0.1%	0	0.0%	101829	3.5%	3649	0.1%	2013	0.1%	107492	1.5%
6:00 AM - 6:29 AM	94735	6.3%	3022	0.2%	2250	1.6%	0	0.0%	131123	4.5%	9205	0.4%	1689	0.1%	142017	2.0%
6:30 AM - 6:59 AM	148530	9.9%	2397	0.2%	4511	3.3%	0	0.0%	190978	6.6%	11197	0.4%	4451	0.3%	206626	2.9%
7:00 AM - 7:29 AM	198603	13.3%	3503	0.2%	10460	7.6%	26	0.0%	258390	8.9%	15357	0.6%	11868	0.8%	285615	4.1%
7:30 AM - 7:59 AM	211934	14.2%	2498	0.2%	20265	14.7%	1259	1.0%	281068	9.6%	24141	0.9%	14066	0.9%	319275	4.5%
8:00 AM - 8:29 AM	170141	11.4%	2493	0.2%	18046	13.1%	821	0.6%	243610	8.4%	32376	1.2%	19066	1.3%	295053	4.2%
8:30 AM - 8:59 AM	134366	9.0%	3151	0.2%	8258	6.0%	1269	1.0%	201612	6.9%	29843	1.1%	26786	1.8%	258240	3.7%
9:00 AM - 9:29 AM	77735	5.2%	2234	0.2%	7923	5.7%	1277	1.0%	143751	4.9%	26261	1.0%	34893	2.3%	204905	2.9%
9:30 AM - 9:59 AM	39179	2.6%	2467	0.2%	7634	5.5%	1775	1.4%	104080	3.6%	23844	0.9%	36181	2.4%	164106	2.3%
10:00 AM - 10:29 AM	30396	2.0%	5219	0.4%	4055	2.9%	3946	3.0%	85751	2.9%	32413	1.2%	44983	3.0%	163147	2.3%
10:30 AM - 10:59 AM	18470	1.2%	4336	0.3%	4221	3.1%	1314	1.0%	61040	2.1%	29939	1.1%	44348	2.9%	135328	1.9%
11:00 AM - 11:29 AM	15398	1.0%	6600	0.5%	2563	1.9%	2073	1.6%	64246	2.2%	34136	1.3%	63038	4.2%	161420	2.3%
11:30 AM - 11:59 AM	13728	0.9%	14037	1.0%	2016	1.5%	4909	3.8%	55341	1.9%	46961	1.8%	78049	5.2%	180351	2.6%
12:00 PM - 12:29 PM	13412	0.9%	29154	2.1%	2108	1.5%	4575	3.5%	54873	1.9%	64797	2.5%	95938	6.3%	215608	3.1%
12:30 PM - 12:59 PM	23703	1.6%	19693	1.4%	2441	1.8%	4314	3.3%	57958	2.0%	47982	1.8%	82791	5.5%	188731	2.7%
1:00 PM - 1:29 PM	18558	1.2%	15901	1.1%	2075	1.5%	5534	4.2%	60821	2.1%	51901	2.0%	81208	5.4%	193931	2.8%
1:30 PM - 1:59 PM	21194	1.4%	15535	1.1%	2691	1.9%	2959	2.3%	57421	2.0%	47713	1.8%	70724	4.7%	175858	2.5%
2:00 PM - 2:29 PM	14548	1.0%	25486	1.8%	1101	0.8%	5210	4.0%	62722	2.2%	58405	2.2%	66453	4.4%	187581	2.7%
2:30 PM - 2:59 PM	11672	0.8%	38873	2.8%	2011	1.5%	5488	4.2%	55891	1.9%	75664	2.9%	65270	4.3%	196826	2.8%
3:00 PM - 3:29 PM	8024	0.5%	64714	4.6%	2119	1.5%	10011	7.7%	49836	1.7%	111736	4.3%	72220	4.8%	233793	3.3%
3:30 PM - 3:59 PM	7850	0.5%	81301	5.8%	1485	1.1%	6724	5.1%	41712	1.4%	124233	4.8%	73955	4.9%	239900	3.4%
4:00 PM - 4:29 PM	7060	0.5%	107498	7.6%	1421	1.0%	2872	2.2%	41773	1.4%	153827	5.9%	73619	4.9%	269219	3.8%
4:30 PM - 4:59 PM	6996	0.5%	130255	9.2%	3614	2.6%	3208	2.5%	40593	1.4%	178084	6.8%	79549	5.3%	298226	4.2%
5:00 PM - 5:29 PM	8139	0.5%	212778	15.1%	2364	1.7%	5766	4.4%	43545	1.5%	268338	10.3%	97999	6.5%	409882	5.8%
5:30 PM - 5:59 PM	6628	0.4%	143847	10.2%	8792	6.4%	5777	4.4%	51814	1.8%	195990	7.5%	63720	4.2%	311524	4.4%
6:00 PM - 6:29 PM	4064	0.3%	144613	10.2%	3696	2.7%	2501	1.9%	51401	1.8%	190864	7.3%	58997	3.9%	301262	4.3%
6:30 PM - 6:59 PM	5092	0.3%	78778	5.6%	5770	4.2%	1811	1.4%	53232	1.8%	122772	4.7%	36365	2.4%	212369	3.0%
7:00 PM - 7:29 PM	3604	0.2%	74278	5.3%	2487	1.8%	3257	2.5%	49709	1.7%	113711	4.4%	34184	2.3%	197605	2.8%
7:30 PM - 7:59 PM	1443	0.1%	33901	2.4%	824	0.6%	3139	2.4%	35955	1.2%	72005	2.8%	16664	1.1%	124623	1.8%
8:00 PM - 8:29 PM	1196	0.1%	27353	1.9%	125	0.1%	536	3.9%	17548	0.6%	66385	2.5%	17762	1.2%	101695	1.4%
8:30 PM - 8:59 PM	1464	0.1%	16840	1.2%	41	0.0%	10949	8.4%	13889	0.5%	62439	2.4%	9746	0.6%	86074	1.2%
9:00 PM - 9:29 PM	1729	0.1%	20026	1.4%	0	0.0%	7297	5.6%	12976	0.4%	72683	2.8%	10783	0.7%	96443	1.4%
9:30 PM - 9:59 PM	1917	0.1%	14567	1.0%	205	0.1%	7130	5.5%	10574	0.4%	54126	2.1%	5689	0.4%	70390	1.0%
10:00 PM - 10:29 PM	2364	0.2%	16241	1.1%	122	0.1%	6109	4.7%	6317	0.2%	46157	1.8%	6053	0.4%	58526	0.8%
10:30 PM - 10:59 PM	5716	0.4%	10158	0.7%	65	0.0%	1142	0.9%	8909	0.3%	28746	1.1%	2386	0.2%	40041	0.6%
11:00 PM - 11:29 PM	206	0.0%	7855	0.6%	0	0.0%	1022	0.8%	2170	0.1%	19814	0.8%	1576	0.1%	23560	0.3%
11:30 PM - 11:59 PM	598	0.0%	7980	0.6%	0	0.0%	65	0.0%	1258	0.0%	15813	0.6%	869	0.1%	17941	0.3%
TOTAL	1494508	100.0%	1413534	100.0%	138138	100.0%	130816	100.0%	2915165	100.0%	2610501	100.0%	1514959	100.0%	7040625	100.0%

Table 2.3.10B

2000 Distribution of Regional Weekday Trips by Time at Trip Destination - Drive Alone

Time at Trip Destination	HOME BASED WORK				HOME BASED SCHOOL				TOTAL HOME BASED				NON-HOME-BASED		TOTAL TRIPS	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	From Home	Percent	Number	Percent	Number	Percent	Number	Percent
12:00 AM - 12:29 AM	171	0.0%	7604	0.5%	0	0.0%	70	0.1%	1405	0.0%	21217	0.8%	1110	0.1%	23732	0.3%
12:30 AM - 12:59 AM	189	0.0%	4450	0.3%	0	0.0%	79	0.1%	562	0.0%	7114	0.3%	608	0.0%	8283	0.1%
1:00 AM - 1:29 AM	118	0.0%	4233	0.3%	0	0.0%	0	0.0%	276	0.0%	7936	0.3%	879	0.1%	9091	0.1%
1:30 AM - 1:59 AM	82	0.0%	2602	0.2%	0	0.0%	0	0.0%	82	0.0%	5198	0.2%	301	0.0%	5581	0.1%
2:00 AM - 2:29 AM	616	0.0%	4015	0.3%	0	0.0%	0	0.0%	681	0.0%	5866	0.2%	430	0.0%	6977	0.1%
2:30 AM - 2:59 AM	488	0.0%	1219	0.1%	0	0.0%	0	0.0%	841	0.0%	2201	0.1%	139	0.0%	3181	0.0%
3:00 AM - 3:29 AM	780	0.1%	204	0.0%	0	0.0%	0	0.0%	1538	0.1%	979	0.0%	3465	0.2%	5981	0.1%
3:30 AM - 3:59 AM	2400	0.2%	875	0.1%	0	0.0%	0	0.0%	2469	0.1%	960	0.0%	631	0.0%	4060	0.1%
4:00 AM - 4:29 AM	5607	0.4%	977	0.1%	0	0.0%	0	0.0%	6183	0.2%	1232	0.0%	770	0.1%	8185	0.1%
4:30 AM - 4:59 AM	11911	0.8%	394	0.0%	0	0.0%	0	0.0%	14637	0.5%	1062	0.0%	67	0.0%	15767	0.2%
5:00 AM - 5:29 AM	20220	1.4%	799	0.1%	54	0.0%	0	0.0%	26869	0.9%	2199	0.1%	463	0.0%	29531	0.4%
5:30 AM - 5:59 AM	45858	3.1%	1645	0.1%	0	0.0%	0	0.0%	58147	2.0%	2752	0.1%	885	0.1%	61784	0.9%
6:00 AM - 6:29 AM	61162	4.1%	238	0.0%	655	0.5%	0	0.0%	83997	2.9%	4482	0.2%	1253	0.1%	89732	1.3%
6:30 AM - 6:59 AM	100556	6.7%	1534	0.1%	2642	1.9%	0	0.0%	134713	4.6%	8407	0.3%	3266	0.2%	146386	2.1%
7:00 AM - 7:29 AM	158783	10.6%	4395	0.3%	6586	4.8%	0	0.0%	206556	7.1%	14423	0.6%	5627	0.4%	226605	3.2%
7:30 AM - 7:59 AM	197397	13.2%	3241	0.2%	12468	9.0%	279	0.2%	253183	8.7%	17116	0.7%	12810	0.8%	283110	4.0%
8:00 AM - 8:29 AM	214181	14.3%	1923	0.1%	20571	14.9%	1549	1.2%	287009	9.8%	30502	1.2%	12731	0.8%	330242	4.7%
8:30 AM - 8:59 AM	173042	11.6%	2080	0.1%	13238	9.6%	1137	0.9%	242819	8.3%	29727	1.1%	20514	1.4%	293061	4.2%
9:00 AM - 9:29 AM	129850	8.7%	3724	0.3%	9786	7.1%	828	0.6%	195653	6.8%	27590	1.1%	29997	2.0%	257150	3.7%
9:30 AM - 9:59 AM	72214	4.8%	2393	0.2%	11064	8.0%	1822	1.4%	140376	4.8%	24330	0.9%	29613	2.0%	194319	2.8%
10:00 AM - 10:29 AM	44244	3.0%	4188	0.3%	3699	2.7%	2450	1.9%	103898	3.6%	28042	1.1%	36926	2.4%	168866	2.4%
10:30 AM - 10:59 AM	27319	1.8%	4480	0.3%	4477	3.2%	2898	2.2%	72494	2.6%	29362	1.1%	46386	3.1%	148242	2.1%
11:00 AM - 11:29 AM	18809	1.3%	4825	0.3%	3091	2.2%	1549	1.2%	66824	2.3%	29914	1.1%	50793	3.4%	147532	2.1%
11:30 AM - 11:59 AM	13882	0.9%	8889	0.6%	2225	1.6%	3287	2.5%	57320	2.0%	37409	1.4%	66115	4.4%	160844	2.3%
12:00 PM - 12:29 PM	16196	1.1%	26508	1.9%	2839	2.1%	4734	3.6%	64791	2.2%	65591	2.5%	87015	5.7%	217396	3.1%
12:30 PM - 12:59 PM	16221	1.1%	19708	1.4%	2121	1.5%	4219	3.2%	52023	1.8%	48086	1.8%	80378	5.3%	180487	2.6%
1:00 PM - 1:29 PM	26181	1.8%	17299	1.2%	2913	2.1%	4139	3.2%	66735	2.3%	49370	1.9%	87393	5.8%	203498	2.9%
1:30 PM - 1:59 PM	17156	1.1%	14220	1.0%	2632	1.9%	4807	3.7%	54192	1.9%	47153	1.8%	75046	5.0%	176391	2.5%
2:00 PM - 2:29 PM	20357	1.4%	16911	1.2%	1051	0.8%	4163	3.2%	64386	2.2%	49099	1.9%	70066	4.6%	183551	2.6%
2:30 PM - 2:59 PM	13483	0.9%	26010	1.8%	1474	1.1%	5501	4.2%	55550	1.9%	60089	2.3%	57705	3.8%	173345	2.5%
3:00 PM - 3:29 PM	10950	0.7%	40643	2.9%	2202	1.6%	7616	5.8%	62138	2.1%	81916	3.1%	67723	4.5%	211777	3.0%
3:30 PM - 3:59 PM	7283	0.5%	51866	3.7%	954	0.7%	7217	5.5%	45124	1.5%	92909	3.6%	65900	4.3%	203933	2.9%
4:00 PM - 4:29 PM	8742	0.6%	86897	6.1%	1905	1.4%	5558	4.2%	48139	1.7%	137681	5.3%	77180	5.1%	263001	3.7%
4:30 PM - 4:59 PM	7777	0.5%	103881	7.3%	1729	1.3%	2461	1.9%	39752	1.4%	145955	5.6%	61085	4.0%	246792	3.5%
5:00 PM - 5:29 PM	5880	0.4%	148498	10.5%	3588	2.6%	4148	3.2%	44954	1.5%	202013	7.7%	84159	5.6%	331127	4.7%
5:30 PM - 5:59 PM	7426	0.5%	161924	11.5%	3009	2.2%	4615	3.5%	46726	1.6%	212679	8.1%	71705	4.7%	331110	4.7%
6:00 PM - 6:29 PM	8616	0.6%	177554	12.6%	8191	5.9%	6623	5.1%	63517	2.2%	235095	9.0%	76594	5.1%	375206	5.3%
6:30 PM - 6:59 PM	3646	0.2%	123322	8.7%	5482	4.0%	2067	1.6%	49182	1.7%	167007	6.4%	57093	3.8%	273283	3.9%
7:00 PM - 7:29 PM	5472	0.4%	104283	7.4%	4921	3.6%	3188	2.4%	55920	1.9%	148151	5.7%	47160	3.1%	251232	3.6%
7:30 PM - 7:59 PM	2355	0.2%	67036	4.7%	735	0.5%	2674	2.0%	41090	1.4%	106870	4.1%	40074	2.6%	188035	2.7%
8:00 PM - 8:29 PM	1737	0.1%	43039	3.0%	807	0.6%	4689	3.6%	28001	1.0%	83246	3.2%	24286	1.6%	135533	1.9%
8:30 PM - 8:59 PM	1082	0.1%	26185	1.9%	217	0.2%	7923	6.1%	15311	0.5%	64467	2.5%	16885	1.1%	96662	1.4%
9:00 PM - 9:29 PM	934	0.1%	20687	1.5%	128	0.1%	9756	7.5%	15533	0.5%	75666	2.9%	15249	1.0%	106447	1.5%
9:30 PM - 9:59 PM	1348	0.1%	19403	1.4%	329	0.2%	5654	4.3%	11621	0.4%	61207	2.3%	9411	0.6%	82239	1.2%
10:00 PM - 10:29 PM	2849	0.2%	17120	1.2%	243	0.2%	7529	5.8%	9395	0.3%	57616	2.2%	7460	0.5%	74471	1.1%
10:30 PM - 10:59 PM	3380	0.2%	12467	0.9%	109	0.1%	3271	2.5%	7622	0.3%	34077	1.3%	4912	0.3%	46611	0.7%
11:00 PM - 11:29 PM	4172	0.3%	8978	0.6%	0	0.0%	2023	1.5%	8188	0.3%	27997	1.1%	2131	0.1%	38317	0.5%
11:30 PM - 11:59 PM	1387	0.1%	8166	0.6%	0	0.0%	296	0.2%	2836	0.1%	16535	0.6%	2569	0.2%	21940	0.3%
TOTAL	1494508	100.0%	1413534	100.0%	138138	100.0%	130816	100.0%	2915165	100.0%	2610501	100.0%	1514959	100.0%	7040625	100.0%

Table 2.3.11B

2000 Distribution of Regional Weekday Trips by Time at Trip Origin - Shared Ride

Time at Trip Origin	HOME BASED WORK				HOME BASED SCHOOL				TOTAL HOME BASED				NON-HOME-BASED		TOTAL TRIPS	
	Number	Percent	Number	Percent	From Home	Percent	Number	Percent	From Home	Percent	Number	Percent	Number	Percent	Number	Percent
12:00 AM - 12:29 AM	0	0.0%	859	0.3%	0	0.0%	0	0.0%	466	0.0%	10684	0.4%	1429	0.1%	12579	0.2%
12:30 AM - 12:59 AM	63	0.0%	688	0.2%	0	0.0%	0	0.0%	178	0.0%	5797	0.2%	571	0.0%	6545	0.1%
1:00 AM - 1:29 AM	0	0.0%	414	0.1%	0	0.0%	0	0.0%	0	0.0%	2168	0.1%	890	0.1%	3057	0.0%
1:30 AM - 1:59 AM	0	0.0%	715	0.2%	0	0.0%	0	0.0%	82	0.0%	5827	0.2%	471	0.0%	6379	0.1%
2:00 AM - 2:29 AM	856	0.2%	206	0.1%	0	0.0%	0	0.0%	1026	0.0%	6116	0.2%	1672	0.1%	8814	0.1%
2:30 AM - 2:59 AM	260	0.1%	0	0.0%	0	0.0%	0	0.0%	260	0.0%	124	0.0%	431	0.0%	816	0.0%
3:00 AM - 3:29 AM	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	525	0.0%	93	0.0%	618	0.0%
3:30 AM - 3:59 AM	39	0.0%	0	0.0%	0	0.0%	0	0.0%	247	0.0%	546	0.0%	0	0.0%	793	0.0%
4:00 AM - 4:29 AM	5205	1.0%	0	0.0%	0	0.0%	0	0.0%	6130	0.2%	424	0.0%	107	0.0%	6660	0.1%
4:30 AM - 4:59 AM	5179	1.0%	175	0.1%	321	0.0%	0	0.0%	8301	0.2%	281	0.0%	0	0.0%	8581	0.1%
5:00 AM - 5:29 AM	10666	2.1%	280	0.1%	1008	0.1%	0	0.0%	20324	0.6%	464	0.0%	52	0.0%	20841	0.3%
5:30 AM - 5:59 AM	19936	4.0%	0	0.0%	3111	0.4%	0	0.0%	37121	1.1%	328	0.0%	300	0.0%	37748	0.5%
6:00 AM - 6:29 AM	28767	5.7%	1008	0.3%	9226	1.1%	0	0.0%	53270	1.5%	1907	0.1%	519	0.0%	55697	0.7%
6:30 AM - 6:59 AM	43855	8.8%	157	0.1%	27209	3.3%	0	0.0%	97701	2.8%	5053	0.2%	1986	0.1%	104740	1.4%
7:00 AM - 7:29 AM	74492	14.9%	955	0.3%	103525	12.4%	80	0.0%	247637	7.2%	5408	0.2%	3344	0.2%	256388	3.4%
7:30 AM - 7:59 AM	109404	21.9%	328	0.1%	241942	29.0%	0	0.0%	480670	13.9%	14170	0.5%	13735	1.0%	508575	6.7%
8:00 AM - 8:29 AM	89864	18.0%	151	0.0%	253417	30.3%	392	0.1%	486718	14.1%	21802	0.8%	20014	1.5%	528534	7.0%
8:30 AM - 8:59 AM	37065	7.4%	1436	0.5%	73590	8.8%	1162	0.2%	205466	6.0%	18819	0.7%	23333	1.7%	247619	3.3%
9:00 AM - 9:29 AM	11877	2.4%	152	0.0%	24154	2.9%	880	0.2%	95724	2.8%	15809	0.6%	20179	1.5%	131712	1.7%
9:30 AM - 9:59 AM	9775	2.0%	92	0.0%	7146	0.9%	1883	0.3%	80348	2.3%	20393	0.7%	20959	1.5%	121700	1.6%
10:00 AM - 10:29 AM	5838	1.2%	937	0.3%	3680	0.4%	1561	0.3%	92953	2.7%	23087	0.8%	21268	1.6%	137308	1.8%
10:30 AM - 10:59 AM	3093	0.6%	859	0.3%	3503	0.4%	1751	0.3%	66991	1.9%	29634	1.1%	28788	2.1%	125413	1.7%
11:00 AM - 11:29 AM	3969	0.8%	873	0.3%	5800	0.7%	5269	0.9%	76404	2.2%	34923	1.3%	39018	2.8%	150345	2.0%
11:30 AM - 11:59 AM	2133	0.4%	1633	0.5%	6255	0.7%	12481	2.2%	78484	2.3%	58295	2.1%	71496	5.2%	208276	2.8%
12:00 PM - 12:29 PM	1995	0.4%	3754	1.2%	9321	1.1%	21861	3.8%	53423	1.5%	75101	2.8%	96063	7.0%	224586	3.0%
12:30 PM - 12:59 PM	2873	0.6%	1639	0.5%	5588	0.7%	10159	1.8%	58974	1.7%	55961	2.1%	90394	6.6%	205329	2.7%
1:00 PM - 1:29 PM	2722	0.5%	4853	1.6%	2162	0.3%	11634	2.0%	54219	1.6%	66278	2.4%	79969	5.8%	200466	2.7%
1:30 PM - 1:59 PM	1501	0.3%	3681	1.2%	2738	0.3%	17514	3.1%	49354	1.4%	75939	2.8%	55053	4.0%	180345	2.4%
2:00 PM - 2:29 PM	4530	0.9%	7027	2.3%	1831	0.2%	30033	5.3%	87244	2.5%	92314	3.4%	65476	4.8%	245033	3.3%
2:30 PM - 2:59 PM	2175	0.4%	8320	2.7%	3255	0.4%	86203	15.2%	73437	2.1%	179255	6.6%	76024	5.5%	328716	4.4%
3:00 PM - 3:29 PM	2848	0.6%	15402	5.0%	5264	0.6%	110980	19.5%	72655	2.1%	208112	7.7%	84262	6.2%	365030	4.8%
3:30 PM - 3:59 PM	3299	0.7%	18504	6.1%	3586	0.4%	31339	5.5%	68854	2.0%	121321	4.5%	57991	4.2%	248166	3.3%
4:00 PM - 4:29 PM	2058	0.4%	30571	10.0%	4264	0.5%	28314	5.0%	82522	2.4%	140962	5.2%	59647	4.4%	283130	3.8%
4:30 PM - 4:59 PM	1541	0.3%	34189	11.2%	3147	0.4%	34900	6.1%	76834	2.2%	142544	5.2%	57264	4.2%	276641	3.7%
5:00 PM - 5:29 PM	1205	0.2%	59677	19.5%	4340	0.5%	41300	7.3%	88058	2.6%	189245	7.0%	68113	5.0%	345417	4.6%
5:30 PM - 5:59 PM	1474	0.3%	31329	10.3%	2961	0.4%	54123	9.5%	86641	2.5%	174656	6.4%	58053	4.2%	319350	4.2%
6:00 PM - 6:29 PM	489	0.1%	24514	8.0%	6392	0.8%	24834	4.4%	103559	3.0%	151175	5.6%	52101	3.8%	306835	4.1%
6:30 PM - 6:59 PM	2897	0.6%	9606	3.1%	11301	1.4%	5865	1.0%	109120	3.2%	93078	3.4%	42105	3.1%	244303	3.2%
7:00 PM - 7:29 PM	634	0.1%	6478	2.1%	3805	0.5%	4287	0.8%	96867	2.8%	85383	3.1%	34540	2.5%	216789	2.9%
7:30 PM - 7:59 PM	528	0.1%	5772	1.9%	771	0.1%	2897	0.5%	53805	1.6%	101525	3.7%	28734	2.1%	184064	2.4%
8:00 PM - 8:29 PM	1063	0.2%	4404	1.4%	463	0.1%	8023	1.4%	35174	1.0%	90348	3.3%	21536	1.6%	147058	2.0%
8:30 PM - 8:59 PM	462	0.1%	4718	1.5%	51	0.0%	4039	0.7%	18256	0.5%	91949	3.4%	19378	1.4%	129583	1.7%
9:00 PM - 9:29 PM	973	0.2%	5141	1.7%	0	0.0%	7123	1.3%	13942	0.4%	104460	3.8%	17862	1.3%	136264	1.8%
9:30 PM - 9:59 PM	2618	0.5%	4200	1.4%	0	0.0%	3686	0.6%	11296	0.3%	72790	2.7%	13674	1.0%	97760	1.3%
10:00 PM - 10:29 PM	157	0.0%	2935	1.0%	0	0.0%	2141	0.4%	7352	0.2%	56051	2.1%	9264	0.7%	72667	1.0%
10:30 PM - 10:59 PM	129	0.0%	2221	0.7%	0	0.0%	189	0.0%	4794	0.1%	26056	1.0%	4201	0.3%	35051	0.5%
11:00 PM - 11:29 PM	0	0.0%	2225	0.7%	0	0.0%	913	0.2%	5224	0.2%	24031	0.9%	4178	0.3%	33433	0.4%
11:30 PM - 11:59 PM	0	0.0%	2460	0.8%	0	0.0%	127	0.0%	1276	0.0%	18937	0.7%	3507	0.3%	23719	0.3%
TOTAL	500506	100.0%	305537	100.0%	835129	100.0%	567944	100.0%	3449378	100.0%	2720055	100.0%	1370041	100.0%	7539474	100.0%

Table 2.3.12B

2000 Distribution of Regional Weekday Trips by Time at Trip Destination - Shared Ride

Time at Trip Destination	HOME BASED WORK				HOME BASED SCHOOL				TOTAL HOME BASED				NON-HOME-BASED		TOTAL TRIPS	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
12:00 AM - 12:29 AM	373	0.1%	3967	1.3%	0	0.0%	0	0.0%	3850	0.1%	17836	0.7%	3304	0.2%	24990	0.3%
12:30 AM - 12:59 AM	63	0.0%	369	0.1%	0	0.0%	38	0.0%	1631	0.0%	7698	0.3%	2239	0.2%	11568	0.2%
1:00 AM - 1:29 AM	0	0.0%	732	0.2%	0	0.0%	0	0.0%	188	0.0%	4880	0.2%	645	0.0%	5713	0.1%
1:30 AM - 1:59 AM	0	0.0%	449	0.1%	0	0.0%	0	0.0%	401	0.0%	4168	0.2%	948	0.1%	5517	0.1%
2:00 AM - 2:29 AM	260	0.1%	58	0.0%	0	0.0%	0	0.0%	260	0.0%	6418	0.2%	107	0.0%	6785	0.1%
2:30 AM - 2:59 AM	856	0.2%	862	0.3%	0	0.0%	187	0.0%	856	0.0%	5513	0.2%	649	0.0%	7018	0.1%
3:00 AM - 3:29 AM	0	0.0%	0	0.0%	0	0.0%	0	0.0%	170	0.0%	368	0.0%	1978	0.1%	2516	0.0%
3:30 AM - 3:59 AM	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	733	0.0%	30	0.0%	763	0.0%
4:00 AM - 4:29 AM	3698	0.7%	0	0.0%	0	0.0%	0	0.0%	4224	0.1%	246	0.0%	0	0.0%	4471	0.1%
4:30 AM - 4:59 AM	91	0.0%	0	0.0%	0	0.0%	0	0.0%	510	0.0%	289	0.0%	107	0.0%	906	0.0%
5:00 AM - 5:29 AM	3477	0.7%	175	0.1%	724	0.1%	0	0.0%	7343	0.2%	379	0.0%	0	0.0%	7722	0.1%
5:30 AM - 5:59 AM	9619	1.9%	280	0.1%	2789	0.3%	0	0.0%	21326	0.6%	467	0.0%	0	0.0%	21793	0.3%
6:00 AM - 6:29 AM	17237	3.4%	1008	0.3%	6071	0.7%	0	0.0%	37979	1.1%	1369	0.1%	460	0.0%	39807	0.5%
6:30 AM - 6:59 AM	23724	4.7%	157	0.1%	13196	1.6%	0	0.0%	50948	1.5%	2476	0.1%	1084	0.1%	54507	0.7%
7:00 AM - 7:29 AM	39367	7.9%	150	0.0%	48871	5.9%	80	0.0%	126891	3.7%	5155	0.2%	1423	0.1%	133469	1.8%
7:30 AM - 7:59 AM	58685	11.7%	746	0.2%	165195	19.8%	0	0.0%	301996	8.8%	6269	0.2%	8285	0.6%	316550	4.2%
8:00 AM - 8:29 AM	106140	21.2%	381	0.1%	328465	39.3%	171	0.0%	571316	16.6%	18784	0.7%	16233	1.2%	606333	8.0%
8:30 AM - 8:59 AM	88483	17.7%	16	0.0%	106224	12.7%	1354	0.2%	295505	8.6%	21532	0.8%	16405	1.2%	333443	4.4%
9:00 AM - 9:29 AM	59053	11.8%	1463	0.5%	52022	6.2%	808	0.1%	204054	5.9%	16255	0.6%	22310	1.6%	242619	3.2%
9:30 AM - 9:59 AM	21135	4.2%	201	0.1%	13368	1.6%	1041	0.2%	96717	2.8%	18136	0.7%	18652	1.4%	133505	1.8%
10:00 AM - 10:29 AM	12350	2.5%	0	0.0%	6678	0.8%	1589	0.3%	94759	2.7%	17492	0.6%	16783	1.2%	129034	1.7%
10:30 AM - 10:59 AM	6532	1.3%	680	0.2%	3943	0.5%	1504	0.3%	88031	2.6%	29371	1.1%	24073	1.8%	141475	1.9%
11:00 AM - 11:29 AM	5459	1.1%	768	0.3%	3583	0.4%	4765	0.8%	71420	2.1%	27626	1.0%	34280	2.5%	133325	1.8%
11:30 AM - 11:59 AM	2039	0.4%	892	0.3%	8582	1.0%	8923	1.6%	70704	2.0%	46478	1.7%	52329	3.8%	169511	2.2%
12:00 PM - 12:29 PM	2546	0.5%	2853	0.9%	8988	1.1%	19842	3.5%	68061	2.0%	70081	2.6%	85286	6.2%	223428	3.0%
12:30 PM - 12:59 PM	2166	0.4%	2238	0.7%	4850	0.6%	12082	2.1%	52409	1.5%	58554	2.2%	85554	6.1%	194867	2.6%
1:00 PM - 1:29 PM	3966	0.8%	2620	0.9%	5764	0.7%	8097	1.4%	69054	2.0%	57229	2.1%	85103	6.2%	211385	2.8%
1:30 PM - 1:59 PM	1484	0.3%	2384	0.8%	1692	0.2%	17761	3.1%	42884	1.2%	64549	2.4%	60030	4.4%	167463	2.2%
2:00 PM - 2:29 PM	1997	0.4%	5246	1.7%	2201	0.3%	18891	3.3%	56042	1.6%	78934	2.9%	70159	5.1%	205135	2.7%
2:30 PM - 2:59 PM	5430	1.1%	5675	1.9%	1785	0.2%	48521	8.5%	88768	2.6%	119070	4.4%	57616	4.2%	265454	3.5%
3:00 PM - 3:29 PM	1151	0.2%	7657	2.5%	5701	0.7%	113954	20.1%	78791	2.3%	217081	8.0%	80850	5.9%	376722	5.0%
3:30 PM - 3:59 PM	3464	0.7%	13990	4.6%	2028	0.2%	62484	11.0%	68167	2.0%	144753	5.3%	64625	4.7%	277545	3.7%
4:00 PM - 4:29 PM	3704	0.7%	17159	5.6%	5970	0.7%	32046	5.6%	83096	2.4%	125509	4.6%	66818	4.9%	275424	3.7%
4:30 PM - 4:59 PM	846	0.2%	29130	9.5%	2922	0.3%	26529	4.7%	83399	2.4%	127221	4.7%	49210	3.6%	259830	3.4%
5:00 PM - 5:29 PM	2305	0.5%	35494	11.6%	4843	0.6%	36626	6.4%	79210	2.3%	159095	5.8%	66883	4.9%	305188	4.0%
5:30 PM - 5:59 PM	1974	0.4%	42456	13.9%	2319	0.3%	50838	9.0%	90610	2.5%	176465	6.5%	56381	4.1%	320456	4.3%
6:00 PM - 6:29 PM	932	0.2%	41380	13.5%	6135	0.7%	44209	7.8%	99431	2.9%	195621	7.2%	59736	4.4%	354788	4.7%
6:30 PM - 6:59 PM	646	0.1%	26900	8.8%	7448	0.9%	17268	3.0%	101119	2.9%	127593	4.7%	57114	4.2%	285826	3.8%
7:00 PM - 7:29 PM	2973	0.6%	14069	4.6%	9086	1.1%	6957	1.2%	118175	3.4%	104505	3.8%	44485	3.2%	267166	3.5%
7:30 PM - 7:59 PM	243	0.0%	10646	3.5%	1880	0.2%	3593	0.6%	75120	2.2%	98292	3.6%	35919	2.6%	209331	2.8%
8:00 PM - 8:29 PM	808	0.2%	7340	2.4%	760	0.1%	5799	1.0%	51284	1.5%	96317	3.5%	28548	2.1%	176150	2.3%
8:30 PM - 8:59 PM	1062	0.2%	4509	1.5%	348	0.0%	5958	1.0%	31215	0.9%	93469	3.4%	21732	1.6%	146415	1.9%
9:00 PM - 9:29 PM	925	0.2%	4990	1.6%	600	0.1%	5928	1.0%	20675	0.6%	95340	3.5%	24910	1.8%	140926	1.9%
9:30 PM - 9:59 PM	668	0.1%	5571	1.8%	0	0.0%	4762	0.8%	16586	0.5%	82723	3.0%	15329	1.1%	114638	1.5%
10:00 PM - 10:29 PM	2291	0.5%	4461	1.5%	41	0.0%	3253	0.6%	12149	0.4%	71327	2.6%	14778	1.1%	98254	1.3%
10:30 PM - 10:59 PM	285	0.1%	1930	0.6%	58	0.0%	727	0.1%	6103	0.2%	38315	1.4%	9326	0.7%	53744	0.7%
11:00 PM - 11:29 PM	0	0.0%	2083	0.7%	0	0.0%	351	0.1%	6318	0.2%	33567	1.2%	4391	0.3%	44276	0.6%
11:30 PM - 11:59 PM	0	0.0%	1399	0.5%	0	0.0%	1008	0.2%	2631	0.1%	24511	0.9%	4583	0.3%	31726	0.4%
TOTAL	500506	100.0%	305537	100.0%	835129	100.0%	567944	100.0%	3449378	100.0%	2720055	100.0%	1370041	100.0%	7539474	100.0%

Table 2.3.13B

Trips-in-Motion Analysis - 2000 Weekday Total Trips, All Modes

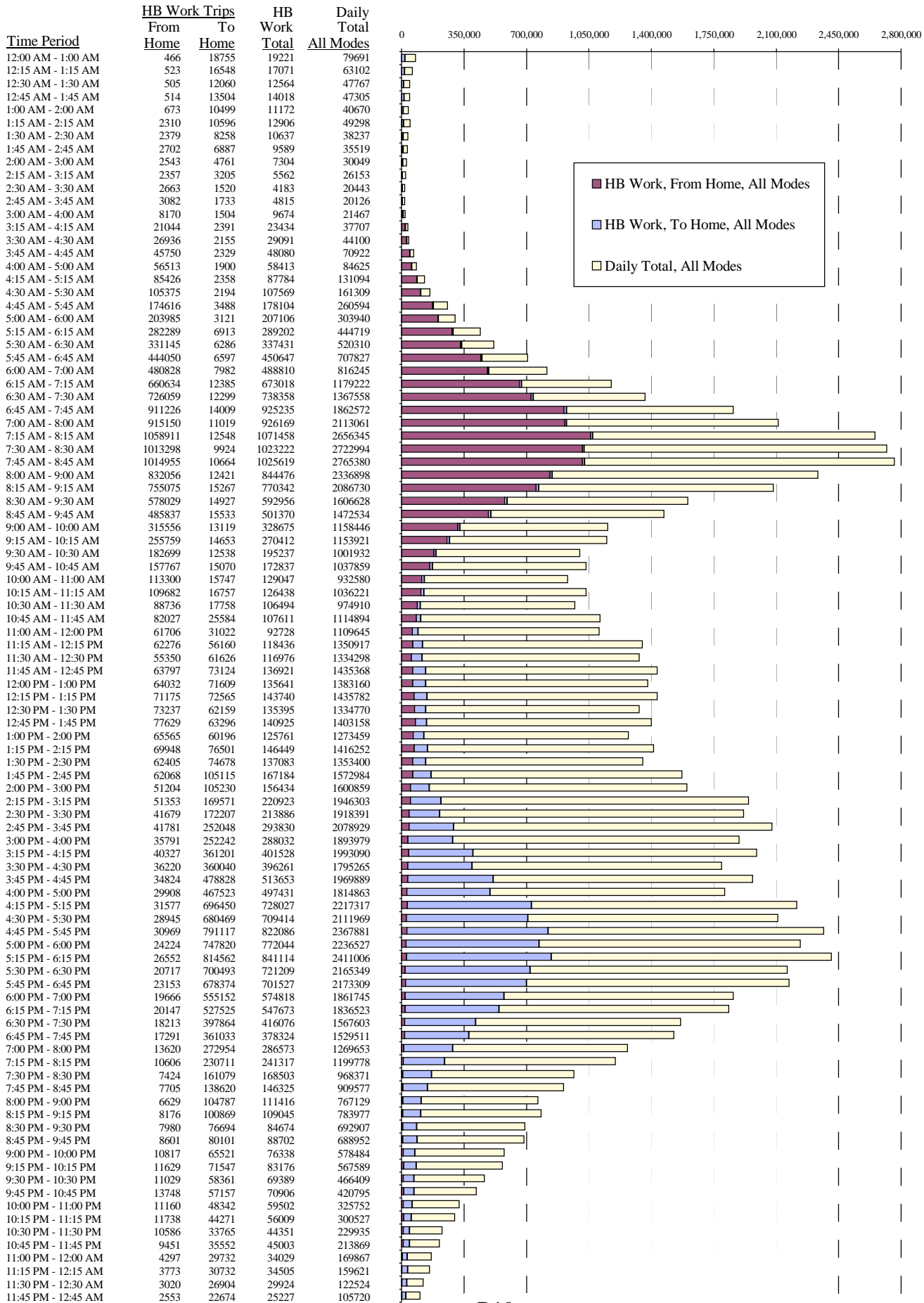


Table 2.3.14B
Trips-in-Motion Analysis - 2000 Weekday Person Trips

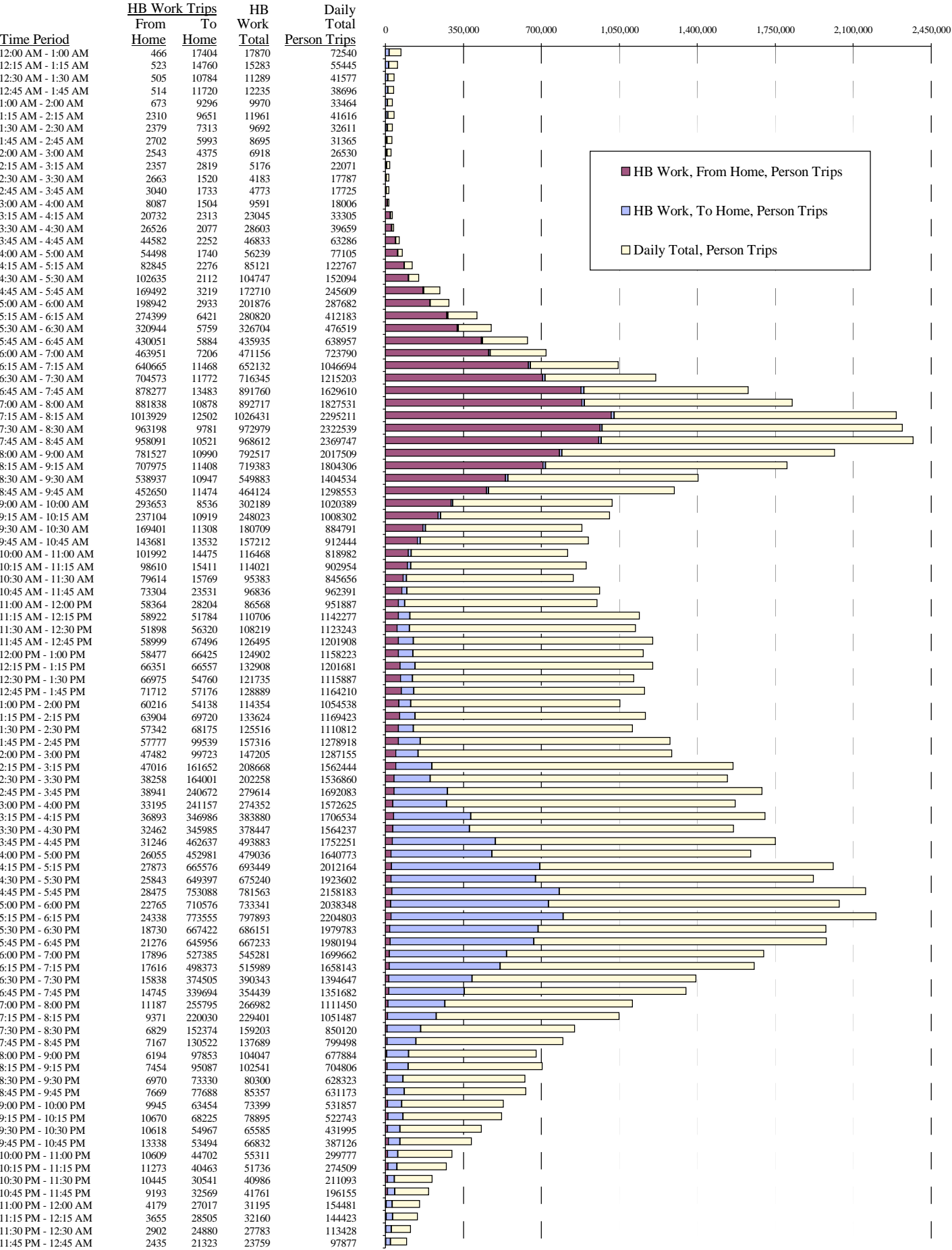


Table 2.3.15B

Trips-in-Motion Analysis - 2000 Weekday Transit Trips

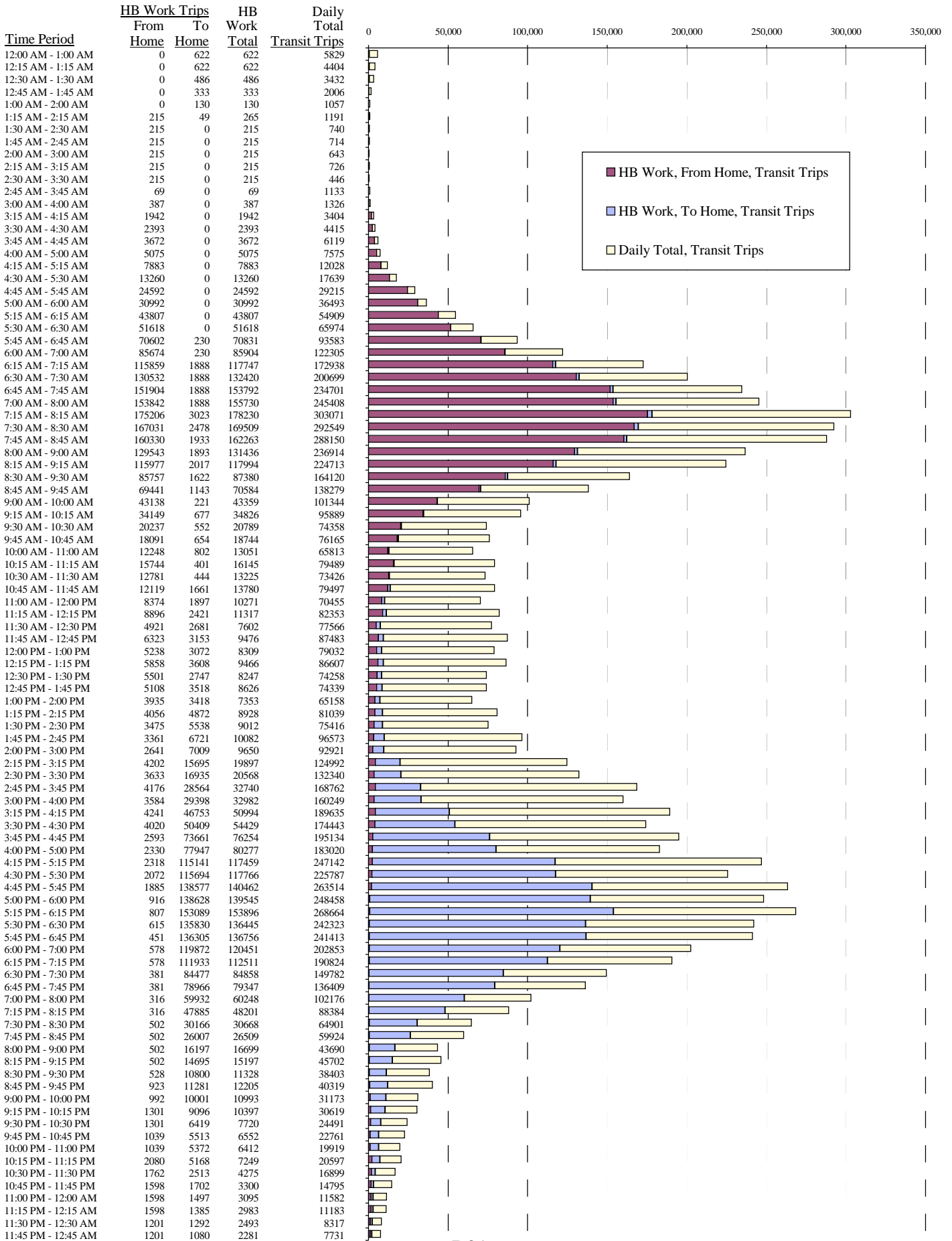


Table 2.3.16B
Trips-in-Motion Analysis - 2000 Weekday Vehicle Driver Trips

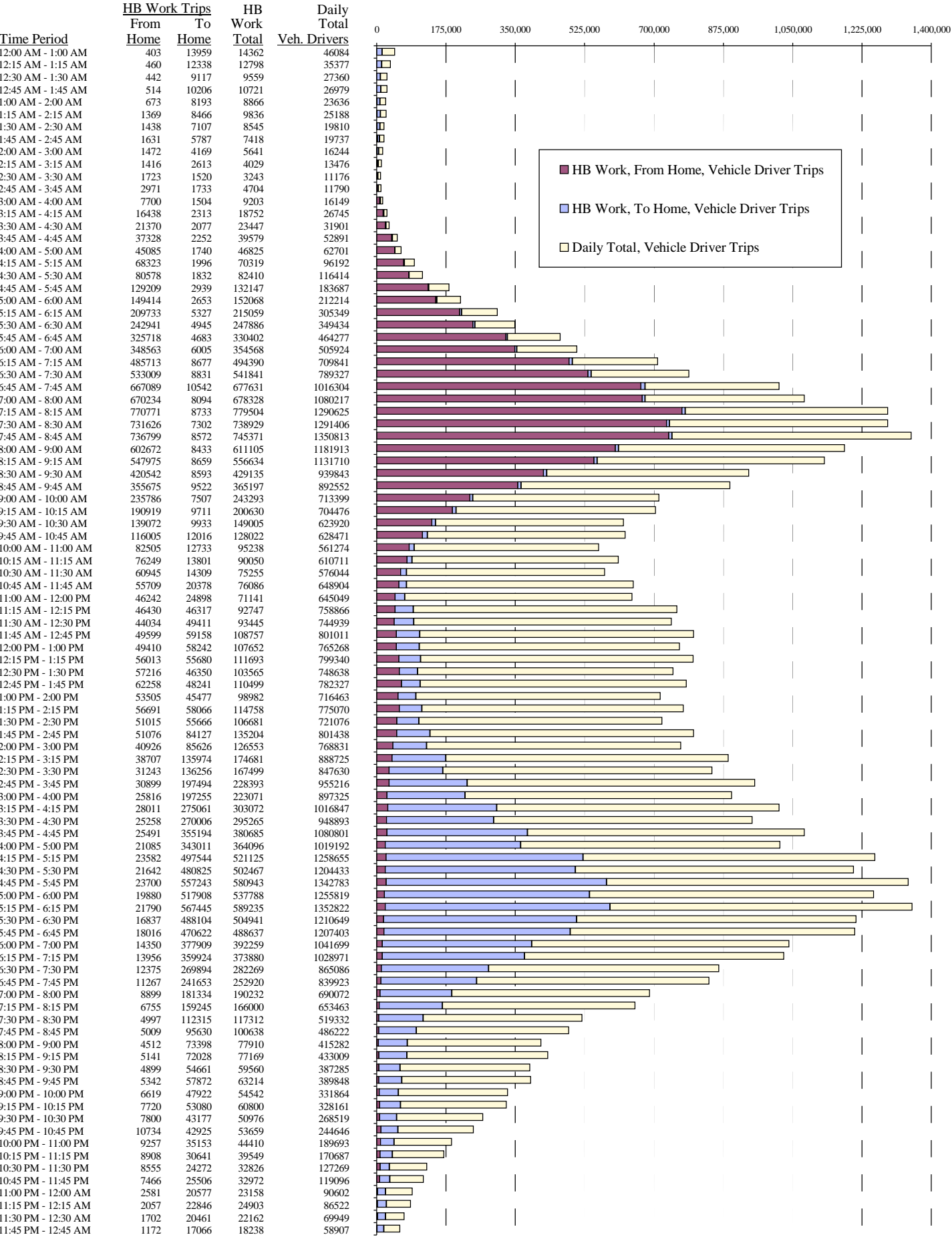


Table 2.3.17B

Trips-in-Motion Analysis - 2000 Weekday Vehicle Passenger Trips

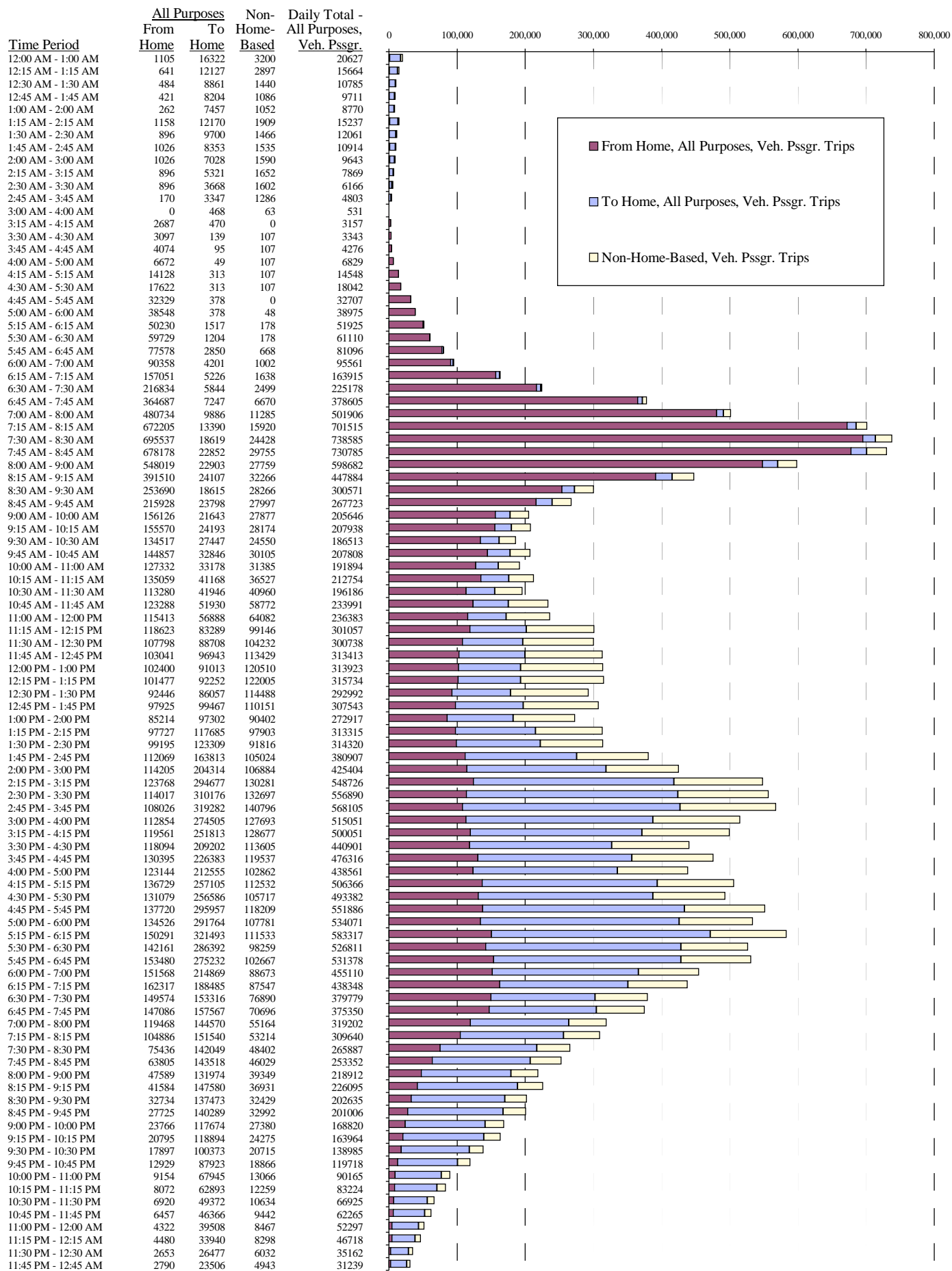


Table 2.3.18B

Trips-in-Motion Analysis - 2000 Weekday Walk Trips

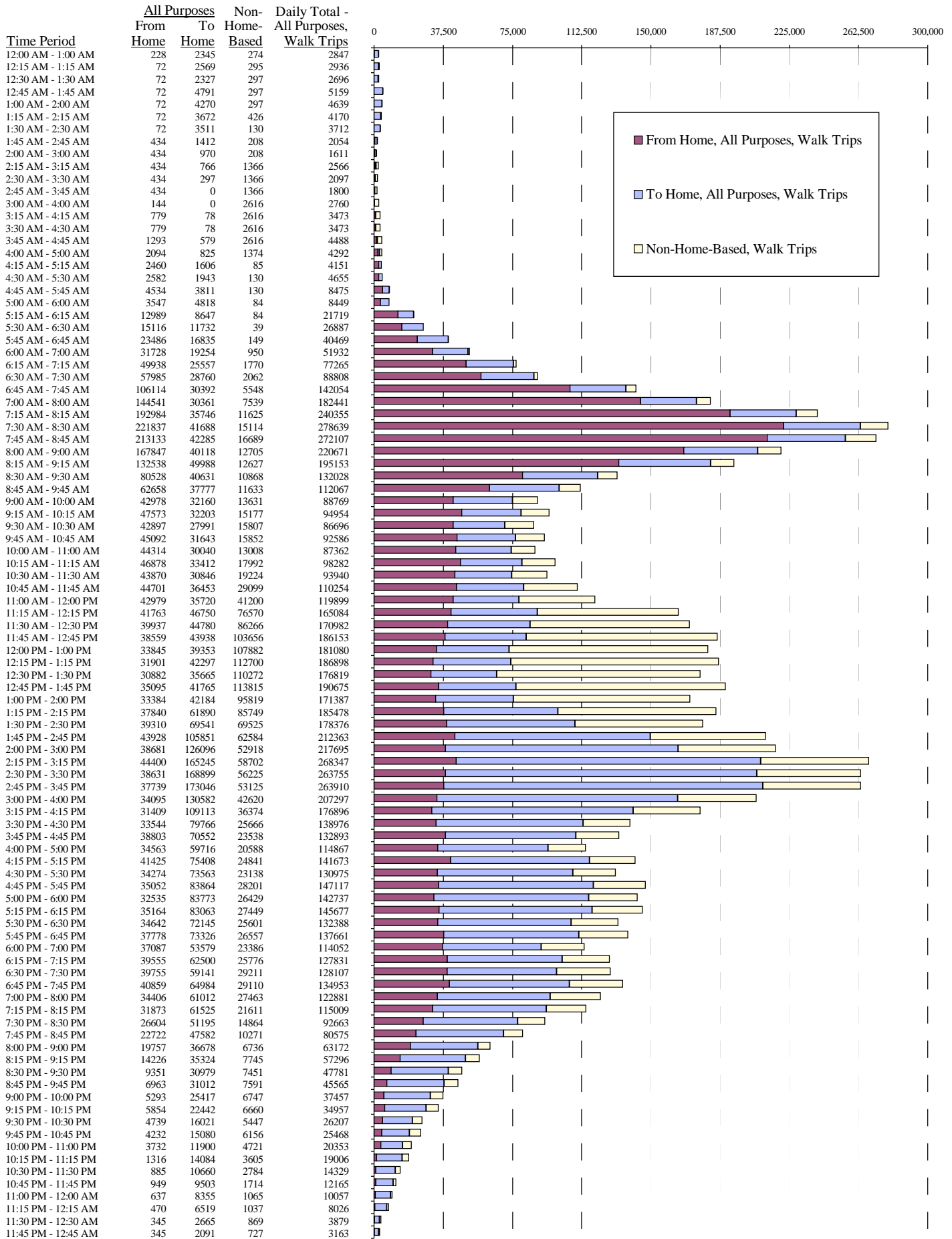


Table 2.3.19B
Trips-in-Motion Analysis - 2000 Weekday Bicycle Trips

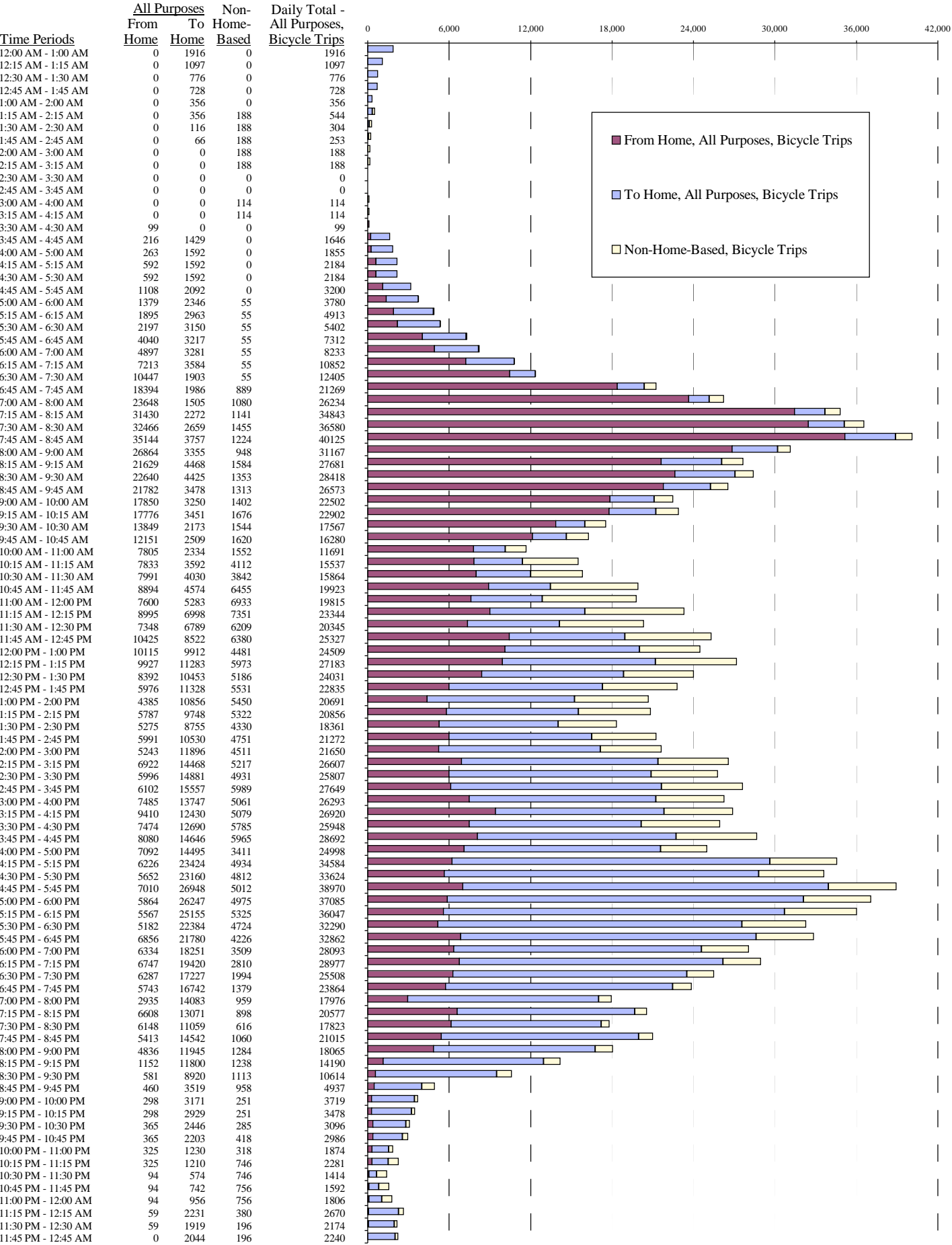


Table 2.3.20B

Trips-in-Motion Analysis - 2000 Weekday Home-Based Work Trips

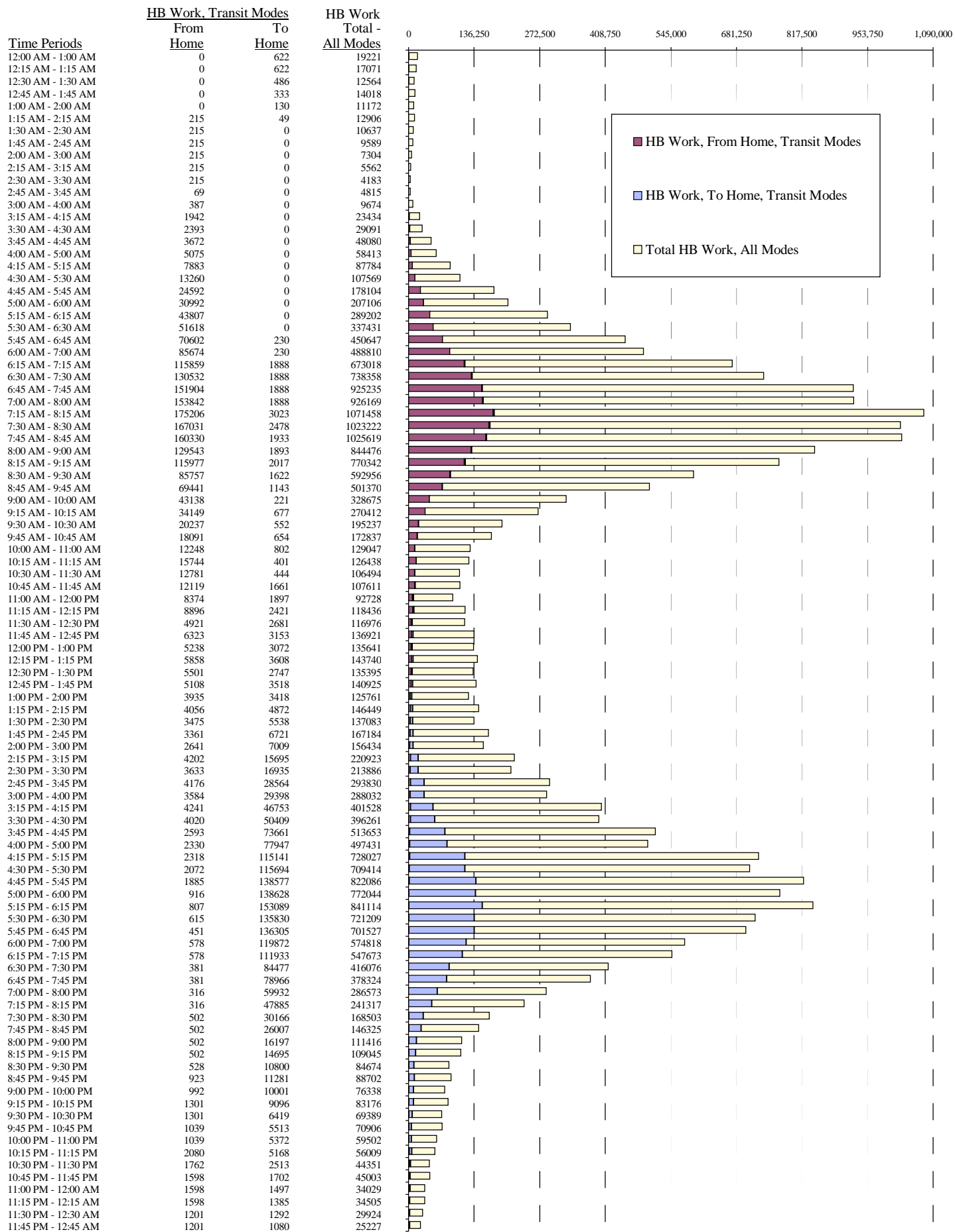


Table 2.3.21B

Trips-in-Motion Analysis - 2000 Weekday Home-Based Shop (Other) Trips

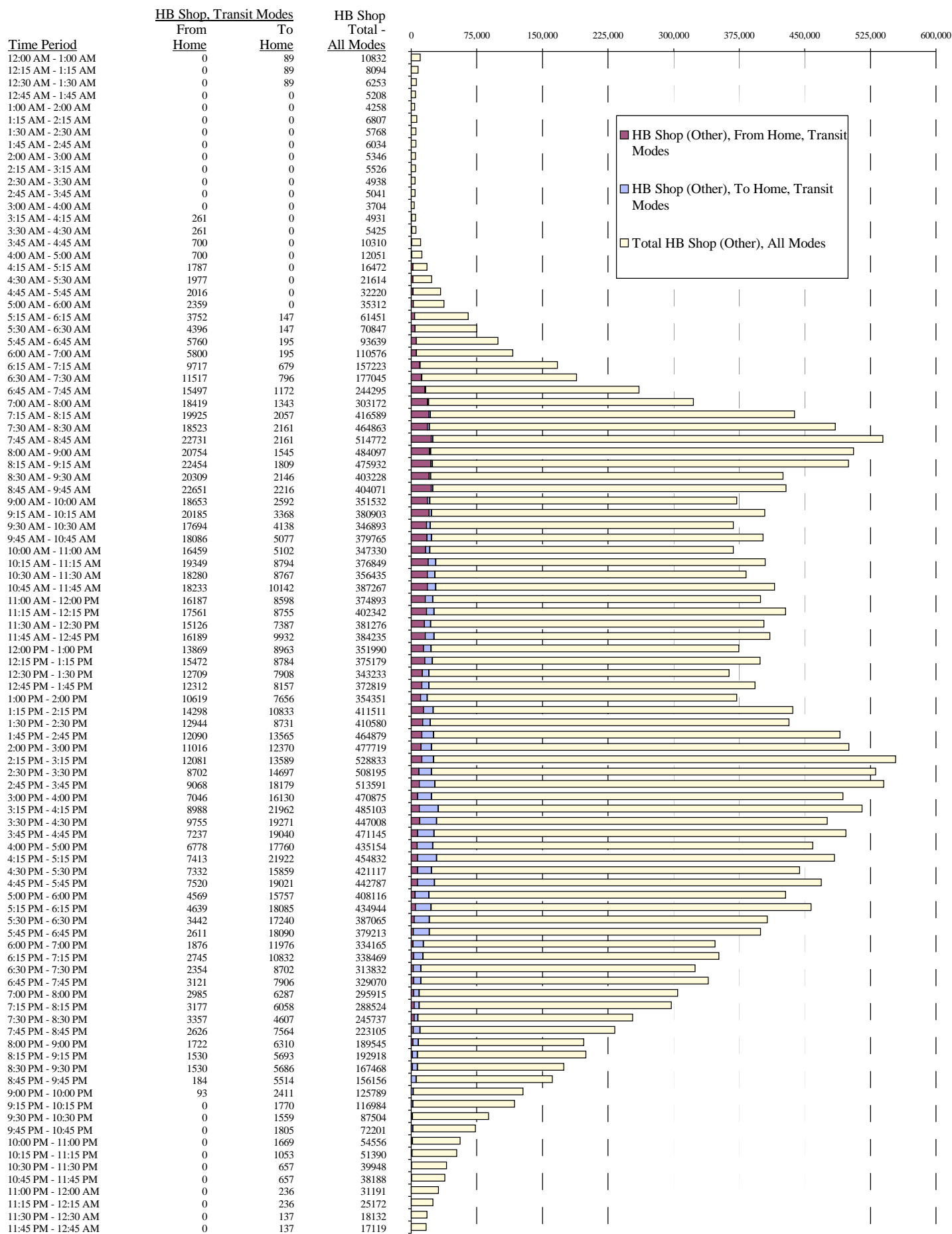


Table 2.3.22B
Trips-in-Motion Analysis - 2000 Weekday Home-Based Social/Recreational Trips

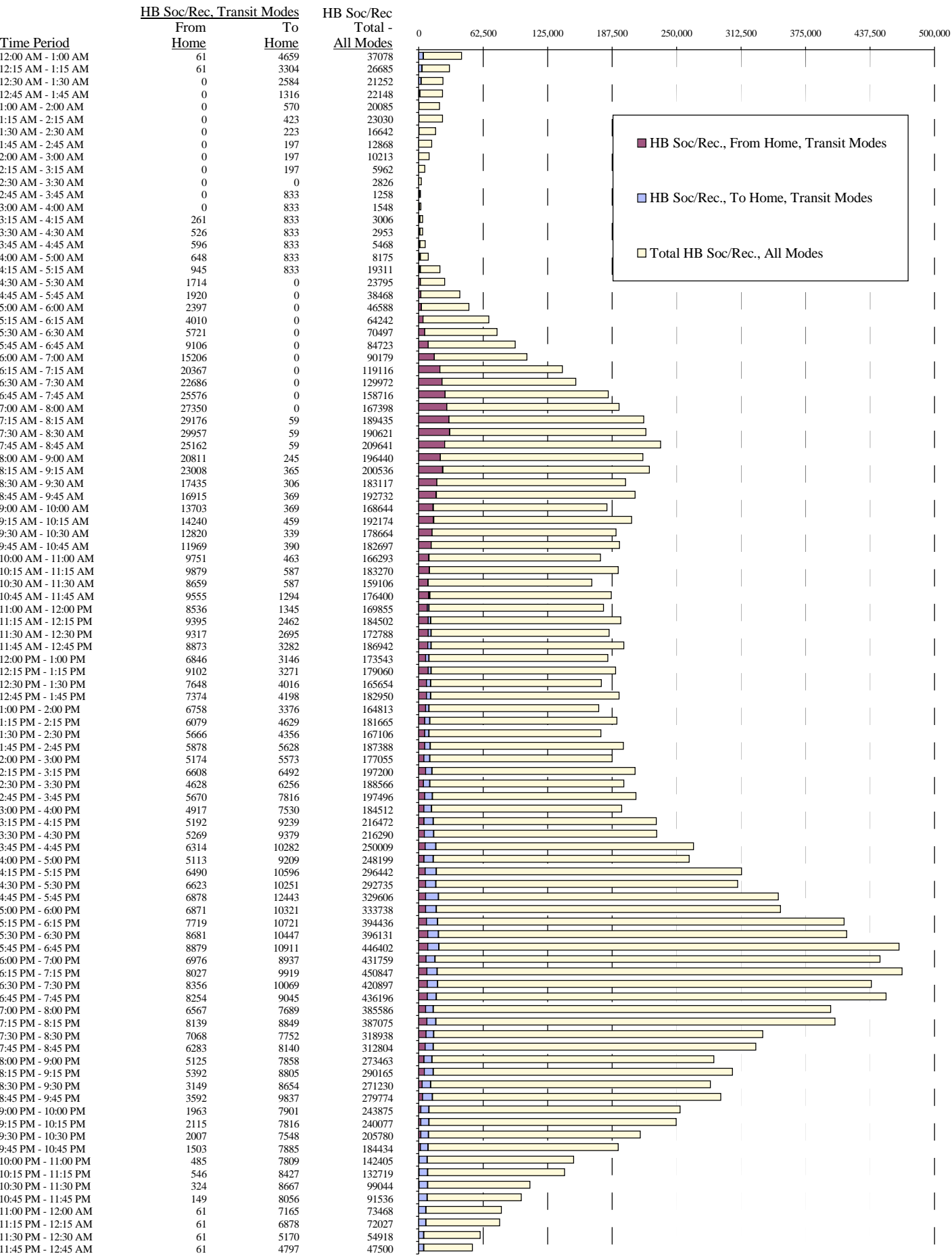


Table 2.3.23B

Trips-in-Motion Analysis - 2000 Weekday Home-Based School Trips

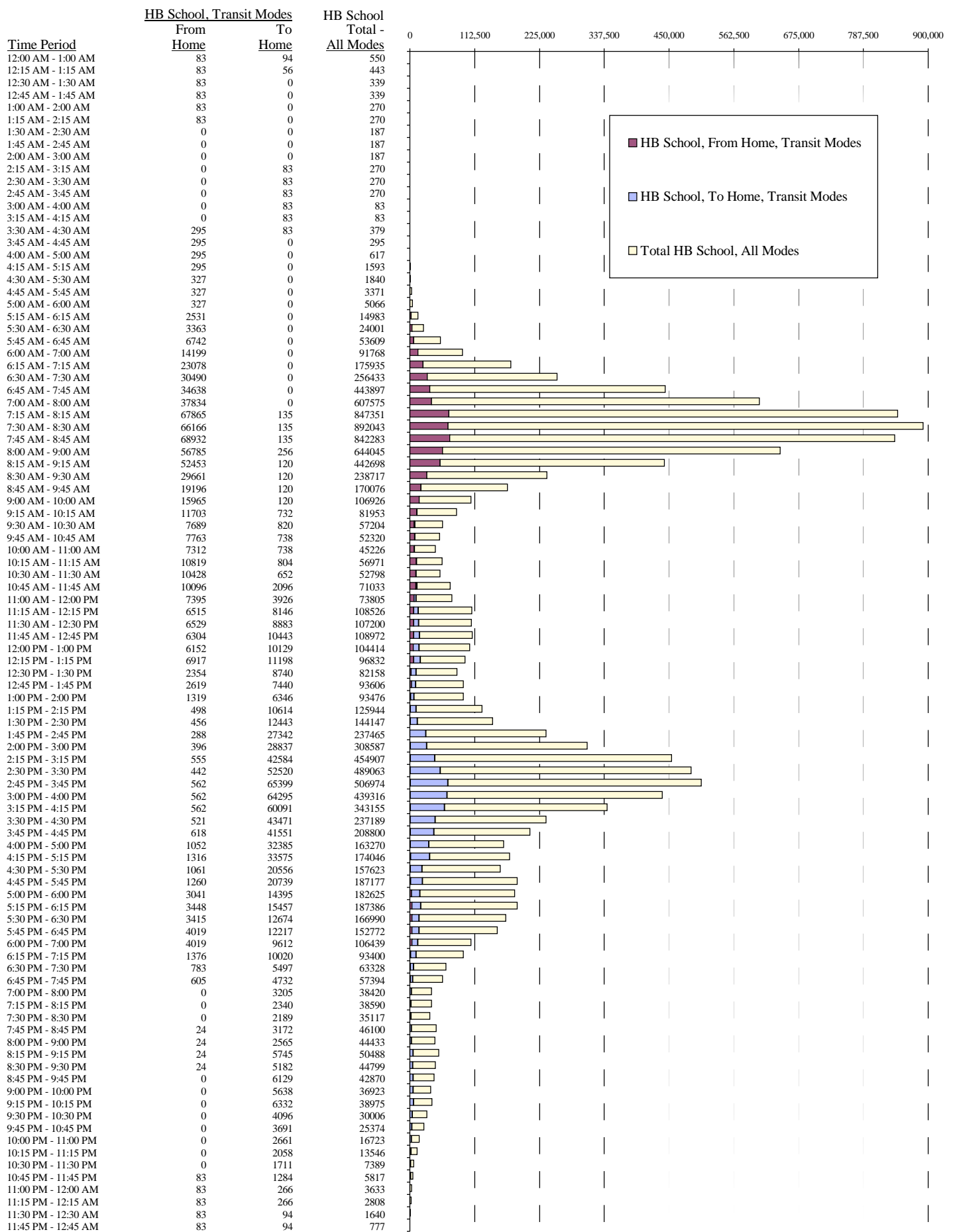


Table 2.3.24B
Trips-in-Motion Analysis - 2000 Weekday Non-Home-Based Trips

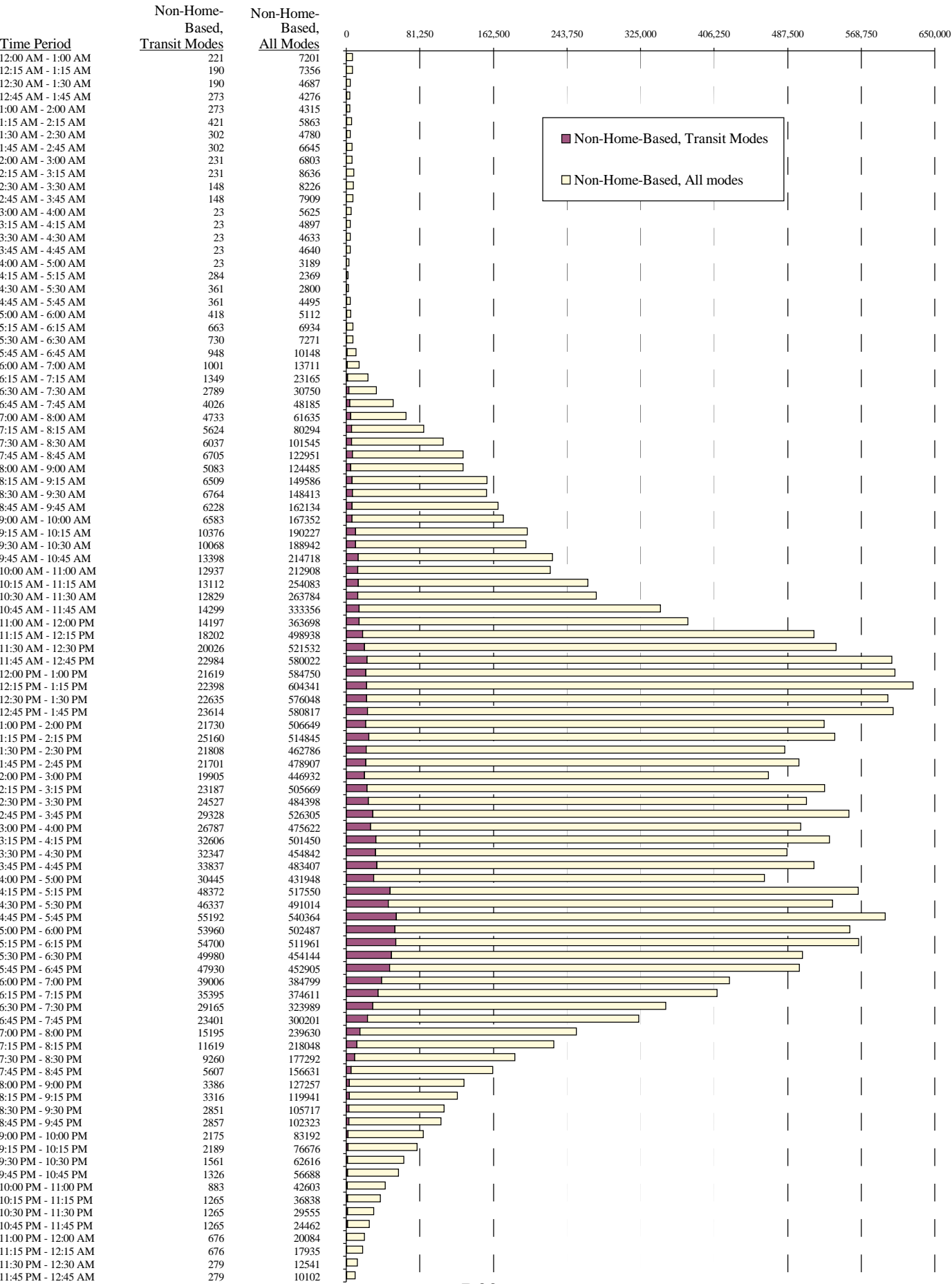


Table 2.3.25B

Trips-in-Motion Analysis - Share of Weekday Trips by Trip Purpose by Time Period

Time Period	Home-Based Work	Home-Based Shop (Other)	Home-Based Social/Rec.	Home-Based School	Non-Home- Based	TOTAL
12:00 AM - 1:00 AM	24.1%	13.7%	52.5%	0.7%	9.0%	100.0%
12:15 AM - 1:15 AM	27.1%	13.0%	47.6%	0.7%	11.7%	100.0%
12:30 AM - 1:30 AM	26.3%	13.3%	49.9%	0.7%	9.8%	100.0%
12:45 AM - 1:45 AM	29.6%	11.0%	49.6%	0.7%	9.0%	100.0%
1:00 AM - 2:00 AM	27.5%	10.5%	50.8%	0.7%	10.6%	100.0%
1:15 AM - 2:15 AM	26.2%	13.8%	47.6%	0.5%	11.9%	100.0%
1:30 AM - 2:30 AM	27.8%	15.1%	44.1%	0.5%	12.5%	100.0%
1:45 AM - 2:45 AM	27.0%	17.0%	36.8%	0.5%	18.7%	100.0%
2:00 AM - 3:00 AM	24.3%	17.8%	34.6%	0.6%	22.6%	100.0%
2:15 AM - 3:15 AM	21.3%	21.1%	23.6%	1.0%	33.0%	100.0%
2:30 AM - 3:30 AM	20.5%	24.2%	13.8%	1.3%	40.2%	100.0%
2:45 AM - 3:45 AM	23.9%	25.0%	10.4%	1.3%	39.3%	100.0%
3:00 AM - 4:00 AM	45.1%	17.3%	11.1%	0.4%	26.2%	100.0%
3:15 AM - 4:15 AM	62.1%	13.8%	10.9%	0.2%	13.0%	100.0%
3:30 AM - 4:30 AM	66.0%	12.9%	9.8%	0.9%	10.5%	100.0%
3:45 AM - 4:45 AM	67.8%	15.5%	9.7%	0.4%	6.5%	100.0%
4:00 AM - 5:00 AM	69.0%	15.1%	11.4%	0.7%	3.8%	100.0%
4:15 AM - 5:15 AM	67.0%	13.9%	16.1%	1.2%	1.8%	100.0%
4:30 AM - 5:30 AM	66.7%	14.6%	15.8%	1.1%	1.7%	100.0%
4:45 AM - 5:45 AM	68.3%	13.1%	15.5%	1.3%	1.7%	100.0%
5:00 AM - 6:00 AM	68.1%	12.4%	16.1%	1.7%	1.7%	100.0%
5:15 AM - 6:15 AM	65.0%	14.7%	15.3%	3.4%	1.6%	100.0%
5:30 AM - 6:30 AM	64.9%	14.5%	14.6%	4.6%	1.4%	100.0%
5:45 AM - 6:45 AM	63.7%	14.1%	13.3%	7.6%	1.4%	100.0%
6:00 AM - 7:00 AM	59.9%	14.3%	12.9%	11.2%	1.7%	100.0%
6:15 AM - 7:15 AM	57.1%	14.2%	11.8%	14.9%	2.0%	100.0%
6:30 AM - 7:30 AM	54.0%	13.8%	11.2%	18.8%	2.2%	100.0%
6:45 AM - 7:45 AM	49.7%	14.0%	9.9%	23.8%	2.6%	100.0%
7:00 AM - 8:00 AM	43.8%	15.3%	9.2%	28.8%	2.9%	100.0%
7:15 AM - 8:15 AM	40.3%	16.5%	8.2%	31.9%	3.0%	100.0%
7:30 AM - 8:30 AM	37.6%	17.8%	8.1%	32.8%	3.7%	100.0%
7:45 AM - 8:45 AM	37.1%	19.5%	8.5%	30.5%	4.4%	100.0%
8:00 AM - 9:00 AM	36.1%	21.7%	9.3%	27.6%	5.3%	100.0%
8:15 AM - 9:15 AM	36.9%	24.0%	10.7%	21.2%	7.2%	100.0%
8:30 AM - 9:30 AM	36.9%	26.5%	12.5%	14.9%	9.2%	100.0%
8:45 AM - 9:45 AM	34.0%	29.1%	14.3%	11.5%	11.0%	100.0%
9:00 AM - 10:00 AM	28.4%	32.2%	15.8%	9.2%	14.4%	100.0%
9:15 AM - 10:15 AM	23.4%	35.1%	17.9%	7.1%	16.5%	100.0%
9:30 AM - 10:30 AM	19.5%	36.8%	19.1%	5.7%	18.9%	100.0%
9:45 AM - 10:45 AM	16.7%	38.8%	18.8%	5.0%	20.7%	100.0%
10:00 AM - 11:00 AM	13.8%	39.6%	18.9%	4.8%	22.8%	100.0%
10:15 AM - 11:15 AM	12.2%	39.1%	18.7%	5.5%	24.5%	100.0%
10:30 AM - 11:30 AM	10.9%	39.3%	17.3%	5.4%	27.1%	100.0%
10:45 AM - 11:45 AM	9.7%	37.3%	16.8%	6.4%	29.9%	100.0%
11:00 AM - 12:00 PM	8.4%	36.0%	16.2%	6.7%	32.8%	100.0%
11:15 AM - 12:15 PM	8.8%	31.7%	14.5%	8.0%	36.9%	100.0%
11:30 AM - 12:30 PM	8.8%	30.3%	13.8%	8.0%	39.1%	100.0%
11:45 AM - 12:45 PM	9.5%	28.6%	13.9%	7.6%	40.4%	100.0%
12:00 PM - 1:00 PM	9.8%	27.1%	13.3%	7.5%	42.3%	100.0%
12:15 PM - 1:15 PM	10.0%	27.8%	13.3%	6.7%	42.1%	100.0%
12:30 PM - 1:30 PM	10.1%	27.3%	13.3%	6.2%	43.2%	100.0%
12:45 PM - 1:45 PM	10.0%	28.0%	13.9%	6.7%	41.4%	100.0%
1:00 PM - 2:00 PM	9.9%	29.3%	13.7%	7.3%	39.8%	100.0%
1:15 PM - 2:15 PM	10.3%	30.8%	13.6%	8.9%	36.4%	100.0%
1:30 PM - 2:30 PM	10.1%	31.9%	13.1%	10.7%	34.2%	100.0%
1:45 PM - 2:45 PM	10.6%	31.2%	12.6%	15.1%	30.4%	100.0%
2:00 PM - 3:00 PM	9.8%	31.3%	11.7%	19.3%	27.9%	100.0%
2:15 PM - 3:15 PM	11.4%	28.5%	10.8%	23.4%	26.0%	100.0%
2:30 PM - 3:30 PM	11.1%	27.7%	10.4%	25.5%	25.3%	100.0%
2:45 PM - 3:45 PM	14.1%	26.0%	10.1%	24.4%	25.3%	100.0%
3:00 PM - 4:00 PM	15.2%	26.1%	10.4%	23.2%	25.1%	100.0%
3:15 PM - 4:15 PM	20.1%	25.9%	11.6%	17.2%	25.2%	100.0%
3:30 PM - 4:30 PM	22.1%	26.5%	12.9%	13.2%	25.3%	100.0%
3:45 PM - 4:45 PM	26.1%	25.3%	13.5%	10.6%	24.5%	100.0%
4:00 PM - 5:00 PM	27.4%	25.3%	14.5%	9.0%	23.8%	100.0%
4:15 PM - 5:15 PM	32.8%	21.8%	14.1%	7.8%	23.3%	100.0%
4:30 PM - 5:30 PM	33.6%	21.0%	14.7%	7.5%	23.2%	100.0%
4:45 PM - 5:45 PM	34.7%	19.8%	14.7%	7.9%	22.8%	100.0%
5:00 PM - 6:00 PM	34.5%	19.2%	15.7%	8.2%	22.5%	100.0%
5:15 PM - 6:15 PM	34.9%	19.0%	17.1%	7.8%	21.2%	100.0%
5:30 PM - 6:30 PM	33.3%	18.8%	19.2%	7.7%	21.0%	100.0%
5:45 PM - 6:45 PM	32.3%	18.4%	21.5%	7.0%	20.8%	100.0%
6:00 PM - 7:00 PM	30.9%	18.7%	24.0%	5.7%	20.7%	100.0%
6:15 PM - 7:15 PM	29.8%	19.2%	25.5%	5.1%	20.4%	100.0%
6:30 PM - 7:30 PM	26.5%	20.7%	28.0%	4.0%	20.7%	100.0%
6:45 PM - 7:45 PM	24.7%	22.2%	29.6%	3.8%	19.6%	100.0%
7:00 PM - 8:00 PM	22.6%	24.0%	31.5%	3.0%	18.9%	100.0%
7:15 PM - 8:15 PM	20.1%	24.8%	33.7%	3.2%	18.2%	100.0%
7:30 PM - 8:30 PM	17.4%	26.2%	34.5%	3.6%	18.3%	100.0%
7:45 PM - 8:45 PM	16.1%	25.6%	36.0%	5.1%	17.2%	100.0%
8:00 PM - 9:00 PM	14.5%	25.8%	37.3%	5.8%	16.6%	100.0%
8:15 PM - 9:15 PM	13.9%	25.5%	38.8%	6.4%	15.3%	100.0%
8:30 PM - 9:30 PM	12.2%	25.2%	40.8%	6.5%	15.3%	100.0%
8:45 PM - 9:45 PM	12.9%	23.5%	42.6%	6.2%	14.9%	100.0%
9:00 PM - 10:00 PM	13.2%	22.2%	43.9%	6.4%	14.4%	100.0%
9:15 PM - 10:15 PM	14.7%	20.9%	44.0%	6.9%	13.5%	100.0%
9:30 PM - 10:30 PM	14.9%	19.1%	46.2%	6.4%	13.4%	100.0%
9:45 PM - 10:45 PM	16.9%	17.6%	46.1%	6.0%	13.5%	100.0%
10:00 PM - 11:00 PM	18.3%	17.3%	46.3%	5.1%	13.1%	100.0%
10:15 PM - 11:15 PM	18.6%	17.5%	47.1%	4.5%	12.3%	100.0%
10:30 PM - 11:30 PM	19.3%	17.7%	47.0%	3.2%	12.9%	100.0%
10:45 PM - 11:45 PM	21.0%	18.2%	46.6%	2.7%	11.4%	100.0%
11:00 PM - 12:00 AM	20.0%	18.5%	47.5%	2.1%	11.8%	100.0%
11:15 PM - 12:15 AM	21.6%	15.9%	49.5%	1.8%	11.2%	100.0%
11:30 PM - 12:30 AM	24.4%	14.9%	49.1%	1.3%	10.2%	100.0%
11:45 PM - 12:45 AM	23.9%	16.3%	49.5%	0.7%	9.6%	100.0%

Appendix C

2000 Regional Weekday Household and Person Level Trip Rates

Table 3.2.1C

2000 Regional Weekday Trips per Household by Household Size

Household Size	Mode	Home-Based				Non-Home-Based	Total
		Work	Shop	Soc/Rec	School		
One Person	Vehicle Driver	0.618	0.553	0.378	0.029	0.656	2.234
	In-Vehicle Person	0.645	0.591	0.442	0.030	0.733	2.440
	Transit	0.158	0.058	0.057	0.014	0.063	0.350
	Person	0.803	0.649	0.499	0.044	0.796	2.790
	School Bus	0.000	0.000	0.000	0.000	0.000	0.000
	Bicycle	0.026	0.023	0.009	0.000	0.015	0.074
	Walk	0.054	0.160	0.102	0.009	0.205	0.530
	Other	0.022	0.013	0.008	0.000	0.014	0.057
	Total	0.904	0.846	0.619	0.054	1.029	3.452
Two Persons	Vehicle Driver	1.274	1.149	0.684	0.084	1.149	4.340
	In-Vehicle Person	1.393	1.363	0.937	0.144	1.395	5.233
	Transit	0.240	0.068	0.073	0.036	0.083	0.501
	Person	1.633	1.431	1.011	0.180	1.478	5.733
	School Bus	0.000	0.000	0.000	0.006	0.000	0.006
	Bicycle	0.035	0.024	0.014	0.009	0.014	0.095
	Walk	0.074	0.195	0.113	0.027	0.277	0.686
	Other	0.014	0.016	0.014	0.003	0.018	0.065
	Total	1.757	1.665	1.152	0.225	1.788	6.586
Three Persons	Vehicle Driver	1.808	1.348	0.750	0.225	1.245	5.375
	In-Vehicle Person	1.964	1.772	1.314	0.761	1.721	7.533
	Transit	0.281	0.080	0.063	0.077	0.062	0.562
	Person	2.245	1.852	1.377	0.838	1.783	8.095
	School Bus	0.000	0.000	0.000	0.022	0.000	0.022
	Bicycle	0.033	0.026	0.021	0.013	0.022	0.114
	Walk	0.077	0.222	0.128	0.115	0.238	0.779
	Other	0.019	0.023	0.018	0.005	0.029	0.094
	Total	2.374	2.123	1.544	0.992	2.071	9.104
Four Persons	Vehicle Driver	1.981	2.108	0.936	0.322	1.484	6.832
	In-Vehicle Person	2.143	3.059	2.028	1.544	2.353	11.127
	Transit	0.208	0.055	0.026	0.177	0.065	0.531
	Person	2.351	3.114	2.054	1.721	2.418	11.658
	School Bus	0.000	0.000	0.000	0.128	0.000	0.128
	Bicycle	0.054	0.049	0.029	0.054	0.033	0.218
	Walk	0.052	0.304	0.264	0.342	0.237	1.201
	Other	0.003	0.018	0.020	0.024	0.030	0.095
	Total	2.460	3.485	2.367	2.269	2.719	13.300
Five or More Persons	Vehicle Driver	2.011	2.308	0.908	0.389	1.302	6.918
	In-Vehicle Person	2.275	3.804	2.283	2.143	2.145	12.651
	Transit	0.280	0.110	0.077	0.267	0.084	0.819
	Person	2.555	3.914	2.360	2.411	2.229	13.469
	School Bus	0.000	0.000	0.000	0.314	0.000	0.314
	Bicycle	0.018	0.045	0.064	0.033	0.027	0.187
	Walk	0.058	0.393	0.271	0.729	0.240	1.691
	Other	0.033	0.092	0.039	0.059	0.118	0.342
	Total	2.664	4.444	2.734	3.547	2.615	16.004
Total HH	Vehicle Driver	1.396	1.326	0.684	0.168	1.110	4.684
	In-Vehicle Person	1.524	1.807	1.212	0.686	1.521	6.750
	Transit	0.227	0.071	0.061	0.088	0.072	0.519
	Person	1.750	1.878	1.273	0.774	1.593	7.269
	School Bus	0.000	0.000	0.000	0.065	0.000	0.065
	Bicycle	0.033	0.031	0.023	0.017	0.020	0.123
	Walk	0.064	0.233	0.156	0.176	0.242	0.870
	Other	0.018	0.027	0.017	0.013	0.034	0.109
	Total	1.865	2.168	1.469	1.046	1.889	8.436

Table 3.2.2C
2000 Regional Weekday Trips per Person by Household Size

Household Size	Mode	Home-Based				Non-Home-Based	Total
		Work	Shop	Soc/Rec	School		
One Person	Vehicle Driver	0.610	0.547	0.373	0.029	0.648	2.207
	In-Vehicle Person	0.637	0.584	0.436	0.030	0.724	2.412
	Transit	0.156	0.058	0.056	0.014	0.062	0.346
	Person	0.794	0.641	0.493	0.044	0.786	2.758
	School Bus	0.000	0.000	0.000	0.000	0.000	0.000
	Bicycle	0.025	0.023	0.009	0.000	0.015	0.073
	Walk	0.053	0.159	0.101	0.008	0.203	0.524
	Other	0.022	0.013	0.008	0.000	0.013	0.057
	Total	0.894	0.836	0.611	0.053	1.017	3.411
Two Persons	Vehicle Driver	0.630	0.568	0.339	0.042	0.568	2.147
	In-Vehicle Person	0.689	0.674	0.464	0.071	0.690	2.588
	Transit	0.119	0.033	0.036	0.018	0.041	0.248
	Person	0.808	0.708	0.500	0.089	0.731	2.836
	School Bus	0.000	0.000	0.000	0.003	0.000	0.003
	Bicycle	0.017	0.012	0.007	0.004	0.007	0.047
	Walk	0.037	0.096	0.056	0.013	0.137	0.340
	Other	0.007	0.008	0.007	0.001	0.009	0.032
	Total	0.869	0.824	0.570	0.111	0.884	3.258
Three Persons	Vehicle Driver	0.593	0.442	0.246	0.074	0.408	1.763
	In-Vehicle Person	0.644	0.581	0.431	0.250	0.564	2.471
	Transit	0.092	0.026	0.021	0.025	0.020	0.184
	Person	0.736	0.607	0.452	0.275	0.585	2.655
	School Bus	0.000	0.000	0.000	0.007	0.000	0.007
	Bicycle	0.011	0.008	0.007	0.004	0.007	0.037
	Walk	0.025	0.073	0.042	0.038	0.078	0.256
	Other	0.006	0.008	0.006	0.001	0.009	0.031
	Total	0.779	0.696	0.506	0.325	0.679	2.986
Four Persons	Vehicle Driver	0.487	0.518	0.230	0.079	0.365	1.679
	In-Vehicle Person	0.527	0.752	0.498	0.379	0.578	2.734
	Transit	0.051	0.014	0.006	0.043	0.016	0.131
	Person	0.578	0.765	0.505	0.423	0.594	2.864
	School Bus	0.000	0.000	0.000	0.031	0.000	0.031
	Bicycle	0.013	0.012	0.007	0.013	0.008	0.054
	Walk	0.013	0.075	0.065	0.084	0.058	0.295
	Other	0.001	0.004	0.005	0.006	0.007	0.023
	Total	0.605	0.856	0.582	0.557	0.668	3.268
Five or More Persons	Vehicle Driver	0.366	0.420	0.165	0.071	0.237	1.260
	In-Vehicle Person	0.414	0.693	0.416	0.390	0.391	2.303
	Transit	0.051	0.020	0.014	0.049	0.015	0.149
	Person	0.465	0.713	0.430	0.439	0.406	2.452
	School Bus	0.000	0.000	0.000	0.057	0.000	0.057
	Bicycle	0.003	0.008	0.012	0.006	0.005	0.034
	Walk	0.010	0.072	0.049	0.133	0.044	0.308
	Other	0.006	0.017	0.007	0.011	0.022	0.062
	Total	0.485	0.809	0.498	0.646	0.476	2.914
Total HH	Vehicle Driver	0.518	0.492	0.254	0.063	0.412	1.739
	In-Vehicle Person	0.566	0.671	0.450	0.255	0.565	2.506
	Transit	0.084	0.026	0.023	0.033	0.027	0.193
	Person	0.650	0.697	0.473	0.288	0.592	2.699
	School Bus	0.000	0.000	0.000	0.024	0.000	0.024
	Bicycle	0.012	0.011	0.008	0.006	0.007	0.046
	Walk	0.024	0.086	0.058	0.065	0.090	0.323
	Other	0.007	0.010	0.006	0.005	0.013	0.040
	Total	0.692	0.805	0.545	0.388	0.701	3.133

Table 3.3.1C**2000 Regional Weekday Trips per Household by Detailed Household Income Group**

Household Income	Mode	Home-Based				Non- Home-Based	Total
		Work	Shop	Soc/Rec	School		
less than \$10,000	Vehicle Driver	0.286	0.412	0.152	0.113	0.218	1.181
	Total	0.586	1.677	1.029	0.734	1.286	5.311
\$10,000 - \$14,999	Vehicle Driver	0.436	0.698	0.182	0.078	0.252	1.647
	Total	0.804	1.729	1.118	1.263	0.973	5.887
\$15,000 - \$19,999	Vehicle Driver	0.434	0.919	0.349	0.176	0.568	2.446
	Total	0.751	1.946	0.911	1.066	1.200	5.874
\$20,000 - \$24,999	Vehicle Driver	0.882	1.082	0.356	0.201	0.528	3.049
	Total	1.442	1.997	0.894	1.240	1.022	6.595
\$25,000 - \$29,999	Vehicle Driver	0.844	0.978	0.524	0.131	0.680	3.157
	Total	1.325	1.828	1.079	1.156	1.334	6.721
\$30,000 - \$34,999	Vehicle Driver	0.797	0.981	0.469	0.129	0.685	3.061
	Total	1.251	1.640	0.956	0.718	1.364	5.929
\$35,000 - \$39,999	Vehicle Driver	1.103	1.195	0.508	0.121	0.882	3.809
	Total	1.565	2.216	1.169	1.201	1.501	7.652
\$40,000 - \$44,999	Vehicle Driver	1.227	1.158	0.529	0.178	0.835	3.926
	Total	1.647	1.984	1.238	1.050	1.416	7.335
\$45,000 - \$49,999	Vehicle Driver	1.241	1.188	0.532	0.147	0.910	4.017
	Total	1.744	1.900	1.153	1.021	1.515	7.334
\$50,000 - \$59,999	Vehicle Driver	1.426	1.436	0.660	0.159	1.029	4.709
	Total	1.899	2.394	1.457	1.013	1.801	8.564
\$60,000 - \$74,999	Vehicle Driver	1.548	1.302	0.709	0.135	1.124	4.818
	Total	2.081	2.115	1.566	0.980	1.906	8.649
\$75,000 - \$99,999	Vehicle Driver	1.799	1.514	0.781	0.181	1.375	5.649
	Total	2.263	2.363	1.631	1.057	2.181	9.495
\$100,000 - \$124,999	Vehicle Driver	1.901	1.569	0.922	0.231	1.509	6.132
	Total	2.393	2.441	1.988	1.169	2.466	10.458
\$125,000 - \$149,999	Vehicle Driver	2.009	1.713	0.960	0.225	1.803	6.710
	Total	2.430	2.428	1.723	1.198	2.772	10.552
\$150,000 and over	Vehicle Driver	1.785	1.761	0.978	0.234	1.592	6.350
	Total	2.278	2.566	1.984	1.279	2.664	10.771
Reporting Income	Vehicle Driver	1.425	1.333	0.674	0.171	1.109	4.712
	Total	1.893	2.195	1.479	1.081	1.897	8.546
Not Reporting Income	Vehicle Driver	1.164	1.262	0.772	0.143	1.114	4.454
	Total	1.631	1.939	1.389	0.759	1.820	7.537
	Vehicle Driver	1.396	1.326	0.684	0.168	1.110	4.684
Total	Total	1.865	2.168	1.469	1.046	1.889	8.436

Table 3.3.2C
2000 Regional Weekday Trips per Person by Detailed Household Income Group

Household Income	Mode	Home-Based				Non- Home-Based	Total
		Work	Shop	Soc/Rec	School		
less than \$10,000	Vehicle Driver	0.157	0.227	0.084	0.062	0.120	0.650
	Total	0.323	0.923	0.566	0.404	0.707	2.922
\$10,000 - \$14,999	Vehicle Driver	0.190	0.304	0.079	0.034	0.110	0.716
	Total	0.349	0.752	0.486	0.549	0.423	2.559
\$15,000 - \$19,999	Vehicle Driver	0.214	0.453	0.172	0.087	0.280	1.207
	Total	0.371	0.960	0.450	0.526	0.592	2.899
\$20,000 - \$24,999	Vehicle Driver	0.385	0.473	0.156	0.088	0.231	1.333
	Total	0.630	0.873	0.391	0.542	0.447	2.883
\$25,000 - \$29,999	Vehicle Driver	0.356	0.412	0.221	0.055	0.287	1.331
	Total	0.559	0.771	0.455	0.488	0.562	2.834
\$30,000 - \$34,999	Vehicle Driver	0.399	0.491	0.235	0.065	0.343	1.533
	Total	0.626	0.821	0.479	0.360	0.683	2.969
\$35,000 - \$39,999	Vehicle Driver	0.414	0.448	0.190	0.045	0.331	1.428
	Total	0.587	0.831	0.439	0.451	0.563	2.870
\$40,000 - \$44,999	Vehicle Driver	0.483	0.456	0.208	0.070	0.329	1.546
	Total	0.649	0.781	0.487	0.413	0.557	2.888
\$45,000 - \$49,999	Vehicle Driver	0.475	0.455	0.204	0.056	0.348	1.539
	Total	0.668	0.728	0.442	0.391	0.580	2.809
\$50,000 - \$59,999	Vehicle Driver	0.531	0.535	0.246	0.059	0.383	1.754
	Total	0.707	0.892	0.543	0.377	0.671	3.190
\$60,000 - \$74,999	Vehicle Driver	0.557	0.468	0.255	0.049	0.404	1.733
	Total	0.748	0.761	0.563	0.352	0.686	3.110
\$75,000 - \$99,999	Vehicle Driver	0.612	0.515	0.266	0.061	0.467	1.920
	Total	0.769	0.803	0.554	0.359	0.742	3.228
\$100,000 - \$124,999	Vehicle Driver	0.613	0.506	0.297	0.074	0.487	1.978
	Total	0.772	0.787	0.641	0.377	0.796	3.373
\$125,000 - \$149,999	Vehicle Driver	0.649	0.554	0.310	0.073	0.583	2.169
	Total	0.786	0.785	0.557	0.387	0.896	3.410
\$150,000 and over	Vehicle Driver	0.562	0.554	0.308	0.074	0.501	1.998
	Total	0.717	0.808	0.624	0.403	0.838	3.390
Reporting Income	Vehicle Driver	0.522	0.489	0.247	0.063	0.406	1.727
	Total	0.694	0.804	0.542	0.396	0.695	3.131
Not Reporting Income	Vehicle Driver	0.486	0.527	0.322	0.060	0.465	1.859
	Total	0.681	0.810	0.580	0.317	0.760	3.147
	Vehicle Driver	0.518	0.492	0.254	0.063	0.412	1.739
Total	Total	0.692	0.805	0.545	0.388	0.701	3.133

Table 3.3.3C
2000 Regional Weekday Transit Share for Work and Total Trips per Household by Income

Household Income	Home-Based Work			Total Trips		
	Transit	All Modes	% Transit	Transit	All Modes	% Transit
less than \$10,000	0.029	0.586	5.0%	0.689	5.311	13.0%
\$10,000 - \$14,999	0.159	0.804	19.7%	1.566	5.887	26.6%
\$15,000 - \$19,999	0.079	0.751	10.5%	0.620	5.874	10.6%
\$20,000 - \$24,999	0.234	1.442	16.2%	0.714	6.595	10.8%
\$25,000 - \$29,999	0.245	1.325	18.5%	0.822	6.721	12.2%
\$30,000 - \$34,999	0.284	1.251	22.7%	0.666	5.929	11.2%
\$35,000 - \$39,999	0.217	1.565	13.9%	0.643	7.652	8.4%
\$40,000 - \$44,999	0.168	1.647	10.2%	0.375	7.335	5.1%
\$45,000 - \$49,999	0.252	1.744	14.5%	0.672	7.334	9.2%
\$50,000 - \$59,999	0.206	1.899	10.8%	0.376	8.564	4.4%
\$60,000 - \$74,999	0.309	2.081	14.8%	0.474	8.649	5.5%
\$75,000 - \$99,999	0.214	2.263	9.5%	0.391	9.495	4.1%
\$100,000 - \$124,999	0.279	2.393	11.6%	0.454	10.458	4.3%
\$125,000 - \$149,999	0.197	2.430	8.1%	0.382	10.552	3.6%
\$150,000 and over	0.280	2.278	12.3%	0.493	10.771	4.6%
Reporting Income	0.230	1.893	12.2%	0.532	8.546	6.2%
Not Reporting Income	0.198	1.631	12.2%	0.411	7.537	5.5%
Total	0.227	1.865	12.2%	0.519	8.436	6.2%

Table 3.4.1C
2000 Regional Weekday Trips per Household by Vehicle Availability

Vehicles Available	Mode	Home-Based				Non-Home-Based	Total
		Work	Shop	Soc/Rec	School		
Zero Vehicles	Vehicle Driver	0.058	0.046	0.019	0.001	0.051	0.175
	In-Vehicle Person	0.184	0.196	0.209	0.021	0.219	0.828
	Transit	0.518	0.372	0.238	0.329	0.270	1.729
	Person	0.702	0.568	0.448	0.350	0.489	2.557
	School Bus	0.000	0.000	0.000	0.045	0.000	0.045
	Bicycle	0.054	0.067	0.024	0.016	0.035	0.196
	Walk	0.206	0.462	0.373	0.194	0.553	1.787
	Other	0.075	0.129	0.047	0.012	0.104	0.367
	Total	1.037	1.226	0.891	0.617	1.181	4.952
One Vehicle	Vehicle Driver	0.855	0.898	0.471	0.089	0.798	3.111
	In-Vehicle Person	0.972	1.152	0.765	0.334	1.066	4.287
	Transit	0.241	0.048	0.052	0.083	0.056	0.479
	Person	1.213	1.199	0.816	0.417	1.121	4.767
	School Bus	0.000	0.000	0.000	0.055	0.000	0.055
	Bicycle	0.038	0.028	0.018	0.011	0.021	0.116
	Walk	0.062	0.229	0.154	0.137	0.228	0.810
	Other	0.015	0.018	0.011	0.003	0.023	0.070
	Total	1.327	1.475	0.999	0.624	1.393	5.818
Two Vehicles	Vehicle Driver	1.672	1.706	0.834	0.165	1.298	5.674
	In-Vehicle Person	1.789	2.404	1.566	0.892	1.840	8.492
	Transit	0.195	0.039	0.042	0.050	0.050	0.376
	Person	1.984	2.443	1.607	0.942	1.890	8.867
	School Bus	0.000	0.000	0.000	0.074	0.000	0.074
	Bicycle	0.023	0.021	0.016	0.017	0.010	0.087
	Walk	0.045	0.217	0.131	0.197	0.200	0.790
	Other	0.008	0.016	0.016	0.012	0.028	0.081
	Total	2.061	2.698	1.770	1.242	2.128	9.899
Three Vehicles	Vehicle Driver	2.214	1.862	0.966	0.320	1.646	7.008
	In-Vehicle Person	2.357	2.508	1.659	1.152	2.168	9.844
	Transit	0.123	0.025	0.027	0.059	0.032	0.266
	Person	2.480	2.532	1.687	1.211	2.200	10.110
	School Bus	0.000	0.000	0.000	0.081	0.000	0.081
	Bicycle	0.020	0.034	0.045	0.017	0.020	0.136
	Walk	0.043	0.175	0.124	0.202	0.200	0.744
	Other	0.011	0.011	0.021	0.037	0.026	0.106
	Total	2.554	2.753	1.878	1.547	2.445	11.176
Four or More Vehicles	Vehicle Driver	2.790	1.998	1.291	0.533	2.033	8.646
	In-Vehicle Person	3.003	2.466	1.932	1.236	2.520	11.158
	Transit	0.128	0.022	0.029	0.042	0.078	0.299
	Person	3.132	2.488	1.961	1.278	2.598	11.457
	School Bus	0.000	0.000	0.000	0.064	0.000	0.064
	Bicycle	0.066	0.037	0.034	0.060	0.055	0.251
	Walk	0.016	0.116	0.052	0.155	0.182	0.521
	Other	0.016	0.014	0.007	0.014	0.033	0.083
	Total	3.229	2.655	2.054	1.571	2.868	12.377
Total HH	Vehicle Driver	1.396	1.326	0.684	0.168	1.110	4.684
	In-Vehicle Person	1.524	1.807	1.212	0.686	1.521	6.750
	Transit	0.227	0.071	0.061	0.088	0.072	0.519
	Person	1.750	1.878	1.273	0.774	1.593	7.269
	School Bus	0.000	0.000	0.000	0.065	0.000	0.065
	Bicycle	0.033	0.031	0.023	0.017	0.020	0.123
	Walk	0.064	0.233	0.156	0.176	0.242	0.870
	Other	0.018	0.027	0.017	0.013	0.034	0.109
	Total	1.865	2.168	1.469	1.046	1.889	8.436

Table 3.4.2C

2000 Regional Weekday Trips per Person by Vehicle Availability

Vehicles Available	Mode	Home-Based				Non-Home-Based	Total
		Work	Shop	Soc/Rec	School		
Zero Vehicles	Vehicle Driver	0.033	0.026	0.011	0.001	0.029	0.099
	In-Vehicle Person	0.104	0.110	0.118	0.012	0.123	0.467
	Transit	0.292	0.210	0.134	0.186	0.152	0.974
	Person	0.396	0.320	0.252	0.198	0.276	1.441
	School Bus	0.000	0.000	0.000	0.025	0.000	0.025
	Bicycle	0.030	0.038	0.013	0.009	0.020	0.110
	Walk	0.116	0.260	0.210	0.109	0.312	1.008
	Other	0.042	0.073	0.026	0.007	0.059	0.207
	Total	0.584	0.691	0.502	0.348	0.666	2.791
One Vehicle	Vehicle Driver	0.456	0.479	0.251	0.048	0.425	1.659
	In-Vehicle Person	0.518	0.614	0.408	0.178	0.568	2.286
	Transit	0.129	0.026	0.027	0.044	0.030	0.256
	Person	0.647	0.640	0.435	0.222	0.598	2.542
	School Bus	0.000	0.000	0.000	0.030	0.000	0.030
	Bicycle	0.020	0.015	0.009	0.006	0.011	0.062
	Walk	0.033	0.122	0.082	0.073	0.122	0.432
	Other	0.008	0.009	0.006	0.002	0.012	0.037
	Total	0.708	0.786	0.532	0.333	0.743	3.102
Two Vehicles	Vehicle Driver	0.537	0.547	0.268	0.053	0.417	1.821
	In-Vehicle Person	0.574	0.772	0.503	0.286	0.591	2.726
	Transit	0.063	0.013	0.013	0.016	0.016	0.121
	Person	0.637	0.784	0.516	0.302	0.607	2.846
	School Bus	0.000	0.000	0.000	0.024	0.000	0.024
	Bicycle	0.007	0.007	0.005	0.005	0.003	0.028
	Walk	0.015	0.070	0.042	0.063	0.064	0.254
	Other	0.003	0.005	0.005	0.004	0.009	0.026
	Total	0.662	0.866	0.568	0.399	0.683	3.177
Three Vehicles	Vehicle Driver	0.628	0.528	0.274	0.091	0.467	1.987
	In-Vehicle Person	0.668	0.711	0.470	0.327	0.615	2.791
	Transit	0.035	0.007	0.008	0.017	0.009	0.075
	Person	0.703	0.718	0.478	0.343	0.624	2.867
	School Bus	0.000	0.000	0.000	0.023	0.000	0.023
	Bicycle	0.006	0.010	0.013	0.005	0.006	0.039
	Walk	0.012	0.050	0.035	0.057	0.057	0.211
	Other	0.003	0.003	0.006	0.010	0.007	0.030
	Total	0.724	0.781	0.532	0.439	0.693	3.169
Four or More Vehicles	Vehicle Driver	0.712	0.510	0.329	0.136	0.519	2.205
	In-Vehicle Person	0.766	0.629	0.493	0.315	0.643	2.846
	Transit	0.033	0.006	0.007	0.011	0.020	0.076
	Person	0.799	0.635	0.500	0.326	0.663	2.922
	School Bus	0.000	0.000	0.000	0.016	0.000	0.016
	Bicycle	0.017	0.009	0.009	0.015	0.014	0.064
	Walk	0.004	0.030	0.013	0.040	0.046	0.133
	Other	0.004	0.003	0.002	0.004	0.008	0.021
	Total	0.824	0.677	0.524	0.401	0.731	3.157
Total HH	Vehicle Driver	0.518	0.492	0.254	0.063	0.412	1.739
	In-Vehicle Person	0.566	0.671	0.450	0.255	0.565	2.506
	Transit	0.084	0.026	0.023	0.033	0.027	0.193
	Person	0.650	0.697	0.473	0.288	0.592	2.699
	School Bus	0.000	0.000	0.000	0.024	0.000	0.024
	Bicycle	0.012	0.011	0.008	0.006	0.007	0.046
	Walk	0.024	0.086	0.058	0.065	0.090	0.323
	Other	0.007	0.010	0.006	0.005	0.013	0.040
	Total	0.692	0.805	0.545	0.388	0.701	3.133

Table 3.5.1C
2000 Regional Weekday Trips per Household by Housing Structure Type

Structure Type	Mode	Home-Based				Non-Home-Based	Total
		Work	Shop	Soc/Rec	School		
Single Family	Vehicle Driver	1.618	1.668	0.857	0.213	1.333	5.689
	In-Vehicle Person	1.746	2.276	1.537	0.881	1.864	8.304
	Transit	0.166	0.042	0.040	0.059	0.049	0.356
	Person	1.912	2.318	1.577	0.940	1.913	8.659
	School Bus	0.000	0.000	0.000	0.092	0.000	0.092
	Bicycle	0.025	0.027	0.026	0.022	0.017	0.117
	Walk	0.030	0.215	0.126	0.195	0.181	0.746
	Other	0.012	0.016	0.013	0.012	0.027	0.081
	Total	1.979	2.576	1.742	1.261	2.137	9.695
Duplex	Vehicle Driver	1.312	1.067	0.495	0.121	1.054	4.049
	In-Vehicle Person	1.438	1.516	1.018	0.602	1.363	5.936
	Transit	0.338	0.116	0.073	0.100	0.098	0.725
	Person	1.776	1.631	1.091	0.702	1.461	6.661
	School Bus	0.000	0.000	0.000	0.017	0.000	0.017
	Bicycle	0.053	0.048	0.032	0.005	0.054	0.191
	Walk	0.102	0.421	0.257	0.268	0.408	1.456
	Other	0.069	0.173	0.053	0.007	0.179	0.481
	Total	2.000	2.273	1.433	0.998	2.102	8.806
Apartment	Vehicle Driver	0.973	0.673	0.365	0.100	0.649	2.761
	In-Vehicle Person	1.115	0.900	0.625	0.325	0.866	3.831
	Transit	0.361	0.142	0.108	0.183	0.129	0.922
	Person	1.476	1.041	0.732	0.508	0.994	4.752
	School Bus	0.000	0.000	0.000	0.032	0.000	0.032
	Bicycle	0.050	0.040	0.013	0.015	0.023	0.142
	Walk	0.149	0.260	0.232	0.141	0.364	1.146
	Other	0.021	0.030	0.023	0.008	0.026	0.106
	Total	1.696	1.371	1.001	0.703	1.408	6.179
Condo/ Townhome	Vehicle Driver	1.248	1.023	0.558	0.117	0.979	3.926
	In-Vehicle Person	1.343	1.389	0.892	0.475	1.241	5.341
	Transit	0.238	0.057	0.070	0.036	0.067	0.468
	Person	1.581	1.446	0.962	0.512	1.308	5.809
	School Bus	0.000	0.000	0.000	0.019	0.000	0.019
	Bicycle	0.017	0.021	0.015	0.004	0.009	0.066
	Walk	0.044	0.208	0.111	0.131	0.249	0.743
	Other	0.012	0.013	0.010	0.042	0.015	0.092
	Total	1.655	1.687	1.098	0.708	1.582	6.729
Mobile Home	Vehicle Driver	0.943	1.100	0.462	0.042	1.021	3.568
	In-Vehicle Person	1.032	1.451	0.752	0.285	1.304	4.824
	Transit	0.051	0.017	0.037	0.004	0.028	0.139
	Person	1.083	1.469	0.789	0.290	1.332	4.963
	School Bus	0.000	0.000	0.000	0.045	0.000	0.045
	Bicycle	0.018	0.028	0.026	0.000	0.019	0.091
	Walk	0.028	0.061	0.045	0.051	0.061	0.246
	Other	0.085	0.037	0.021	0.000	0.083	0.227
	Total	1.215	1.594	0.881	0.386	1.495	5.571
Other	Vehicle Driver	1.059	1.093	0.549	0.066	0.803	3.570
	In-Vehicle Person	1.140	1.565	0.763	0.630	1.003	5.101
	Transit	0.189	0.062	0.069	0.058	0.058	0.436
	Person	1.328	1.627	0.832	0.688	1.061	5.537
	School Bus	0.000	0.000	0.000	0.010	0.000	0.010
	Bicycle	0.079	0.028	0.042	0.006	0.039	0.194
	Walk	0.060	0.209	0.151	0.076	0.275	0.771
	Other	0.021	0.016	0.026	0.000	0.043	0.106
	Total	1.488	1.880	1.051	0.780	1.418	6.618

Table 3.5.2C
2000 Regional Weekday Trips per Person by Housing Structure Type

Structure Type	Mode	Home-Based				Non-Home-Based	Total
		Work	Shop	Soc/Rec	School		
Single Family	Vehicle Driver	0.531	0.547	0.281	0.070	0.437	1.866
	In-Vehicle Person	0.573	0.747	0.504	0.289	0.611	2.724
	Transit	0.055	0.014	0.013	0.019	0.016	0.117
	Person	0.627	0.760	0.517	0.308	0.627	2.841
	School Bus	0.000	0.000	0.000	0.030	0.000	0.030
	Bicycle	0.008	0.009	0.009	0.007	0.006	0.038
	Walk	0.010	0.070	0.041	0.064	0.059	0.245
	Other	0.004	0.005	0.004	0.004	0.009	0.026
	Total	0.649	0.845	0.572	0.414	0.701	3.181
Duplex	Vehicle Driver	0.474	0.385	0.179	0.044	0.381	1.462
	In-Vehicle Person	0.519	0.547	0.368	0.217	0.492	2.144
	Transit	0.122	0.042	0.026	0.036	0.035	0.262
	Person	0.641	0.589	0.394	0.253	0.528	2.405
	School Bus	0.000	0.000	0.000	0.006	0.000	0.006
	Bicycle	0.019	0.017	0.011	0.002	0.020	0.069
	Walk	0.037	0.152	0.093	0.097	0.147	0.526
	Other	0.025	0.062	0.019	0.003	0.065	0.174
	Total	0.722	0.821	0.517	0.360	0.759	3.180
Apartment	Vehicle Driver	0.467	0.323	0.175	0.048	0.312	1.326
	In-Vehicle Person	0.536	0.432	0.300	0.156	0.416	1.839
	Transit	0.173	0.068	0.052	0.088	0.062	0.443
	Person	0.709	0.500	0.352	0.244	0.478	2.282
	School Bus	0.000	0.000	0.000	0.015	0.000	0.015
	Bicycle	0.024	0.019	0.006	0.007	0.011	0.068
	Walk	0.071	0.125	0.112	0.068	0.175	0.551
	Other	0.010	0.014	0.011	0.004	0.012	0.051
	Total	0.815	0.658	0.481	0.338	0.676	2.967
Condo/ Townhome	Vehicle Driver	0.583	0.478	0.261	0.055	0.457	1.833
	In-Vehicle Person	0.627	0.649	0.417	0.222	0.580	2.494
	Transit	0.111	0.027	0.033	0.017	0.031	0.219
	Person	0.739	0.675	0.449	0.239	0.611	2.713
	School Bus	0.000	0.000	0.000	0.009	0.000	0.009
	Bicycle	0.008	0.010	0.007	0.002	0.004	0.031
	Walk	0.020	0.097	0.052	0.061	0.116	0.347
	Other	0.006	0.006	0.005	0.019	0.007	0.043
	Total	0.773	0.788	0.513	0.330	0.739	3.143
Mobile Home	Vehicle Driver	0.491	0.573	0.241	0.022	0.532	1.857
	In-Vehicle Person	0.537	0.755	0.391	0.149	0.679	2.511
	Transit	0.027	0.009	0.019	0.002	0.015	0.072
	Person	0.564	0.764	0.411	0.151	0.694	2.583
	School Bus	0.000	0.000	0.000	0.023	0.000	0.023
	Bicycle	0.010	0.015	0.013	0.000	0.010	0.047
	Walk	0.015	0.032	0.023	0.027	0.032	0.128
	Other	0.044	0.019	0.011	0.000	0.043	0.118
	Total	0.633	0.830	0.458	0.201	0.778	2.900
Other	Vehicle Driver	0.482	0.497	0.250	0.030	0.365	1.624
	In-Vehicle Person	0.519	0.712	0.347	0.287	0.456	2.321
	Transit	0.086	0.028	0.032	0.026	0.026	0.199
	Person	0.604	0.740	0.379	0.313	0.483	2.520
	School Bus	0.000	0.000	0.000	0.005	0.000	0.005
	Bicycle	0.036	0.013	0.019	0.003	0.018	0.088
	Walk	0.027	0.095	0.069	0.034	0.125	0.351
	Other	0.010	0.007	0.012	0.000	0.019	0.048
	Total	0.677	0.855	0.478	0.355	0.645	3.012

Table 3.6.1C
2000 Regional Weekday Trips per Household by County of Residence

County of Residence	Mode	Home-Based				Non-Home-Based	Total
		Work	Shop	Soc/Rec	School		
San Francisco	Vehicle Driver	0.766	0.706	0.393	0.105	0.631	2.601
	In-Vehicle Person	0.875	1.013	0.688	0.391	0.948	3.914
	Transit	0.604	0.201	0.189	0.176	0.230	1.400
	Person	1.478	1.214	0.877	0.567	1.177	5.314
	School Bus	0.000	0.000	0.000	0.058	0.000	0.058
	Bicycle	0.060	0.043	0.023	0.004	0.025	0.156
	Walk	0.210	0.383	0.292	0.102	0.608	1.594
	Other	0.037	0.026	0.034	0.001	0.036	0.134
	Total	1.785	1.667	1.227	0.732	1.846	7.256
San Mateo	Vehicle Driver	1.565	1.439	0.768	0.159	1.214	5.145
	In-Vehicle Person	1.680	1.848	1.293	0.713	1.606	7.139
	Transit	0.182	0.074	0.057	0.046	0.078	0.437
	Person	1.862	1.921	1.349	0.759	1.684	7.576
	School Bus	0.000	0.000	0.000	0.073	0.000	0.073
	Bicycle	0.049	0.026	0.012	0.042	0.037	0.166
	Walk	0.064	0.182	0.108	0.211	0.195	0.761
	Other	0.019	0.015	0.007	0.016	0.031	0.088
	Total	1.994	2.145	1.477	1.101	1.948	8.665
Santa Clara	Vehicle Driver	1.800	1.472	0.732	0.172	1.271	5.446
	In-Vehicle Person	1.927	2.050	1.362	0.769	1.774	7.882
	Transit	0.109	0.023	0.019	0.051	0.019	0.221
	Person	2.037	2.073	1.381	0.820	1.793	8.103
	School Bus	0.000	0.000	0.000	0.085	0.000	0.085
	Bicycle	0.027	0.028	0.015	0.020	0.013	0.103
	Walk	0.027	0.188	0.143	0.181	0.138	0.677
	Other	0.019	0.055	0.025	0.013	0.053	0.165
	Total	2.109	2.344	1.565	1.120	1.996	9.133
Alameda	Vehicle Driver	1.292	1.292	0.665	0.183	1.045	4.477
	In-Vehicle Person	1.461	1.727	1.155	0.709	1.403	6.455
	Transit	0.279	0.104	0.071	0.158	0.076	0.688
	Person	1.740	1.831	1.225	0.867	1.479	7.143
	School Bus	0.000	0.000	0.000	0.034	0.000	0.034
	Bicycle	0.042	0.030	0.049	0.019	0.038	0.178
	Walk	0.062	0.259	0.199	0.249	0.260	1.029
	Other	0.016	0.018	0.006	0.017	0.027	0.085
	Total	1.860	2.138	1.480	1.187	1.804	8.469
Contra Costa	Vehicle Driver	1.321	1.520	0.781	0.190	1.221	5.033
	In-Vehicle Person	1.423	2.127	1.369	0.749	1.668	7.335
	Transit	0.209	0.041	0.044	0.071	0.058	0.423
	Person	1.631	2.168	1.413	0.821	1.725	7.758
	School Bus	0.000	0.000	0.000	0.060	0.000	0.060
	Bicycle	0.005	0.026	0.010	0.009	0.004	0.055
	Walk	0.025	0.181	0.090	0.152	0.190	0.638
	Other	0.011	0.012	0.013	0.005	0.016	0.058
	Total	1.673	2.387	1.526	1.046	1.935	8.568

Table 3.6.1C (continued)
2000 Regional Weekday Trips per Household by County of Residence

County of Residence	Mode	Home-Based				Non-Home-Based	Total
		Work	Shop	Soc/Rec	School		
Solano	Vehicle Driver	1.457	1.371	0.658	0.163	0.972	4.621
	In-Vehicle Person	1.597	2.004	1.239	0.740	1.405	6.985
	Transit	0.067	0.021	0.010	0.041	0.015	0.154
	Person	1.664	2.025	1.250	0.781	1.419	7.139
	School Bus	0.000	0.000	0.000	0.118	0.000	0.118
	Bicycle	0.021	0.032	0.008	0.015	0.003	0.079
	Walk	0.013	0.207	0.070	0.204	0.139	0.633
	Other	0.013	0.012	0.010	0.012	0.029	0.075
	Total	1.711	2.276	1.337	1.129	1.590	8.043
Napa	Vehicle Driver	1.483	1.255	0.696	0.161	1.212	4.807
	In-Vehicle Person	1.548	1.648	1.229	0.740	1.658	6.824
	Transit	0.016	0.010	0.008	0.005	0.019	0.058
	Person	1.564	1.658	1.237	0.745	1.678	6.882
	School Bus	0.000	0.000	0.000	0.052	0.000	0.052
	Bicycle	0.019	0.039	0.020	0.017	0.009	0.104
	Walk	0.035	0.338	0.077	0.236	0.099	0.784
	Other	0.002	0.003	0.018	0.141	0.018	0.182
	Total	1.620	2.038	1.351	1.192	1.805	8.005
Sonoma	Vehicle Driver	1.560	1.516	0.729	0.226	1.329	5.361
	In-Vehicle Person	1.685	1.992	1.312	0.742	1.748	7.478
	Transit	0.043	0.020	0.028	0.011	0.013	0.115
	Person	1.728	2.012	1.341	0.752	1.760	7.594
	School Bus	0.000	0.000	0.000	0.088	0.000	0.088
	Bicycle	0.015	0.022	0.015	0.009	0.004	0.065
	Walk	0.035	0.152	0.103	0.097	0.124	0.511
	Other	0.009	0.033	0.029	0.006	0.041	0.118
	Total	1.788	2.219	1.487	0.952	1.930	8.375
Marin	Vehicle Driver	1.165	1.402	0.885	0.137	1.221	4.810
	In-Vehicle Person	1.272	1.755	1.425	0.592	1.587	6.633
	Transit	0.168	0.019	0.038	0.046	0.063	0.333
	Person	1.440	1.774	1.463	0.639	1.650	6.966
	School Bus	0.000	0.000	0.000	0.048	0.000	0.048
	Bicycle	0.035	0.045	0.026	0.015	0.014	0.136
	Walk	0.072	0.279	0.144	0.070	0.233	0.798
	Other	0.003	0.013	0.012	0.003	0.022	0.053
	Total	1.551	2.111	1.645	0.776	1.918	8.001
Bay Area	Vehicle Driver	1.396	1.326	0.684	0.168	1.110	4.684
	In-Vehicle Person	1.524	1.807	1.212	0.686	1.521	6.750
	Transit	0.227	0.071	0.061	0.088	0.072	0.519
	Person	1.750	1.878	1.273	0.774	1.593	7.269
	School Bus	0.000	0.000	0.000	0.065	0.000	0.065
	Bicycle	0.033	0.031	0.023	0.017	0.020	0.123
	Walk	0.064	0.233	0.156	0.176	0.242	0.870
	Other	0.018	0.027	0.017	0.013	0.034	0.109
	Total	1.865	2.168	1.469	1.046	1.889	8.436

Table 3.6.2C**2000 Regional Weekday Trips per Person by County of Residence**

County of Residence	Mode	Home-Based				Non-Home-Based	Total
		Work	Shop	Soc/Rec	School		
San Francisco	Vehicle Driver	0.333	0.307	0.171	0.046	0.275	1.133
	In-Vehicle Person	0.381	0.441	0.300	0.170	0.413	1.705
	Transit	0.263	0.088	0.082	0.077	0.100	0.610
	Person	0.644	0.529	0.382	0.247	0.513	2.314
	School Bus	0.000	0.000	0.000	0.025	0.000	0.025
	Bicycle	0.026	0.019	0.010	0.002	0.011	0.068
	Walk	0.091	0.167	0.127	0.044	0.265	0.694
	Other	0.016	0.011	0.015	0.000	0.016	0.058
	Total	0.778	0.726	0.534	0.319	0.804	3.160
San Mateo	Vehicle Driver	0.571	0.525	0.280	0.058	0.443	1.876
	In-Vehicle Person	0.613	0.674	0.471	0.260	0.586	2.604
	Transit	0.066	0.027	0.021	0.017	0.029	0.159
	Person	0.679	0.701	0.492	0.277	0.614	2.763
	School Bus	0.000	0.000	0.000	0.027	0.000	0.027
	Bicycle	0.018	0.009	0.004	0.015	0.014	0.061
	Walk	0.023	0.067	0.039	0.077	0.071	0.278
	Other	0.007	0.006	0.003	0.006	0.011	0.032
	Total	0.727	0.782	0.539	0.401	0.711	3.160
Santa Clara	Vehicle Driver	0.616	0.504	0.250	0.059	0.435	1.865
	In-Vehicle Person	0.660	0.702	0.466	0.263	0.607	2.698
	Transit	0.037	0.008	0.007	0.018	0.007	0.076
	Person	0.697	0.710	0.473	0.281	0.614	2.774
	School Bus	0.000	0.000	0.000	0.029	0.000	0.029
	Bicycle	0.009	0.009	0.005	0.007	0.004	0.035
	Walk	0.009	0.064	0.049	0.062	0.047	0.232
	Other	0.006	0.019	0.008	0.005	0.018	0.056
	Total	0.722	0.802	0.536	0.383	0.683	3.127
Alameda	Vehicle Driver	0.477	0.477	0.246	0.068	0.386	1.654
	In-Vehicle Person	0.540	0.638	0.427	0.262	0.518	2.385
	Transit	0.103	0.038	0.026	0.058	0.028	0.254
	Person	0.643	0.677	0.453	0.320	0.547	2.639
	School Bus	0.000	0.000	0.000	0.012	0.000	0.012
	Bicycle	0.015	0.011	0.018	0.007	0.014	0.066
	Walk	0.023	0.096	0.073	0.092	0.096	0.380
	Other	0.006	0.007	0.002	0.006	0.010	0.031
	Total	0.687	0.790	0.547	0.438	0.666	3.129
Contra Costa	Vehicle Driver	0.485	0.558	0.287	0.070	0.448	1.849
	In-Vehicle Person	0.523	0.781	0.503	0.275	0.612	2.694
	Transit	0.077	0.015	0.016	0.026	0.021	0.155
	Person	0.599	0.796	0.519	0.301	0.634	2.850
	School Bus	0.000	0.000	0.000	0.022	0.000	0.022
	Bicycle	0.002	0.010	0.004	0.003	0.002	0.020
	Walk	0.009	0.066	0.033	0.056	0.070	0.234
	Other	0.004	0.004	0.005	0.002	0.006	0.021
	Total	0.614	0.877	0.561	0.384	0.711	3.147

Table 3.6.2C (continued)**2000 Regional Weekday Trips per Person by County of Residence**

County of Residence	Mode	Home-Based				Non-Home-Based	Total
		Work	Shop	Soc/Rec	School		
Solano	Vehicle Driver	0.501	0.472	0.226	0.056	0.334	1.590
	In-Vehicle Person	0.549	0.690	0.426	0.255	0.483	2.404
	Transit	0.023	0.007	0.004	0.014	0.005	0.053
	Person	0.572	0.697	0.430	0.269	0.488	2.457
	School Bus	0.000	0.000	0.000	0.040	0.000	0.040
	Bicycle	0.007	0.011	0.003	0.005	0.001	0.027
	Walk	0.005	0.071	0.024	0.070	0.048	0.218
	Other	0.004	0.004	0.003	0.004	0.010	0.026
	Total	0.589	0.783	0.460	0.388	0.547	2.768
Napa	Vehicle Driver	0.567	0.480	0.266	0.061	0.463	1.838
	In-Vehicle Person	0.592	0.630	0.470	0.283	0.634	2.609
	Transit	0.006	0.004	0.003	0.002	0.007	0.022
	Person	0.598	0.634	0.473	0.285	0.642	2.632
	School Bus	0.000	0.000	0.000	0.020	0.000	0.020
	Bicycle	0.007	0.015	0.007	0.006	0.004	0.040
	Walk	0.013	0.129	0.029	0.090	0.038	0.300
	Other	0.001	0.001	0.007	0.054	0.007	0.070
	Total	0.619	0.779	0.517	0.456	0.690	3.061
Sonoma	Vehicle Driver	0.601	0.584	0.281	0.087	0.512	2.064
	In-Vehicle Person	0.649	0.767	0.505	0.286	0.673	2.880
	Transit	0.017	0.008	0.011	0.004	0.005	0.044
	Person	0.666	0.775	0.516	0.290	0.678	2.924
	School Bus	0.000	0.000	0.000	0.034	0.000	0.034
	Bicycle	0.006	0.008	0.006	0.004	0.002	0.025
	Walk	0.013	0.058	0.040	0.037	0.048	0.197
	Other	0.004	0.013	0.011	0.002	0.016	0.045
	Total	0.688	0.854	0.573	0.367	0.743	3.225
Marin	Vehicle Driver	0.498	0.599	0.378	0.059	0.522	2.055
	In-Vehicle Person	0.544	0.750	0.609	0.253	0.678	2.834
	Transit	0.072	0.008	0.016	0.020	0.027	0.142
	Person	0.615	0.758	0.625	0.273	0.705	2.976
	School Bus	0.000	0.000	0.000	0.021	0.000	0.021
	Bicycle	0.015	0.019	0.011	0.006	0.006	0.058
	Walk	0.031	0.119	0.061	0.030	0.099	0.341
	Other	0.001	0.006	0.005	0.001	0.009	0.023
	Total	0.663	0.902	0.703	0.331	0.820	3.419
Bay Area	Vehicle Driver	0.518	0.492	0.254	0.063	0.412	1.739
	In-Vehicle Person	0.566	0.671	0.450	0.255	0.565	2.506
	Transit	0.084	0.026	0.023	0.033	0.027	0.193
	Person	0.650	0.697	0.473	0.288	0.592	2.699
	School Bus	0.000	0.000	0.000	0.024	0.000	0.024
	Bicycle	0.012	0.011	0.008	0.006	0.007	0.046
	Walk	0.024	0.086	0.058	0.065	0.090	0.323
	Other	0.007	0.010	0.006	0.005	0.013	0.040
	Total	0.692	0.805	0.545	0.388	0.701	3.133

Table 3.12.1C

2000 Regional Weekday Trips per Household by Population Density Category

Population Density Category	Mode	Home-Based				Non- Home-Based	Total
		Work	Shop	Soc/Rec	School		
Urban Core	Vehicle Driver	0.801	0.650	0.365	0.087	0.643	2.545
	In-Vehicle Person	0.959	0.900	0.685	0.339	0.988	3.870
	Transit	0.513	0.205	0.166	0.148	0.204	1.235
	Person	1.472	1.105	0.850	0.487	1.192	5.105
	School Bus	0.000	0.000	0.000	0.047	0.000	0.047
	Bicycle	0.060	0.042	0.046	0.004	0.040	0.192
	Walk	0.213	0.364	0.280	0.163	0.549	1.568
	Other	0.027	0.021	0.029	0.023	0.023	0.123
	Total	1.772	1.531	1.205	0.724	1.803	7.036
Urban	Vehicle Driver	1.424	1.227	0.578	0.176	0.951	4.356
	In-Vehicle Person	1.579	1.751	1.006	0.734	1.273	6.343
	Transit	0.273	0.098	0.068	0.205	0.077	0.721
	Person	1.852	1.849	1.075	0.939	1.350	7.064
	School Bus	0.000	0.000	0.000	0.071	0.000	0.071
	Bicycle	0.031	0.028	0.022	0.010	0.024	0.115
	Walk	0.052	0.238	0.213	0.266	0.223	0.992
	Other	0.032	0.062	0.026	0.006	0.064	0.189
	Total	1.967	2.177	1.335	1.292	1.661	8.432
Suburban	Vehicle Driver	1.514	1.500	0.783	0.181	1.243	5.221
	In-Vehicle Person	1.627	2.012	1.390	0.727	1.693	7.449
	Transit	0.158	0.035	0.039	0.034	0.044	0.311
	Person	1.785	2.047	1.429	0.762	1.737	7.760
	School Bus	0.000	0.000	0.000	0.055	0.000	0.055
	Bicycle	0.030	0.031	0.018	0.025	0.015	0.120
	Walk	0.038	0.210	0.115	0.164	0.187	0.713
	Other	0.012	0.016	0.012	0.014	0.025	0.080
	Total	1.865	2.305	1.573	1.020	1.965	8.728
Rural-Suburban	Vehicle Driver	1.620	1.638	0.875	0.178	1.327	5.638
	In-Vehicle Person	1.719	2.289	1.485	0.943	1.831	8.267
	Transit	0.086	0.010	0.016	0.030	0.040	0.182
	Person	1.805	2.299	1.502	0.973	1.871	8.449
	School Bus	0.000	0.000	0.000	0.069	0.000	0.069
	Bicycle	0.009	0.018	0.016	0.015	0.008	0.067
	Walk	0.021	0.126	0.068	0.074	0.149	0.438
	Other	0.006	0.019	0.009	0.007	0.023	0.065
	Total	1.841	2.462	1.595	1.138	2.052	9.087
Rural	Vehicle Driver	1.521	1.532	0.827	0.216	1.460	5.555
	In-Vehicle Person	1.613	2.042	1.450	0.827	1.962	7.892
	Transit	0.076	0.012	0.010	0.042	0.016	0.157
	Person	1.689	2.054	1.460	0.869	1.978	8.049
	School Bus	0.000	0.000	0.000	0.179	0.000	0.179
	Bicycle	0.009	0.014	0.017	0.003	0.007	0.049
	Walk	0.021	0.161	0.079	0.040	0.133	0.435
	Other	0.003	0.011	0.012	0.010	0.031	0.067
	Total	1.722	2.240	1.568	1.100	2.149	8.779
Total HH	Vehicle Driver	1.396	1.326	0.684	0.168	1.110	4.684
	In-Vehicle Person	1.524	1.807	1.212	0.686	1.521	6.750
	Transit	0.227	0.071	0.061	0.088	0.072	0.519
	Person	1.750	1.878	1.273	0.774	1.593	7.269
	School Bus	0.000	0.000	0.000	0.065	0.000	0.065
	Bicycle	0.033	0.031	0.023	0.017	0.020	0.123
	Walk	0.064	0.233	0.156	0.176	0.242	0.870
	Other	0.018	0.027	0.017	0.013	0.034	0.109
	Total	1.865	2.168	1.469	1.046	1.889	8.436

Table 3.12.2C

2000 Regional Weekday Trips per Person by Population Density Category

Population Density Category	Mode	Home-Based				Non- Home-Based	Total
		Work	Shop	Soc/Rec	School		
Urban Core	Vehicle Driver	0.353	0.286	0.161	0.038	0.283	1.121
	In-Vehicle Person	0.422	0.396	0.302	0.149	0.435	1.704
	Transit	0.226	0.090	0.073	0.065	0.090	0.544
	Person	0.648	0.487	0.375	0.214	0.525	2.248
	School Bus	0.000	0.000	0.000	0.021	0.000	0.021
	Bicycle	0.027	0.018	0.020	0.002	0.018	0.084
	Walk	0.094	0.160	0.123	0.072	0.242	0.690
	Other	0.012	0.009	0.013	0.010	0.010	0.054
	Total	0.780	0.674	0.531	0.319	0.794	3.098
Urban	Vehicle Driver	0.500	0.431	0.203	0.062	0.334	1.531
	In-Vehicle Person	0.555	0.615	0.354	0.258	0.447	2.229
	Transit	0.096	0.034	0.024	0.072	0.027	0.253
	Person	0.651	0.650	0.378	0.330	0.474	2.482
	School Bus	0.000	0.000	0.000	0.025	0.000	0.025
	Bicycle	0.011	0.010	0.008	0.004	0.008	0.040
	Walk	0.018	0.084	0.075	0.093	0.079	0.348
	Other	0.011	0.022	0.009	0.002	0.022	0.067
	Total	0.691	0.765	0.469	0.454	0.584	2.963
Suburban	Vehicle Driver	0.558	0.553	0.289	0.067	0.458	1.924
	In-Vehicle Person	0.600	0.741	0.512	0.268	0.624	2.745
	Transit	0.058	0.013	0.014	0.013	0.016	0.115
	Person	0.658	0.754	0.527	0.281	0.640	2.860
	School Bus	0.000	0.000	0.000	0.020	0.000	0.020
	Bicycle	0.011	0.011	0.007	0.009	0.006	0.044
	Walk	0.014	0.077	0.042	0.060	0.069	0.263
	Other	0.004	0.006	0.004	0.005	0.009	0.029
	Total	0.687	0.849	0.580	0.376	0.724	3.216
Rural-Suburban	Vehicle Driver	0.580	0.586	0.313	0.064	0.475	2.016
	In-Vehicle Person	0.615	0.819	0.531	0.337	0.655	2.957
	Transit	0.031	0.003	0.006	0.011	0.014	0.065
	Person	0.646	0.822	0.537	0.348	0.669	3.022
	School Bus	0.000	0.000	0.000	0.025	0.000	0.025
	Bicycle	0.003	0.007	0.006	0.005	0.003	0.024
	Walk	0.008	0.045	0.024	0.026	0.053	0.156
	Other	0.002	0.007	0.003	0.003	0.008	0.023
	Total	0.659	0.880	0.570	0.407	0.734	3.250
Rural	Vehicle Driver	0.526	0.530	0.286	0.075	0.505	1.923
	In-Vehicle Person	0.558	0.707	0.502	0.286	0.679	2.732
	Transit	0.026	0.004	0.003	0.015	0.006	0.054
	Person	0.585	0.711	0.505	0.301	0.685	2.786
	School Bus	0.000	0.000	0.000	0.062	0.000	0.062
	Bicycle	0.003	0.005	0.006	0.001	0.003	0.017
	Walk	0.007	0.056	0.027	0.014	0.046	0.150
	Other	0.001	0.004	0.004	0.003	0.011	0.023
	Total	0.596	0.775	0.543	0.381	0.744	3.039
Total HH	Vehicle Driver	0.518	0.492	0.254	0.063	0.412	1.739
	In-Vehicle Person	0.566	0.671	0.450	0.255	0.565	2.506
	Transit	0.084	0.026	0.023	0.033	0.027	0.193
	Person	0.650	0.697	0.473	0.288	0.592	2.699
	School Bus	0.000	0.000	0.000	0.024	0.000	0.024
	Bicycle	0.012	0.011	0.008	0.006	0.007	0.046
	Walk	0.024	0.086	0.058	0.065	0.090	0.323
	Other	0.007	0.010	0.006	0.005	0.013	0.040
	Total	0.692	0.805	0.545	0.388	0.701	3.133

Appendix D

2000 Weekday County Travel

Table 5.3.1D**2000 Weekday County-to-County Home-Based Work Trips by Mode (P/A Format)**

County of Production	County of Attraction	HBW Vehicle Driver	HBW Vehicle Passenger	HBW Transit Passenger	HBW Bicycle Rider	HBW Walk Only	HBW Other Means	HBW TOTAL Means
San Francisco	San Francisco	145,977	30,029	166,688	18,691	68,202	10,251	439,838
San Francisco	San Mateo	49,115	607	5,977	120	0	600	56,419
San Francisco	Santa Clara	16,452	3,140	4,753	99	214	23	24,681
San Francisco	Alameda	19,907	780	15,732	0	99	456	36,975
San Francisco	Contra Costa	5,537	0	1,941	0	0	0	7,479
San Francisco	Solano	168	0	0	0	0	0	168
San Francisco	Napa	1,086	0	0	0	0	0	1,086
San Francisco	Sonoma	1,146	0	0	0	0	0	1,146
San Francisco	Marin	10,658	610	1,176	0	0	363	12,807
San Francisco	Unknown	2,367	843	2,709	1,000	613	443	7,977
San Francisco	Total	252,415	36,010	198,975	19,911	69,128	12,136	588,574
San Mateo	San Francisco	54,107	2,427	25,383	0	1,138	615	83,670
San Mateo	San Mateo	240,866	19,431	13,246	10,720	14,451	3,136	301,850
San Mateo	Santa Clara	70,039	4,828	4,833	1,845	591	295	82,431
San Mateo	Alameda	21,555	2,478	2,644	0	0	85	26,762
San Mateo	Contra Costa	3,436	0	0	0	0	0	3,436
San Mateo	Solano	137	0	0	0	0	0	137
San Mateo	Napa	0	0	0	0	0	0	0
San Mateo	Sonoma	0	0	0	0	0	0	0
San Mateo	Marin	3,711	0	0	0	0	0	3,711
San Mateo	Unknown	3,895	0	109	0	51	659	4,714
San Mateo	Total	397,747	29,164	46,214	12,565	16,231	4,791	506,711
Santa Clara	San Francisco	6,195	177	5,947	0	0	128	12,447
Santa Clara	San Mateo	55,480	4,958	5,634	1,671	0	262	68,006
Santa Clara	Santa Clara	895,893	60,146	48,465	13,382	14,730	9,554	1,042,170
Santa Clara	Alameda	51,570	5,055	1,539	0	28	497	58,690
Santa Clara	Contra Costa	1,375	0	0	0	0	153	1,527
Santa Clara	Solano	105	0	0	0	0	0	105
Santa Clara	Napa	0	0	0	0	0	0	0
Santa Clara	Sonoma	155	0	0	0	0	0	155
Santa Clara	Marin	284	0	0	0	0	0	284
Santa Clara	Unknown	7,649	1,607	190	275	371	82	10,174
Santa Clara	Total	1,018,705	71,944	61,776	15,328	15,128	10,675	1,193,557
Alameda	San Francisco	25,961	12,929	84,260	221	1,911	761	126,043
Alameda	San Mateo	41,792	6,371	3,157	0	0	413	51,733
Alameda	Santa Clara	86,111	13,652	6,972	361	79	1,599	108,775
Alameda	Alameda	461,055	52,083	48,537	20,166	29,649	5,719	617,210
Alameda	Contra Costa	43,302	1,846	1,917	829	27	81	48,002
Alameda	Solano	1,823	168	0	0	0	0	1,992
Alameda	Napa	190	0	0	0	0	0	190
Alameda	Sonoma	249	73	459	0	0	0	780
Alameda	Marin	1,750	379	0	139	0	0	2,268
Alameda	Unknown	13,430	658	901	53	716	59	15,816
Alameda	Total	675,663	88,159	146,203	21,769	32,382	8,632	972,809
Contra Costa	San Francisco	21,464	3,508	40,271	0	1,005	1,093	67,340
Contra Costa	San Mateo	11,159	176	1,097	0	64	49	12,546
Contra Costa	Santa Clara	13,033	1,136	660	0	0	0	14,830
Contra Costa	Alameda	110,457	8,467	21,512	408	287	35	141,166
Contra Costa	Contra Costa	271,869	18,737	7,763	1,358	7,151	2,249	309,127
Contra Costa	Solano	8,109	62	35	0	0	0	8,205
Contra Costa	Napa	1,093	0	0	0	0	0	1,093
Contra Costa	Sonoma	2,294	0	0	0	0	0	2,294
Contra Costa	Marin	7,694	1,122	131	0	0	63	9,010
Contra Costa	Unknown	8,211	1,685	383	0	184	262	10,724
Contra Costa	Total	455,383	34,893	71,852	1,766	8,690	3,752	576,337
Solano	San Francisco	8,668	3,997	3,291	0	326	0	16,282
Solano	San Mateo	4,331	295	210	0	0	0	4,836
Solano	Santa Clara	2,204	265	221	0	0	228	2,918
Solano	Alameda	14,795	2,236	2,510	46	0	0	19,587
Solano	Contra Costa	33,945	2,226	0	150	48	0	36,369
Solano	Solano	108,858	7,760	2,494	2,439	1,366	1,380	124,296
Solano	Napa	7,437	65	0	0	0	71	7,573
Solano	Sonoma	2,229	0	0	0	0	0	2,229
Solano	Marin	3,418	1,042	0	0	0	0	4,461
Solano	Unknown	3,690	352	0	100	0	0	4,142
Solano	Total	189,576	18,239	8,726	2,735	1,740	1,678	222,694

Table 5.3.1D (continued)**2000 Weekday County-to-County Home-Based Work Trips by Mode (P/A Format)**

County of Production	County of Attraction	HBW Vehicle Driver	HBW Vehicle Passenger	HBW Transit Passenger	HBW Bicycle Rider	HBW Walk Only	HBW Other Means	HBW TOTAL Means
Napa	San Francisco	703	256	307	0	0	0	1,266
Napa	San Mateo	1,249	0	0	0	0	0	1,249
Napa	Santa Clara	249	0	0	0	0	0	249
Napa	Alameda	1,014	129	0	0	0	0	1,143
Napa	Contra Costa	3,968	0	0	0	0	0	3,968
Napa	Solano	6,639	24	0	0	0	0	6,662
Napa	Napa	47,398	2,306	414	878	1,441	114	52,551
Napa	Sonoma	3,345	190	0	0	0	0	3,535
Napa	Marin	1,651	24	0	0	0	0	1,675
Napa	Unknown	1,523	0	0	0	132	0	1,654
Napa	Total	67,740	2,928	720	878	1,573	114	73,953
Sonoma	San Francisco	7,952	866	4,405	0	134	106	13,463
Sonoma	San Mateo	1,607	135	354	0	0	35	2,131
Sonoma	Santa Clara	1,503	0	0	0	0	0	1,503
Sonoma	Alameda	3,957	326	0	0	0	0	4,283
Sonoma	Contra Costa	3,239	1,300	0	0	0	0	4,540
Sonoma	Solano	1,705	108	0	0	0	0	1,813
Sonoma	Napa	5,630	72	0	0	0	0	5,702
Sonoma	Sonoma	213,161	17,245	2,363	2,602	5,727	1,177	242,275
Sonoma	Marin	26,170	979	369	0	87	0	27,605
Sonoma	Unknown	3,859	520	0	0	0	319	4,697
Sonoma	Total	268,783	21,551	7,491	2,602	5,948	1,637	308,012
Marin	San Francisco	19,106	1,276	14,379	833	490	182	36,267
Marin	San Mateo	3,234	112	0	39	64	0	3,450
Marin	Santa Clara	1,185	0	0	0	0	0	1,185
Marin	Alameda	4,256	82	0	0	0	0	4,337
Marin	Contra Costa	1,770	464	68	0	0	0	2,303
Marin	Solano	1,204	0	0	0	0	0	1,204
Marin	Napa	726	0	0	0	0	0	726
Marin	Sonoma	5,255	161	0	0	0	0	5,416
Marin	Marin	79,801	8,759	2,144	2,681	6,726	0	100,111
Marin	Unknown	806	0	305	0	0	117	1,228
Marin	Total	117,344	10,854	16,895	3,554	7,281	299	156,226
Unknown	San Francisco	0	0	0	0	0	0	0
Unknown	San Mateo	0	0	0	0	0	0	0
Unknown	Santa Clara	0	0	0	0	0	0	0
Unknown	Alameda	0	0	0	0	0	0	0
Unknown	Contra Costa	0	0	0	0	0	0	0
Unknown	Solano	0	0	0	0	0	0	0
Unknown	Napa	0	0	0	0	0	0	0
Unknown	Sonoma	0	0	0	0	0	0	0
Unknown	Marin	0	0	0	0	0	0	0
Unknown	Unknown	0	0	0	0	0	0	0
Unknown	Total	0	0	0	0	0	0	0
Total	San Francisco	290,134	55,465	344,929	19,745	73,206	13,136	796,616
Total	San Mateo	408,834	32,086	29,675	12,551	14,579	4,496	502,219
Total	Santa Clara	1,086,671	83,168	65,904	15,687	15,614	11,699	1,278,742
Total	Alameda	688,566	71,636	92,474	20,621	30,064	6,792	910,153
Total	Contra Costa	368,442	24,574	11,690	2,337	7,225	2,483	416,751
Total	Solano	128,748	8,122	2,528	2,439	1,366	1,380	144,583
Total	Napa	63,561	2,444	414	878	1,441	185	68,922
Total	Sonoma	227,833	17,668	2,822	2,602	5,727	1,177	257,828
Total	Marin	135,137	12,915	3,820	2,820	6,813	426	161,932
Total	Unknown	45,430	5,665	4,597	1,428	2,066	1,941	61,127
Total	Total	3,443,355	313,742	558,854	81,109	158,101	43,714	4,598,874

Table 5.3.1.1D**2000 Weekday County-to-County Home-Based Work Trips by Vehicle Modes (P/A Format)**

County of Production	County of Attraction	HBW Drive Alone	HBW Shared Ride 2 Passengers	HBW Shared Ride 3+ Passengers	HBW All Other Modes	HBW TOTAL Means
San Francisco	San Francisco	114,605	39,654	21,748	263,832	439,838
San Francisco	San Mateo	43,094	5,541	1,087	6,696	56,419
San Francisco	Santa Clara	14,676	4,045	871	5,089	24,681
San Francisco	Alameda	17,613	1,282	1,792	16,287	36,975
San Francisco	Contra Costa	5,465	72	0	1,941	7,479
San Francisco	Solano	168	0	0	0	168
San Francisco	Napa	913	0	174	0	1,086
San Francisco	Sonoma	1,146	0	0	0	1,146
San Francisco	Marin	9,494	1,774	0	1,539	12,807
San Francisco	Unknown	2,268	943	0	4,766	7,977
San Francisco	Total	209,441	53,311	25,672	300,150	588,574
San Mateo	San Francisco	43,118	10,683	2,733	27,136	83,670
San Mateo	San Mateo	205,972	43,804	10,521	41,553	301,850
San Mateo	Santa Clara	62,349	8,767	3,751	7,564	82,431
San Mateo	Alameda	19,275	3,895	863	2,729	26,762
San Mateo	Contra Costa	3,239	197	0	0	3,436
San Mateo	Solano	137	0	0	0	137
San Mateo	Napa	0	0	0	0	0
San Mateo	Sonoma	0	0	0	0	0
San Mateo	Marin	3,460	251	0	0	3,711
San Mateo	Unknown	3,828	67	0	819	4,714
San Mateo	Total	341,377	67,665	17,868	79,801	506,711
Santa Clara	San Francisco	4,829	1,320	224	6,075	12,447
Santa Clara	San Mateo	48,155	9,559	2,725	7,567	68,006
Santa Clara	Santa Clara	755,229	145,103	55,707	86,131	1,042,170
Santa Clara	Alameda	45,924	6,714	3,987	2,064	58,690
Santa Clara	Contra Costa	1,272	71	31	153	1,527
Santa Clara	Solano	78	27	0	0	105
Santa Clara	Napa	0	0	0	0	0
Santa Clara	Sonoma	155	0	0	0	155
Santa Clara	Marin	284	0	0	0	284
Santa Clara	Unknown	5,987	2,504	765	918	10,174
Santa Clara	Total	861,912	165,298	63,440	102,907	1,193,557
Alameda	San Francisco	18,952	7,791	12,147	87,153	126,043
Alameda	San Mateo	34,304	10,697	3,162	3,569	51,733
Alameda	Santa Clara	74,519	15,834	9,410	9,012	108,775
Alameda	Alameda	391,793	91,293	30,052	104,072	617,210
Alameda	Contra Costa	37,527	5,424	2,197	2,855	48,002
Alameda	Solano	1,501	444	46	0	1,992
Alameda	Napa	190	0	0	0	190
Alameda	Sonoma	249	0	73	459	780
Alameda	Marin	1,648	481	0	139	2,268
Alameda	Unknown	11,608	1,165	1,315	1,728	15,816
Alameda	Total	572,290	133,130	58,403	208,987	972,809
Contra Costa	San Francisco	14,120	4,747	6,105	42,369	67,340
Contra Costa	San Mateo	9,879	439	1,017	1,210	12,546
Contra Costa	Santa Clara	11,285	2,513	372	660	14,830
Contra Costa	Alameda	95,911	17,358	5,656	22,242	141,166
Contra Costa	Contra Costa	242,113	33,301	15,193	18,521	309,127
Contra Costa	Solano	7,687	88	396	35	8,205
Contra Costa	Napa	1,058	35	0	0	1,093
Contra Costa	Sonoma	1,346	948	0	0	2,294
Contra Costa	Marin	6,246	2,477	92	195	9,010
Contra Costa	Unknown	7,643	716	1,537	828	10,724
Contra Costa	Total	397,287	62,622	30,368	86,060	576,337
Solano	San Francisco	5,339	3,045	4,281	3,617	16,282
Solano	San Mateo	3,879	264	483	210	4,836
Solano	Santa Clara	1,939	531	0	449	2,918
Solano	Alameda	13,140	2,873	1,018	2,557	19,587
Solano	Contra Costa	28,469	4,120	3,583	198	36,369
Solano	Solano	97,658	11,661	7,299	7,678	124,296
Solano	Napa	6,985	334	183	71	7,573
Solano	Sonoma	1,738	436	55	0	2,229
Solano	Marin	1,890	2,571	0	0	4,461
Solano	Unknown	2,757	1,064	222	100	4,142
Solano	Total	163,794	26,898	17,123	14,879	222,694

Table 5.3.1.1D (continued)**2000 Weekday County-to-County Home-Based Work Trips by Vehicle Modes (P/A Format)**

County of Production	County of Attraction	HBW Vehicle Driver	HBW Vehicle Passenger	HBW Transit Passenger	HBW Bicycle Rider	HBW TOTAL Means
Napa	San Francisco	300	659	0	307	1,266
Napa	San Mateo	230	1,019	0	0	1,249
Napa	Santa Clara	217	0	33	0	249
Napa	Alameda	725	296	121	0	1,143
Napa	Contra Costa	3,654	72	243	0	3,968
Napa	Solano	6,505	125	33	0	6,662
Napa	Napa	42,138	4,680	2,886	2,847	52,551
Napa	Sonoma	2,441	735	360	0	3,535
Napa	Marin	952	223	500	0	1,675
Napa	Unknown	504	1,019	0	132	1,654
Napa	Total	57,665	8,828	4,176	3,285	73,953
Sonoma	San Francisco	6,892	1,652	274	4,645	13,463
Sonoma	San Mateo	1,090	574	78	389	2,131
Sonoma	Santa Clara	1,138	269	96	0	1,503
Sonoma	Alameda	3,925	221	137	0	4,283
Sonoma	Contra Costa	2,330	2,210	0	0	4,540
Sonoma	Solano	1,652	108	54	0	1,813
Sonoma	Napa	4,120	1,582	0	0	5,702
Sonoma	Sonoma	184,805	32,511	13,089	11,869	242,275
Sonoma	Marin	23,864	2,181	1,104	457	27,605
Sonoma	Unknown	3,142	541	696	319	4,697
Sonoma	Total	232,958	41,850	15,527	17,678	308,012
Marin	San Francisco	16,115	2,508	1,759	15,885	36,267
Marin	San Mateo	3,076	207	64	103	3,450
Marin	Santa Clara	1,121	64	0	0	1,185
Marin	Alameda	3,670	231	436	0	4,337
Marin	Contra Costa	1,601	338	295	68	2,303
Marin	Solano	1,204	0	0	0	1,204
Marin	Napa	726	0	0	0	726
Marin	Sonoma	4,701	403	312	0	5,416
Marin	Marin	68,276	11,861	8,423	11,551	100,111
Marin	Unknown	734	73	0	421	1,228
Marin	Total	101,223	15,684	11,290	28,029	156,226
Unknown	San Francisco	0	0	0	0	0
Unknown	San Mateo	0	0	0	0	0
Unknown	Santa Clara	0	0	0	0	0
Unknown	Alameda	0	0	0	0	0
Unknown	Contra Costa	0	0	0	0	0
Unknown	Solano	0	0	0	0	0
Unknown	Napa	0	0	0	0	0
Unknown	Sonoma	0	0	0	0	0
Unknown	Marin	0	0	0	0	0
Unknown	Unknown	0	0	0	0	0
Unknown	Total	0	0	0	0	0
Total	San Francisco	224,269	72,058	49,271	451,017	796,616
Total	San Mateo	349,678	72,104	19,138	61,299	502,219
Total	Santa Clara	922,472	177,126	70,240	108,904	1,278,742
Total	Alameda	591,975	124,165	44,062	149,951	910,153
Total	Contra Costa	325,669	45,805	21,542	23,735	416,751
Total	Solano	116,590	12,453	7,827	7,713	144,583
Total	Napa	56,131	6,630	3,243	2,918	68,922
Total	Sonoma	196,580	35,033	13,888	12,328	257,828
Total	Marin	116,114	21,818	10,120	13,880	161,932
Total	Unknown	38,469	8,092	4,535	10,032	61,127
Total	Total	2,937,947	575,285	243,866	841,777	4,598,874

Table 5.3.2D**2000 Weekday County-to-County Home-Based Shop (Other) Trips by Mode (P/A Format)**

County of Production	County of Attraction	HBSH Vehicle Driver	HBSH Vehicle Passenger	HBSH Transit Passenger	HBSH Bicycle Rider	HBSH Walk Only	HBSH Other Means	HBSH TOTAL Means
San Francisco	San Francisco	189,725	81,509	60,260	12,979	116,200	7,809	468,481
San Francisco	San Mateo	22,852	11,578	1,718	0	7,583	722	44,453
San Francisco	Santa Clara	4,474	466	899	0	96	0	5,936
San Francisco	Alameda	4,062	2,700	1,040	186	83	0	8,071
San Francisco	Contra Costa	1,026	331	261	0	0	0	1,619
San Francisco	Solano	228	412	0	0	0	0	641
San Francisco	Napa	174	88	0	143	0	0	405
San Francisco	Sonoma	304	730	0	0	0	0	1,035
San Francisco	Marin	2,235	692	276	74	36	0	3,314
San Francisco	Unknown	7,693	2,683	1,789	893	2,426	99	15,585
San Francisco	Total	232,774	101,191	66,243	14,276	126,424	8,630	549,539
San Mateo	San Francisco	21,949	10,101	7,011	0	395	105	39,561
San Mateo	San Mateo	311,624	83,904	9,922	3,893	45,000	3,504	457,846
San Mateo	Santa Clara	21,437	6,909	621	2,628	325	272	32,192
San Mateo	Alameda	2,830	289	72	33	53	0	3,277
San Mateo	Contra Costa	812	236	0	0	0	0	1,049
San Mateo	Solano	412	463	0	0	0	0	874
San Mateo	Napa	373	487	0	0	0	0	861
San Mateo	Sonoma	504	0	0	0	0	0	504
San Mateo	Marin	272	98	0	0	85	0	455
San Mateo	Unknown	5,399	1,390	1,127	0	476	0	8,393
San Mateo	Total	365,612	103,878	18,752	6,555	46,334	3,881	545,011
Santa Clara	San Francisco	1,113	364	1,061	31	0	0	2,569
Santa Clara	San Mateo	12,985	3,267	76	0	31	0	16,360
Santa Clara	Santa Clara	791,142	316,632	11,261	15,505	105,781	30,420	1,270,741
Santa Clara	Alameda	6,729	1,015	0	0	0	0	7,744
Santa Clara	Contra Costa	932	365	260	0	63	0	1,620
Santa Clara	Solano	627	0	0	0	0	0	627
Santa Clara	Napa	271	78	0	0	0	0	349
Santa Clara	Sonoma	490	40	0	0	0	0	529
Santa Clara	Marin	276	0	0	0	0	0	276
Santa Clara	Unknown	18,206	5,423	182	82	611	789	25,293
Santa Clara	Total	832,771	327,185	12,840	15,619	106,486	31,210	1,326,109
Alameda	San Francisco	6,131	2,353	7,749	77	1,807	79	18,196
Alameda	San Mateo	4,887	797	0	0	0	0	5,683
Alameda	Santa Clara	12,540	4,845	656	0	290	0	18,331
Alameda	Alameda	608,102	203,219	42,739	14,835	130,969	8,380	1,008,244
Alameda	Contra Costa	25,346	8,983	1,493	0	893	81	36,796
Alameda	Solano	1,334	1,110	0	0	0	0	2,444
Alameda	Napa	49	59	0	0	0	0	108
Alameda	Sonoma	154	205	0	0	0	0	359
Alameda	Marin	1,631	230	0	0	27	0	1,887
Alameda	Unknown	15,821	5,843	1,821	795	1,605	746	26,631
Alameda	Total	675,994	227,643	54,459	15,707	135,591	9,286	1,118,679
Contra Costa	San Francisco	5,397	1,735	4,490	0	2,537	37	14,197
Contra Costa	San Mateo	709	290	0	0	0	0	999
Contra Costa	Santa Clara	2,302	148	0	0	0	0	2,450
Contra Costa	Alameda	34,006	12,925	3,894	493	1,474	103	52,895
Contra Costa	Contra Costa	457,433	185,952	4,879	8,422	57,344	3,885	717,915
Contra Costa	Solano	4,879	1,382	0	0	0	0	6,261
Contra Costa	Napa	0	35	0	0	0	35	69
Contra Costa	Sonoma	499	120	0	0	0	0	618
Contra Costa	Marin	895	1,319	0	0	0	0	2,214
Contra Costa	Unknown	17,283	5,011	1,019	76	958	84	24,431
Contra Costa	Total	523,402	208,917	14,282	8,991	62,313	4,144	822,049
Solano	San Francisco	921	139	335	0	35	38	1,468
Solano	San Mateo	199	124	0	0	0	0	323
Solano	Santa Clara	203	0	0	0	0	0	203
Solano	Alameda	2,302	1,069	0	0	109	0	3,480
Solano	Contra Costa	6,016	3,569	71	0	0	0	9,656
Solano	Solano	157,329	74,785	2,244	4,125	26,732	1,578	266,793
Solano	Napa	2,687	1,125	0	0	0	0	3,813
Solano	Sonoma	445	0	0	0	0	0	445
Solano	Marin	260	145	0	0	0	0	405
Solano	Unknown	8,249	1,538	99	0	59	0	9,945
Solano	Total	178,612	82,493	2,749	4,125	26,935	1,616	296,531

Table 5.3.2D (continued)**2000 Weekday County-to-County Home-Based Shop (Other) Trips by Mode (P/A Format)**

County of Production	County of Attraction	HBSH Vehicle Driver	HBSH Vehicle Passenger	HBSH Transit Passenger	HBSH Bicycle Rider	HBSH Walk Only	HBSH Other Means	HBSH TOTAL Means
Napa	San Francisco	267	169	27	0	43	0	506
Napa	San Mateo	31	63	0	0	0	0	94
Napa	Santa Clara	60	0	0	0	0	0	60
Napa	Alameda	345	231	0	0	0	0	575
Napa	Contra Costa	429	139	0	0	0	0	568
Napa	Solano	2,202	1,557	0	79	0	0	3,838
Napa	Napa	50,647	14,933	413	1,645	15,104	132	82,874
Napa	Sonoma	980	433	0	63	0	0	1,476
Napa	Marin	635	38	0	0	0	0	673
Napa	Unknown	1,519	347	0	0	218	0	2,084
Napa	Total	57,118	17,910	440	1,786	15,365	132	92,750
Sonoma	San Francisco	1,636	429	467	0	610	46	3,188
Sonoma	San Mateo	399	41	0	0	0	0	440
Sonoma	Santa Clara	886	0	0	0	0	0	886
Sonoma	Alameda	880	241	0	0	0	0	1,121
Sonoma	Contra Costa	367	94	0	0	0	0	462
Sonoma	Solano	489	0	0	0	0	0	489
Sonoma	Napa	1,351	479	0	0	0	0	1,829
Sonoma	Sonoma	242,555	77,254	2,690	3,669	25,253	5,395	356,816
Sonoma	Marin	5,655	2,093	159	41	0	0	7,947
Sonoma	Unknown	6,242	1,083	87	0	98	295	7,805
Sonoma	Total	260,459	81,713	3,403	3,710	25,962	5,736	380,983
Marin	San Francisco	4,529	972	483	227	690	149	7,049
Marin	San Mateo	414	176	0	0	0	0	590
Marin	Santa Clara	325	137	0	0	0	0	462
Marin	Alameda	1,151	48	173	0	0	0	1,373
Marin	Contra Costa	493	168	0	0	0	0	660
Marin	Solano	500	0	0	0	0	0	500
Marin	Napa	99	0	0	0	0	0	99
Marin	Sonoma	3,588	583	0	41	0	0	4,211
Marin	Marin	126,086	32,623	1,239	4,292	27,298	1,015	192,553
Marin	Unknown	4,814	1,174	0	0	302	169	6,459
Marin	Total	141,999	35,880	1,894	4,560	28,290	1,333	213,957
Unknown	San Francisco	0	0	0	0	0	0	0
Unknown	San Mateo	0	0	0	0	0	0	0
Unknown	Santa Clara	0	0	0	0	0	0	0
Unknown	Alameda	0	0	0	0	0	0	0
Unknown	Contra Costa	0	0	0	0	0	0	0
Unknown	Solano	0	0	0	0	0	0	0
Unknown	Napa	0	0	0	0	0	0	0
Unknown	Sonoma	0	0	0	0	0	0	0
Unknown	Marin	0	0	0	0	0	0	0
Unknown	Unknown	0	0	0	0	0	0	0
Unknown	Total	0	0	0	0	0	0	0
Total	San Francisco	231,669	97,771	81,882	13,314	122,317	8,263	555,216
Total	San Mateo	354,101	100,239	11,716	3,893	52,615	4,226	526,789
Total	Santa Clara	833,370	329,137	13,437	18,133	106,492	30,692	1,331,261
Total	Alameda	660,406	221,737	47,918	15,547	132,688	8,483	1,086,780
Total	Contra Costa	492,854	199,837	6,964	8,422	58,300	3,966	770,344
Total	Solano	168,000	79,710	2,244	4,204	26,732	1,578	282,467
Total	Napa	55,650	17,284	413	1,788	15,104	166	90,406
Total	Sonoma	249,519	79,364	2,690	3,772	25,253	5,395	365,993
Total	Marin	137,946	37,236	1,673	4,408	27,446	1,015	209,724
Total	Unknown	85,226	24,493	6,125	1,847	6,752	2,183	126,626
Total	Total	3,268,741	1,186,809	175,063	75,328	573,699	65,967	5,345,607

Table 5.3.3D**2000 Weekday County-to-County Home-Based Social/Rec. Trips by Mode (P/A Format)**

County of Production	County of Attraction	HBSR Vehicle Driver	HBSR Vehicle Passenger	HBSR Transit Passenger	HBSR Bicycle Rider	HBSR Walk Only	HBSR Other Means	HBSR TOTAL Means
San Francisco	San Francisco	92,642	80,644	54,468	6,400	93,670	9,247	337,072
San Francisco	San Mateo	15,046	7,462	2,005	0	412	330	25,256
San Francisco	Santa Clara	8,366	1,742	0	0	0	0	10,108
San Francisco	Alameda	5,411	3,881	4,329	0	135	295	14,051
San Francisco	Contra Costa	756	39	301	0	0	0	1,096
San Francisco	Solano	229	523	0	0	145	0	897
San Francisco	Napa	74	88	0	0	0	143	306
San Francisco	Sonoma	502	0	0	0	0	0	502
San Francisco	Marin	3,185	803	276	0	0	217	4,481
San Francisco	Unknown	3,300	2,135	1,059	1,195	1,962	996	10,647
San Francisco	Total	129,512	97,319	62,436	7,595	96,325	11,228	404,416
San Mateo	San Francisco	20,613	16,101	6,461	0	348	63	43,587
San Mateo	San Mateo	152,121	107,467	4,905	2,794	27,042	1,411	295,740
San Mateo	Santa Clara	13,715	6,123	1,232	274	0	70	21,413
San Mateo	Alameda	3,675	1,203	286	0	0	0	5,163
San Mateo	Contra Costa	478	291	1,198	0	0	0	1,968
San Mateo	Solano	181	140	0	0	0	0	321
San Mateo	Napa	0	0	0	0	0	0	0
San Mateo	Sonoma	189	0	0	0	0	0	189
San Mateo	Marin	568	136	258	0	0	0	962
San Mateo	Unknown	3,600	1,865	44	0	103	234	5,846
San Mateo	Total	195,141	133,325	14,384	3,068	27,494	1,778	375,189
Santa Clara	San Francisco	3,764	2,964	1,404	0	0	175	8,307
Santa Clara	San Mateo	8,771	5,927	216	0	0	57	14,972
Santa Clara	Santa Clara	381,755	325,859	9,158	8,657	77,474	13,612	816,516
Santa Clara	Alameda	10,212	10,096	0	0	0	131	20,439
Santa Clara	Contra Costa	337	1,743	0	0	0	0	2,080
Santa Clara	Solano	394	406	0	0	0	0	800
Santa Clara	Napa	0	0	0	0	0	0	0
Santa Clara	Sonoma	269	204	0	0	0	0	473
Santa Clara	Marin	58	78	0	0	0	0	136
Santa Clara	Unknown	8,405	9,478	0	0	3,669	73	21,623
Santa Clara	Total	413,965	356,755	10,778	8,657	81,143	14,048	885,346
Alameda	San Francisco	8,777	11,541	18,437	74	1,552	135	40,516
Alameda	San Mateo	5,585	2,367	83	48	203	24	8,310
Alameda	Santa Clara	13,424	4,757	1,109	0	705	164	20,158
Alameda	Alameda	295,736	218,236	16,602	24,381	99,463	2,886	657,303
Alameda	Contra Costa	15,565	10,142	142	241	649	58	26,798
Alameda	Solano	612	849	33	0	0	0	1,494
Alameda	Napa	686	0	0	0	118	0	804
Alameda	Sonoma	480	337	0	0	0	0	817
Alameda	Marin	763	351	0	0	73	0	1,186
Alameda	Unknown	6,037	7,741	678	1,139	1,155	42	16,791
Alameda	Total	347,663	256,321	37,083	25,882	103,917	3,310	774,176
Contra Costa	San Francisco	6,207	5,586	7,436	0	182	0	19,410
Contra Costa	San Mateo	3,228	1,024	0	0	0	0	4,252
Contra Costa	Santa Clara	2,515	1,095	64	0	0	0	3,674
Contra Costa	Alameda	29,445	22,527	4,733	250	503	0	57,458
Contra Costa	Contra Costa	217,496	165,144	2,279	2,902	28,867	4,117	420,804
Contra Costa	Solano	1,980	2,069	0	0	0	0	4,048
Contra Costa	Napa	103	278	0	0	0	0	381
Contra Costa	Sonoma	942	837	0	0	0	0	1,779
Contra Costa	Marin	1,645	1,168	147	0	77	66	3,102
Contra Costa	Unknown	5,475	2,742	523	275	1,401	333	10,748
Contra Costa	Total	269,035	202,470	15,181	3,427	31,030	4,515	525,658
Solano	San Francisco	1,309	811	761	0	0	0	2,881
Solano	San Mateo	299	324	0	0	0	0	623
Solano	Santa Clara	234	127	0	0	0	0	362
Solano	Alameda	3,868	2,378	328	0	0	0	6,574
Solano	Contra Costa	2,922	2,134	0	0	38	0	5,094
Solano	Solano	69,647	66,168	276	675	9,081	900	146,747
Solano	Napa	1,718	1,094	0	46	0	0	2,859
Solano	Sonoma	762	693	0	0	0	0	1,455
Solano	Marin	1,142	638	0	0	0	0	1,780
Solano	Unknown	3,812	1,354	0	317	0	353	5,836
Solano	Total	85,714	75,721	1,365	1,038	9,119	1,253	174,210

Table 5.3.3D (continued)**2000 Weekday County-to-County Home-Based Social/Rec. Trips by Mode (P/A Format)**

County of Production	County of Attraction	HBSR Vehicle Driver	HBSR Vehicle Passenger	HBSR Transit Passenger	HBSR Bicycle Rider	HBSR Walk Only	HBSR Other Means	HBSR TOTAL Means
Napa	San Francisco	180	87	113	0	0	0	380
Napa	San Mateo	276	226	0	0	0	0	502
Napa	Santa Clara	66	63	0	0	0	0	128
Napa	Alameda	108	289	0	31	0	0	428
Napa	Contra Costa	149	36	0	0	0	0	186
Napa	Solano	1,585	1,490	0	0	0	0	3,075
Napa	Napa	27,350	20,597	255	811	3,395	666	53,074
Napa	Sonoma	1,216	1,191	0	0	0	0	2,408
Napa	Marin	263	88	0	0	0	0	351
Napa	Unknown	494	192	0	46	91	131	954
Napa	Total	31,687	24,258	368	888	3,486	797	61,485
Sonoma	San Francisco	1,818	1,112	338	0	303	0	3,571
Sonoma	San Mateo	45	97	0	0	0	0	141
Sonoma	Santa Clara	311	1,323	0	0	0	0	1,634
Sonoma	Alameda	209	224	0	0	0	0	433
Sonoma	Contra Costa	361	0	0	0	0	0	361
Sonoma	Solano	375	250	0	0	0	0	625
Sonoma	Napa	1,300	268	0	0	0	0	1,568
Sonoma	Sonoma	114,353	92,391	2,851	2,512	17,256	4,968	234,330
Sonoma	Marin	4,355	3,487	1,077	0	0	0	8,920
Sonoma	Unknown	2,464	1,288	636	58	156	0	4,602
Sonoma	Total	125,591	100,439	4,902	2,569	17,715	4,968	256,185
Marin	San Francisco	6,484	2,894	3,171	417	87	0	13,053
Marin	San Mateo	389	68	0	0	0	113	570
Marin	Santa Clara	396	548	0	0	0	0	944
Marin	Alameda	1,704	1,649	0	0	0	0	3,353
Marin	Contra Costa	188	591	0	0	0	0	780
Marin	Solano	321	0	0	0	0	0	321
Marin	Napa	514	41	0	0	0	0	555
Marin	Sonoma	3,191	280	0	0	297	48	3,815
Marin	Marin	73,484	47,519	656	2,230	14,061	845	138,794
Marin	Unknown	2,506	883	0	0	48	174	3,611
Marin	Total	89,177	54,472	3,827	2,648	14,493	1,180	165,797
Unknown	San Francisco	0	0	0	0	0	0	0
Unknown	San Mateo	0	0	0	0	0	0	0
Unknown	Santa Clara	0	0	0	0	0	0	0
Unknown	Alameda	0	0	0	0	0	0	0
Unknown	Contra Costa	0	0	0	0	0	0	0
Unknown	Solano	0	0	0	0	0	0	0
Unknown	Napa	0	0	0	0	0	0	0
Unknown	Sonoma	0	0	0	0	0	0	0
Unknown	Marin	0	0	0	0	0	0	0
Unknown	Unknown	0	0	0	0	0	0	0
Unknown	Total	0	0	0	0	0	0	0
Total	San Francisco	141,794	121,740	92,587	6,891	96,143	9,621	468,776
Total	San Mateo	185,761	124,962	7,210	2,842	27,657	1,935	350,367
Total	Santa Clara	420,783	341,637	11,562	8,931	78,179	13,846	874,937
Total	Alameda	350,368	260,481	26,278	24,662	100,101	3,313	765,203
Total	Contra Costa	238,254	180,121	3,919	3,143	29,554	4,175	459,166
Total	Solano	75,322	71,894	309	675	9,227	900	158,327
Total	Napa	31,745	22,366	255	857	3,513	809	59,546
Total	Sonoma	121,904	95,933	2,851	2,512	17,552	5,016	245,768
Total	Marin	85,462	54,268	2,414	2,230	14,210	1,127	159,711
Total	Unknown	36,093	27,677	2,939	3,030	8,585	2,335	80,658
Total	Total	1,687,486	1,301,080	150,325	55,772	384,721	43,077	3,622,461

Table 5.3.4D**2000 Weekday County-to-County Home-Based School Trips by Mode (P/A Format)**

County of Production	County of Attraction	HBSC Vehicle Driver	HBSC Vehicle Passenger	HBSC Transit Passenger	HBSC Bicycle Rider	HBSC Walk Only	HBSC Other Means	HBSC TOTAL Means
San Francisco	San Francisco	27,856	92,388	50,979	1,288	29,850	19,333	221,695
San Francisco	San Mateo	389	376	0	166	3,568	0	4,499
San Francisco	Santa Clara	229	0	295	0	0	0	525
San Francisco	Alameda	3,182	0	689	0	0	0	3,871
San Francisco	Contra Costa	0	0	0	0	0	0	0
San Francisco	Solano	50	0	0	0	0	0	50
San Francisco	Napa	0	0	0	0	0	0	0
San Francisco	Sonoma	0	0	0	0	0	0	0
San Francisco	Marin	224	642	0	0	0	0	866
San Francisco	Unknown	2,797	760	6,112	0	99	0	9,768
San Francisco	Total	34,728	94,167	58,075	1,454	33,518	19,333	241,274
San Mateo	San Francisco	4,586	13,065	3,898	0	0	0	21,549
San Mateo	San Mateo	31,434	122,485	7,230	10,364	53,345	22,360	247,218
San Mateo	Santa Clara	2,823	2,413	268	89	191	178	5,963
San Mateo	Alameda	1,149	2,062	295	0	0	0	3,506
San Mateo	Contra Costa	0	0	0	0	0	0	0
San Mateo	Solano	0	0	0	0	0	0	0
San Mateo	Napa	0	0	0	0	0	0	0
San Mateo	Sonoma	0	202	0	0	0	0	202
San Mateo	Marin	0	0	0	39	0	0	39
San Mateo	Unknown	321	611	0	87	184	38	1,241
San Mateo	Total	40,313	140,838	11,691	10,579	53,721	22,576	279,718
Santa Clara	San Francisco	126	100	1,756	0	540	0	2,522
Santa Clara	San Mateo	537	1,527	105	0	0	582	2,751
Santa Clara	Santa Clara	89,354	332,797	26,406	11,465	100,736	53,939	614,697
Santa Clara	Alameda	2,846	1,145	540	0	93	395	5,018
Santa Clara	Contra Costa	51	130	130	0	0	0	311
Santa Clara	Solano	0	349	0	0	0	0	349
Santa Clara	Napa	0	0	0	0	0	0	0
Santa Clara	Sonoma	0	0	0	0	0	0	0
Santa Clara	Marin	212	0	0	0	0	0	212
Santa Clara	Unknown	4,345	1,692	0	0	863	763	7,663
Santa Clara	Total	97,471	337,740	28,937	11,465	102,232	55,680	633,524
Alameda	San Francisco	1,538	503	5,046	0	112	0	7,199
Alameda	San Mateo	278	2,435	0	144	0	0	2,857
Alameda	Santa Clara	3,406	2,925	0	0	317	730	7,377
Alameda	Alameda	83,630	259,688	77,267	10,057	129,569	25,744	585,955
Alameda	Contra Costa	4,171	6,826	229	0	0	257	11,482
Alameda	Solano	357	395	0	0	0	0	753
Alameda	Napa	0	0	0	0	0	0	0
Alameda	Sonoma	0	0	0	0	0	0	0
Alameda	Marin	0	0	0	0	0	0	0
Alameda	Unknown	2,273	2,546	0	0	472	35	5,326
Alameda	Total	95,654	275,318	82,542	10,201	130,469	26,764	620,949
Contra Costa	San Francisco	516	3,583	3,144	0	2,643	0	9,886
Contra Costa	San Mateo	67	661	67	0	0	0	794
Contra Costa	Santa Clara	1,143	421	0	0	0	0	1,563
Contra Costa	Alameda	7,540	8,901	4,016	111	1,260	80	21,909
Contra Costa	Contra Costa	55,032	169,208	17,128	3,085	48,316	22,178	314,947
Contra Costa	Solano	0	7,713	0	0	0	0	7,713
Contra Costa	Napa	88	0	0	0	0	0	88
Contra Costa	Sonoma	159	50	0	0	0	0	209
Contra Costa	Marin	219	66	0	0	0	0	284
Contra Costa	Unknown	735	1,811	253	0	0	86	2,885
Contra Costa	Total	65,500	192,413	24,609	3,196	52,219	22,343	360,280
Solano	San Francisco	147	0	152	0	0	546	845
Solano	San Mateo	0	0	0	0	0	0	0
Solano	Santa Clara	0	0	0	0	0	0	0
Solano	Alameda	118	0	0	118	0	0	236
Solano	Contra Costa	3,450	3,816	0	0	0	0	7,265
Solano	Solano	16,589	68,687	5,149	1,688	25,640	15,645	133,397
Solano	Napa	416	372	0	0	470	125	1,382
Solano	Sonoma	293	0	0	0	0	0	293
Solano	Marin	0	0	0	0	0	338	338
Solano	Unknown	278	2,287	0	118	432	177	3,291
Solano	Total	21,289	75,161	5,301	1,924	26,541	16,831	147,047

Table 5.3.4D (continued)**2000 Weekday County-to-County Home-Based School Trips by Mode (P/A Format)**

County of Production	County of Attraction	HBSC Vehicle Driver	HBSC Vehicle Passenger	HBSC Transit Passenger	HBSC Bicycle Rider	HBSC Walk Only	HBSC Other Means	HBSC TOTAL Means
Napa	San Francisco	0	181	211	0	0	0	391
Napa	San Mateo	0	0	0	0	0	0	0
Napa	Santa Clara	0	0	0	0	0	0	0
Napa	Alameda	0	157	0	0	39	118	314
Napa	Contra Costa	0	485	0	0	0	0	485
Napa	Solano	242	445	0	0	70	0	757
Napa	Napa	6,584	24,428	33	759	10,644	8,624	51,072
Napa	Sonoma	462	287	0	0	0	0	748
Napa	Marin	0	0	0	0	0	0	0
Napa	Unknown	31	387	0	0	0	54	472
Napa	Total	7,318	26,370	244	759	10,753	8,797	54,240
Sonoma	San Francisco	254	0	82	0	0	0	336
Sonoma	San Mateo	0	0	0	0	0	0	0
Sonoma	Santa Clara	0	0	0	0	0	0	0
Sonoma	Alameda	0	0	0	0	0	0	0
Sonoma	Contra Costa	0	0	0	0	0	0	0
Sonoma	Solano	0	0	0	0	0	0	0
Sonoma	Napa	196	428	0	0	0	0	624
Sonoma	Sonoma	37,398	86,207	1,793	1,585	16,757	15,449	159,188
Sonoma	Marin	431	1,453	0	0	0	640	2,525
Sonoma	Unknown	630	679	0	0	0	0	1,310
Sonoma	Total	38,909	88,767	1,875	1,585	16,757	16,089	163,982
Marin	San Francisco	634	489	275	0	0	0	1,398
Marin	San Mateo	0	0	0	325	0	0	325
Marin	Santa Clara	0	757	0	0	0	757	1,513
Marin	Alameda	496	468	0	0	0	0	965
Marin	Contra Costa	0	118	0	0	0	0	118
Marin	Solano	1,054	0	0	0	0	0	1,054
Marin	Napa	0	0	0	0	0	0	0
Marin	Sonoma	585	326	226	0	0	0	1,138
Marin	Marin	10,827	43,689	3,996	1,201	7,063	4,454	71,231
Marin	Unknown	348	0	152	0	0	0	500
Marin	Total	13,944	45,847	4,650	1,526	7,063	5,211	78,241
Unknown	San Francisco	0	0	0	0	0	0	0
Unknown	San Mateo	0	0	0	0	0	0	0
Unknown	Santa Clara	0	0	0	0	0	0	0
Unknown	Alameda	0	0	0	0	0	0	0
Unknown	Contra Costa	0	0	0	0	0	0	0
Unknown	Solano	0	0	0	0	0	0	0
Unknown	Napa	0	0	0	0	0	0	0
Unknown	Sonoma	0	0	0	0	0	0	0
Unknown	Marin	0	0	0	0	0	0	0
Unknown	Unknown	0	0	0	0	0	0	0
Unknown	Total	0	0	0	0	0	0	0
Total	San Francisco	35,657	110,309	65,544	1,288	33,145	19,879	265,822
Total	San Mateo	32,705	127,483	7,402	10,999	56,914	22,942	258,444
Total	Santa Clara	96,955	339,313	26,969	11,554	101,244	55,603	631,639
Total	Alameda	98,961	272,423	82,806	10,286	130,961	26,337	621,774
Total	Contra Costa	62,704	180,582	17,487	3,085	48,316	22,434	334,608
Total	Solano	18,292	77,589	5,149	1,688	25,709	15,645	144,072
Total	Napa	7,284	25,228	33	759	11,113	8,749	53,166
Total	Sonoma	38,897	87,071	2,019	1,585	16,757	15,449	161,778
Total	Marin	11,913	45,850	3,996	1,240	7,063	5,433	75,495
Total	Unknown	11,759	10,773	6,517	205	2,051	1,152	32,457
Total	Total	415,126	1,276,622	217,922	42,688	433,273	193,623	2,579,254

Table 5.3.5D**2000 Weekday County-to-County Non-Home-Based Trips by Mode (P/A Format)**

County of Production	County of Attraction	NHB Vehicle Driver	NHB Vehicle Passenger	NHB Transit Passenger	NHB Bicycle Rider	NHB Walk Only	NHB Other Means	NHB TOTAL Means
San Francisco	San Francisco	159,680	81,536	71,912	7,788	245,599	12,677	579,193
San Francisco	San Mateo	28,197	9,094	4,285	0	1,658	352	43,586
San Francisco	Santa Clara	5,424	1,147	3,219	0	579	43	10,412
San Francisco	Alameda	10,022	5,240	13,814	0	1,721	108	30,906
San Francisco	Contra Costa	9,304	1,554	5,124	148	2,408	0	18,538
San Francisco	Solano	932	1,033	514	0	0	0	2,479
San Francisco	Napa	395	24	43	0	0	0	462
San Francisco	Sonoma	2,089	514	339	0	188	0	3,129
San Francisco	Marin	9,570	1,137	2,292	0	306	258	13,562
San Francisco	Unknown	5,011	1,730	1,474	186	3,218	876	12,496
San Francisco	Total	230,625	103,009	103,016	8,122	255,677	14,314	714,763
San Mateo	San Francisco	18,660	3,118	3,715	166	605	55	26,319
San Mateo	San Mateo	224,312	86,430	4,002	1,908	33,556	5,396	355,604
San Mateo	Santa Clara	31,815	5,364	821	3,891	741	97	42,728
San Mateo	Alameda	9,039	1,822	137	0	0	93	11,092
San Mateo	Contra Costa	2,391	285	0	0	0	0	2,676
San Mateo	Solano	664	39	0	0	0	0	703
San Mateo	Napa	238	0	0	0	0	0	238
San Mateo	Sonoma	0	319	0	0	0	0	319
San Mateo	Marin	940	0	155	0	64	0	1,159
San Mateo	Unknown	5,895	2,204	58	0	755	441	9,354
San Mateo	Total	293,953	99,580	8,889	5,964	35,722	6,082	450,191
Santa Clara	San Francisco	8,219	1,457	2,549	0	155	0	12,380
Santa Clara	San Mateo	30,836	7,163	884	2,135	254	471	41,742
Santa Clara	Santa Clara	681,591	267,574	9,493	8,483	87,202	29,343	1,083,686
Santa Clara	Alameda	24,537	3,378	498	33	37	572	29,055
Santa Clara	Contra Costa	4,857	339	0	0	89	0	5,286
Santa Clara	Solano	294	462	0	0	0	0	756
Santa Clara	Napa	296	0	0	0	45	0	342
Santa Clara	Sonoma	949	222	0	0	0	0	1,171
Santa Clara	Marin	633	117	0	0	0	0	750
Santa Clara	Unknown	12,904	3,890	0	169	505	738	18,206
Santa Clara	Total	765,116	284,603	13,423	10,820	88,288	31,125	1,193,374
Alameda	San Francisco	10,924	3,588	8,937	186	1,671	182	25,488
Alameda	San Mateo	10,114	3,352	26	0	166	4	13,662
Alameda	Santa Clara	25,146	6,448	0	0	37	460	32,092
Alameda	Alameda	449,149	162,325	21,366	18,411	119,526	10,532	781,309
Alameda	Contra Costa	41,654	10,572	3,278	24	422	338	56,289
Alameda	Solano	2,807	406	39	0	39	0	3,292
Alameda	Napa	253	39	0	77	0	0	369
Alameda	Sonoma	541	216	459	0	179	0	1,395
Alameda	Marin	2,985	446	137	0	109	0	3,676
Alameda	Unknown	10,726	6,775	626	428	1,210	831	20,596
Alameda	Total	554,300	194,168	34,868	19,125	123,359	12,349	938,168
Contra Costa	San Francisco	4,734	1,775	2,565	148	1,435	59	10,715
Contra Costa	San Mateo	1,695	494	0	0	0	0	2,190
Contra Costa	Santa Clara	3,590	547	0	0	89	0	4,226
Contra Costa	Alameda	35,439	8,177	1,674	356	414	294	46,355
Contra Costa	Contra Costa	303,689	123,835	5,260	761	32,744	4,436	470,725
Contra Costa	Solano	6,537	1,859	0	0	75	273	8,744
Contra Costa	Napa	1,138	295	0	0	0	0	1,434
Contra Costa	Sonoma	1,298	203	0	0	0	0	1,501
Contra Costa	Marin	3,185	277	262	0	0	0	3,724
Contra Costa	Unknown	7,044	3,100	342	200	317	313	11,315
Contra Costa	Total	368,349	140,562	10,104	1,464	35,074	5,375	560,929
Solano	San Francisco	897	965	68	0	54	0	1,985
Solano	San Mateo	195	620	0	0	0	0	815
Solano	Santa Clara	477	354	0	42	0	0	874
Solano	Alameda	3,213	974	101	92	0	0	4,380
Solano	Contra Costa	8,236	1,208	0	0	0	75	9,519
Solano	Solano	83,250	46,668	619	237	13,531	2,377	146,682
Solano	Napa	3,372	1,600	0	0	0	279	5,251
Solano	Sonoma	891	111	0	0	0	0	1,002
Solano	Marin	706	0	0	0	0	338	1,045
Solano	Unknown	1,599	697	0	0	120	0	2,416
Solano	Total	102,837	53,196	789	372	13,705	3,070	173,968

Table 5.3.5D (continued)**2000 Weekday County-to-County Non-Home-Based Trips by Mode (P/A Format)**

County of Production	County of Attraction	NHB Vehicle Driver	NHB Vehicle Passenger	NHB Transit Passenger	NHB Bicycle Rider	NHB Walk Only	NHB Other Means	NHB TOTAL Means
Napa	San Francisco	218	89	0	0	0	27	334
Napa	San Mateo	162	0	0	0	0	0	162
Napa	Santa Clara	108	48	0	0	45	0	202
Napa	Alameda	550	116	0	0	0	0	665
Napa	Contra Costa	232	35	0	0	0	0	267
Napa	Solano	2,901	737	0	0	0	350	3,988
Napa	Napa	48,339	16,426	584	401	3,902	469	70,120
Napa	Sonoma	2,221	313	33	0	0	158	2,725
Napa	Marin	411	185	0	0	0	0	597
Napa	Unknown	466	194	0	0	0	0	661
Napa	Total	55,609	18,143	617	401	3,948	1,004	79,721
Sonoma	San Francisco	1,000	264	41	0	0	0	1,305
Sonoma	San Mateo	746	148	0	0	0	0	894
Sonoma	Santa Clara	486	119	0	0	0	118	722
Sonoma	Alameda	379	33	33	0	179	0	624
Sonoma	Contra Costa	1,123	204	0	0	0	0	1,327
Sonoma	Solano	1,143	53	0	0	0	0	1,195
Sonoma	Napa	1,963	73	0	0	0	114	2,150
Sonoma	Sonoma	189,444	64,952	1,170	751	15,639	6,842	278,798
Sonoma	Marin	5,012	904	0	0	81	0	5,997
Sonoma	Unknown	4,884	1,929	0	0	216	177	7,206
Sonoma	Total	206,180	68,679	1,245	751	16,115	7,251	300,220
Marin	San Francisco	5,630	1,103	1,244	0	242	0	8,219
Marin	San Mateo	1,039	68	311	0	0	0	1,419
Marin	Santa Clara	356	239	0	0	0	0	595
Marin	Alameda	4,134	865	0	0	81	0	5,081
Marin	Contra Costa	2,897	108	0	0	0	29	3,034
Marin	Solano	891	75	0	0	45	0	1,011
Marin	Napa	493	304	0	0	0	0	797
Marin	Sonoma	6,159	1,005	0	0	87	0	7,251
Marin	Marin	103,372	35,352	1,052	1,272	16,354	1,830	159,231
Marin	Unknown	2,050	1,455	251	0	344	0	4,100
Marin	Total	127,021	40,575	2,858	1,272	17,152	1,859	190,737
Unknown	San Francisco	4,570	405	1,281	186	4,373	150	10,965
Unknown	San Mateo	1,636	2,679	0	0	167	202	4,684
Unknown	Santa Clara	7,481	3,409	0	127	816	261	12,095
Unknown	Alameda	8,102	1,778	262	461	1,576	114	12,292
Unknown	Contra Costa	3,987	2,552	32	0	250	0	6,821
Unknown	Solano	1,065	174	0	0	94	0	1,333
Unknown	Napa	369	129	0	0	0	0	498
Unknown	Sonoma	2,972	812	0	0	183	0	3,967
Unknown	Marin	2,304	1,018	42	0	142	0	3,507
Unknown	Unknown	0	0	0	0	0	0	0
Unknown	Total	32,487	12,957	1,616	773	7,600	727	56,161
Total	San Francisco	214,534	94,301	92,311	8,473	254,133	13,151	676,903
Total	San Mateo	298,933	110,048	9,509	4,042	35,802	6,425	464,759
Total	Santa Clara	756,475	285,250	13,533	12,542	89,509	30,322	1,187,631
Total	Alameda	544,565	184,708	37,886	19,353	123,533	11,714	921,759
Total	Contra Costa	378,370	140,692	13,695	933	35,914	4,878	574,482
Total	Solano	100,482	51,506	1,173	237	13,785	3,000	170,182
Total	Napa	56,856	18,890	627	478	3,948	862	81,661
Total	Sonoma	206,564	68,666	2,001	751	16,275	7,001	301,259
Total	Marin	129,118	39,437	3,940	1,272	17,055	2,426	193,248
Total	Unknown	50,578	21,975	2,752	983	6,685	3,377	86,349
Total	Total	2,736,476	1,015,473	177,426	49,064	596,639	83,155	4,658,233

Table 5.3.6D**2000 Weekday County-to-County TOTAL Trips by Mode (P/A Format)**

County of Production	County of Attraction	TOTAL Vehicle Driver	TOTAL Vehicle Passenger	TOTAL Transit Passenger	TOTAL Bicycle Rider	TOTAL Walk Only	TOTAL Other Means	TOTAL TOTAL Means
San Francisco	San Francisco	615,881	366,107	404,306	47,147	553,521	59,317	2,046,279
San Francisco	San Mateo	115,600	29,117	13,985	286	13,222	2,004	174,213
San Francisco	Santa Clara	34,947	6,495	9,167	99	888	65	51,661
San Francisco	Alameda	42,585	12,601	35,603	186	2,039	860	93,874
San Francisco	Contra Costa	16,623	1,924	7,628	148	2,408	0	28,731
San Francisco	Solano	1,607	1,969	514	0	145	0	4,236
San Francisco	Napa	1,730	201	43	143	0	143	2,260
San Francisco	Sonoma	4,040	1,244	339	0	188	0	5,811
San Francisco	Marin	25,872	3,884	4,019	74	342	837	35,028
San Francisco	Unknown	21,169	8,152	13,143	3,275	8,319	2,415	56,473
San Francisco	Total	880,054	431,695	488,746	51,358	581,072	65,641	2,498,566
San Mateo	San Francisco	119,917	44,812	46,467	166	2,487	839	214,686
San Mateo	San Mateo	960,356	419,716	39,305	29,679	173,395	35,806	1,658,258
San Mateo	Santa Clara	139,829	25,638	7,774	8,726	1,849	912	184,727
San Mateo	Alameda	38,248	7,855	3,434	33	53	178	49,800
San Mateo	Contra Costa	7,118	812	1,198	0	0	0	9,128
San Mateo	Solano	1,394	642	0	0	0	0	2,035
San Mateo	Napa	611	487	0	0	0	0	1,098
San Mateo	Sonoma	693	521	0	0	0	0	1,214
San Mateo	Marin	5,491	234	413	39	149	0	6,326
San Mateo	Unknown	19,110	6,070	1,339	87	1,569	1,372	29,547
San Mateo	Total	1,292,767	506,786	99,930	38,730	179,501	39,106	2,156,820
Santa Clara	San Francisco	19,418	5,062	12,716	31	695	303	38,225
Santa Clara	San Mateo	108,609	22,843	6,916	3,806	285	1,373	143,832
Santa Clara	Santa Clara	2,839,735	1,303,009	104,784	57,492	385,922	136,868	4,827,810
Santa Clara	Alameda	95,894	20,689	2,577	33	158	1,596	120,946
Santa Clara	Contra Costa	7,551	2,578	390	0	153	153	10,824
Santa Clara	Solano	1,419	1,216	0	0	0	0	2,636
Santa Clara	Napa	567	78	0	0	45	0	691
Santa Clara	Sonoma	1,862	466	0	0	0	0	2,328
Santa Clara	Marin	1,462	195	0	0	0	0	1,658
Santa Clara	Unknown	51,509	22,089	373	527	6,018	2,445	82,960
Santa Clara	Total	3,128,027	1,378,226	127,755	61,889	393,276	142,737	5,231,909
Alameda	San Francisco	53,331	30,915	124,429	557	7,052	1,158	217,443
Alameda	San Mateo	62,656	15,321	3,267	192	369	440	82,245
Alameda	Santa Clara	140,627	32,627	8,737	361	1,428	2,953	186,733
Alameda	Alameda	1,897,672	895,551	206,510	87,850	509,176	53,261	3,650,021
Alameda	Contra Costa	130,038	38,369	7,060	1,094	1,991	815	179,367
Alameda	Solano	6,934	2,928	73	0	39	0	9,974
Alameda	Napa	1,178	98	0	77	118	0	1,471
Alameda	Sonoma	1,424	831	917	0	179	0	3,351
Alameda	Marin	7,128	1,406	137	139	208	0	9,018
Alameda	Unknown	48,286	23,563	4,026	2,413	5,158	1,713	85,159
Alameda	Total	2,349,274	1,041,610	355,156	92,685	525,718	60,341	4,424,782
Contra Costa	San Francisco	38,318	16,187	57,906	148	7,802	1,189	121,549
Contra Costa	San Mateo	16,858	2,646	1,164	0	64	49	20,781
Contra Costa	Santa Clara	22,583	3,347	724	0	89	0	26,743
Contra Costa	Alameda	216,888	60,997	35,829	1,618	3,938	513	319,783
Contra Costa	Contra Costa	1,305,519	662,876	37,309	16,528	174,422	36,865	2,233,518
Contra Costa	Solano	21,504	13,085	35	0	75	273	34,972
Contra Costa	Napa	2,423	608	0	0	0	35	3,066
Contra Costa	Sonoma	5,192	1,210	0	0	0	0	6,401
Contra Costa	Marin	13,638	3,950	540	0	77	129	18,334
Contra Costa	Unknown	38,748	14,348	2,520	551	2,859	1,077	60,103
Contra Costa	Total	1,681,669	779,256	136,028	18,844	189,326	40,130	2,845,252
Solano	San Francisco	11,942	5,912	4,607	0	415	584	23,460
Solano	San Mateo	5,024	1,363	210	0	0	0	6,598
Solano	Santa Clara	3,119	747	221	42	0	228	4,357
Solano	Alameda	24,296	6,656	2,940	256	109	0	34,257
Solano	Contra Costa	54,569	12,952	71	150	86	75	67,902
Solano	Solano	435,671	264,067	10,781	9,164	76,350	21,880	817,914
Solano	Napa	15,630	4,256	0	46	470	475	20,877
Solano	Sonoma	4,622	804	0	0	0	0	5,425
Solano	Marin	5,526	1,825	0	0	0	677	8,028
Solano	Unknown	17,629	6,228	99	535	611	530	25,631
Solano	Total	578,028	304,810	18,929	10,194	78,041	24,449	1,014,450

Table 5.3.6D (continued)**2000 Weekday County-to-County TOTAL Trips by Mode (P/A Format)**

County of Production	County of Attraction	TOTAL Vehicle Driver	TOTAL Vehicle Passenger	TOTAL Transit Passenger	TOTAL Bicycle Rider	TOTAL Walk Only	TOTAL Other Means	TOTAL TOTAL Means
Napa	San Francisco	1,369	782	657	0	43	27	2,877
Napa	San Mateo	1,719	288	0	0	0	0	2,007
Napa	Santa Clara	484	110	0	0	45	0	640
Napa	Alameda	2,016	921	0	31	39	118	3,126
Napa	Contra Costa	4,779	695	0	0	0	0	5,474
Napa	Solano	13,569	4,253	0	79	70	350	18,320
Napa	Napa	180,317	78,690	1,699	4,494	34,486	10,004	309,691
Napa	Sonoma	8,225	2,414	33	63	0	158	10,892
Napa	Marin	2,961	335	0	0	0	0	3,296
Napa	Unknown	4,033	1,121	0	46	440	186	5,825
Napa	Total	219,472	89,609	2,389	4,712	35,124	10,843	362,149
Sonoma	San Francisco	12,660	2,671	5,333	0	1,047	153	21,864
Sonoma	San Mateo	2,797	420	354	0	0	35	3,607
Sonoma	Santa Clara	3,185	1,442	0	0	0	118	4,745
Sonoma	Alameda	5,425	824	33	0	179	0	6,461
Sonoma	Contra Costa	5,092	1,599	0	0	0	0	6,690
Sonoma	Solano	3,712	411	0	0	0	0	4,123
Sonoma	Napa	10,439	1,320	0	0	0	114	11,873
Sonoma	Sonoma	796,910	338,048	10,867	11,118	80,632	33,831	1,271,406
Sonoma	Marin	41,622	8,916	1,606	41	169	640	52,994
Sonoma	Unknown	18,079	5,500	723	58	470	790	25,620
Sonoma	Total	899,922	361,149	18,916	11,217	82,496	35,681	1,409,382
Marin	San Francisco	36,382	6,735	19,551	1,477	1,509	332	65,986
Marin	San Mateo	5,077	425	311	364	64	113	6,354
Marin	Santa Clara	2,263	1,680	0	0	0	757	4,700
Marin	Alameda	11,742	3,112	173	0	81	0	15,108
Marin	Contra Costa	5,348	1,449	68	0	0	29	6,894
Marin	Solano	3,969	75	0	0	45	0	4,089
Marin	Napa	1,832	344	0	0	0	0	2,176
Marin	Sonoma	18,777	2,354	226	41	384	48	21,831
Marin	Marin	393,571	167,942	9,087	11,676	71,502	8,143	661,921
Marin	Unknown	10,524	3,512	708	0	695	460	15,898
Marin	Total	489,485	187,628	30,124	13,558	74,280	9,882	804,958
Unknown	San Francisco	4,570	405	1,281	186	4,373	150	10,965
Unknown	San Mateo	1,636	2,679	0	0	167	202	4,684
Unknown	Santa Clara	7,481	3,409	0	127	816	261	12,095
Unknown	Alameda	8,102	1,778	262	461	1,576	114	12,292
Unknown	Contra Costa	3,987	2,552	32	0	250	0	6,821
Unknown	Solano	1,065	174	0	0	94	0	1,333
Unknown	Napa	369	129	0	0	0	0	498
Unknown	Sonoma	2,972	812	0	0	183	0	3,967
Unknown	Marin	2,304	1,018	42	0	142	0	3,507
Unknown	Unknown	0	0	0	0	0	0	0
Unknown	Total	32,487	12,957	1,616	773	7,600	727	56,161
Total	San Francisco	913,787	479,587	677,253	49,712	578,944	64,050	2,763,333
Total	San Mateo	1,280,334	494,817	65,511	34,327	187,566	40,023	2,102,578
Total	Santa Clara	3,194,254	1,378,505	131,406	66,848	391,037	142,162	5,304,211
Total	Alameda	2,342,867	1,010,985	287,362	90,469	517,347	56,639	4,305,669
Total	Contra Costa	1,540,624	725,806	53,755	17,919	179,309	37,937	2,555,350
Total	Solano	490,845	288,820	11,403	9,243	76,819	22,503	899,632
Total	Napa	215,095	86,213	1,742	4,761	35,119	10,771	353,701
Total	Sonoma	844,717	348,702	12,383	11,222	81,565	34,038	1,332,627
Total	Marin	499,576	189,706	15,844	11,969	72,589	10,426	800,110
Total	Unknown	229,086	90,584	22,931	7,492	26,138	10,987	387,217
Total	Total	11,551,184	5,093,726	1,279,589	303,961	2,146,433	429,537	20,804,429