

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.