

# Chapter 4

## Person Trips and Person Miles of Travel

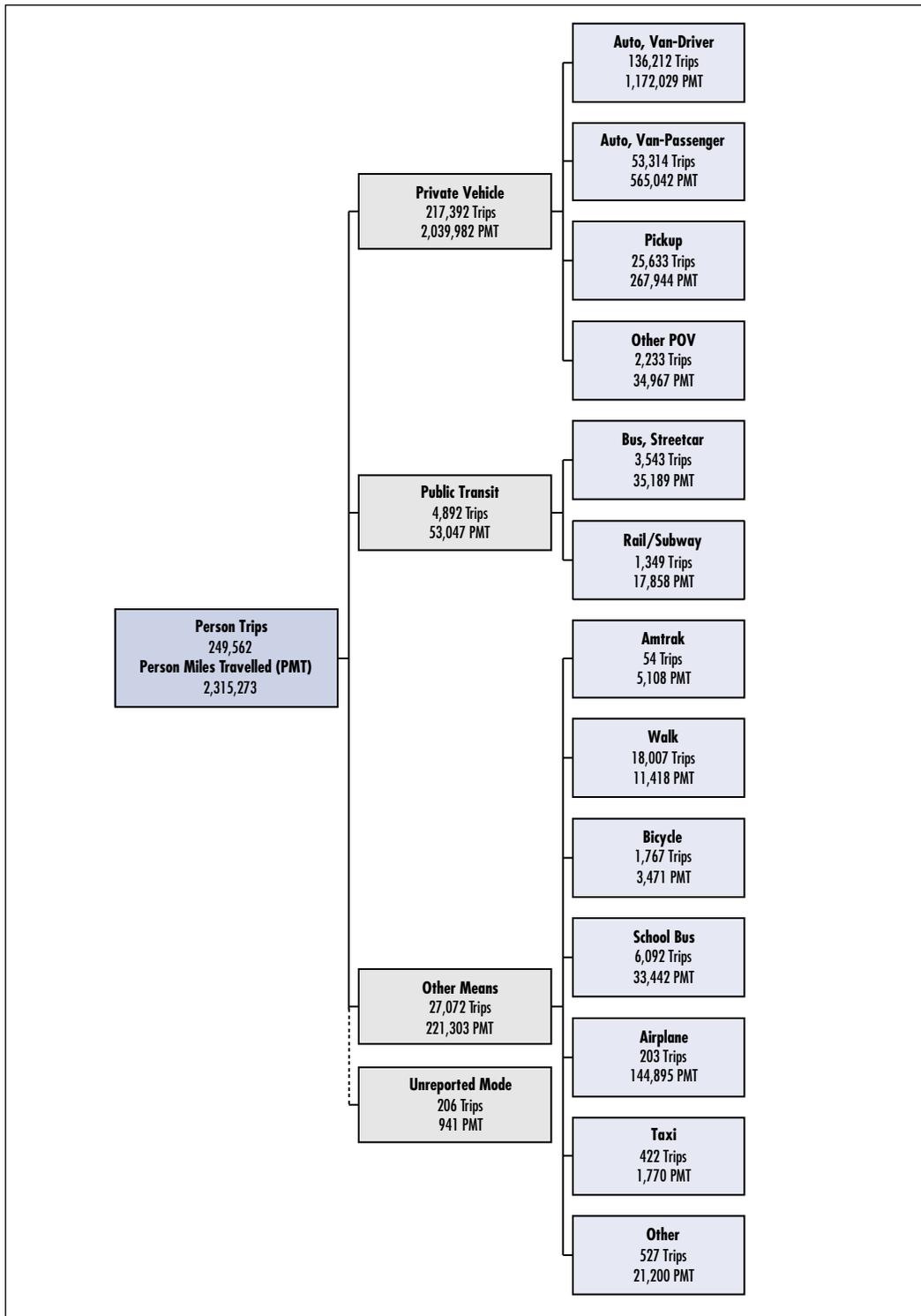


Over the Past Two Decades:

- Person trips increased by more than three times the population increase.
- On a person basis, trip making increased by...
  - 40% for everyone,
  - 25% for men,
  - 58% for women,
  - 46% for individuals over 65.
- Although there were 20% fewer persons per household, each household travelled 10% more.
- Less than half of the person trips made during the hours of 6 a.m. to 9 a.m. were for commuting to work.

1990 PERSON TRIPS AND PERSON MILES BY MODE

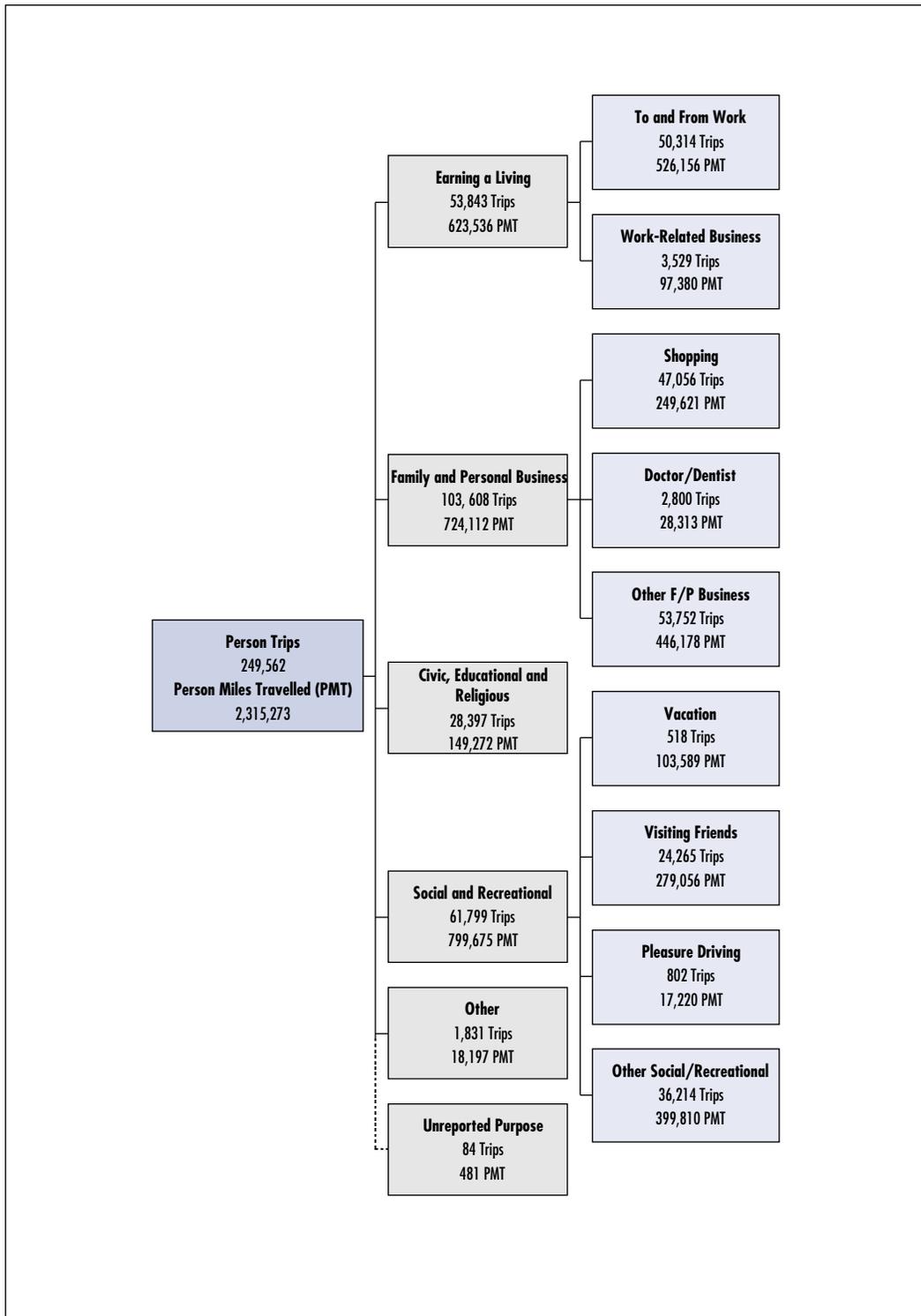
(MILLIONS)



1. PERSON TRIPS AND PERSON MILES TRAVELLED

1990 PERSON TRIPS AND PERSON MILES BY PURPOSE

(MILLIONS)



PERSON TRIPS AND PERSON MILES OF TRAVEL



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# Chapter 4 Person Trips and Person Miles of Travel

**T**HIS chapter reports statistics on person trips and person miles of travel (PMT) based on data from the 1990 NPTS. In this survey, a person trip is defined as a trip by one or more persons using any mode of transportation. If more than one person is on the same trip, each person is credited with one person trip. For example, four persons travelling together in one vehicle amount to four person trips. When four people travel five miles in the same vehicle, 20 person miles of travel result.

## Trips per person

While the population increased by 21 percent from 1969 to 1990, the total number of person trips increased by 72 percent during the same period. The difference between these growth rates reflected an increase of 42 percent in the number of trips an individual took per year. In 1969, on average an individual took 736 trips per year. By 1990, an individual took an average of more than 1,000 trips per year. This increase in the number of trips an individual took per year contributed to an increase of 65 percent in the number of person miles of travel from 1969 to 1990.

## Difference in person travel between men and women

In 1983, men took more trips than women. However, this trend was reversed in 1990 — women took more trips than men. On average, a man took 1,110 person trips per year in 1990 and a woman 1,143 trips. Men travelled more than women for the purpose of earning a living; and travelled less than women for family and personal matters.

## Difference in person travel between age groups

Purposes of travel varied by age. Trips taken by individuals younger than 20 years old or older than 60 years old were mainly for family and personal matters and for social and recreational purposes. However, individuals between the ages of 20 and 60 took trips mainly for family and personal matters and for earning a living.

## Difference in person travel between drivers and non-drivers

Individuals without a driver's license took 46 percent fewer trips by all modes and 36 percent shorter trips than those with a driver's license. As a result, individuals without a driver's license travelled only a third as much as individuals with a driver's license.

## Household structure

Despite the decrease in household size between 1969 and 1990, a household, on average, took 16 percent more person trips per year and travelled 68 percent more person miles in 1990. Trips taken by households with two or more adults and without children or with the youngest child younger than 15 years old accounted for more than 67 percent of all person trips in 1990. On average, a person trip in 1990 was estimated to be 9.45 miles. Trips taken by families with a single adult and with the youngest child between 6 and 15 years old were the shortest.

### Household income

As expected, households with an income greater than \$40,000 took more trips and travelled longer distances than other households. The percentage of trips for earning a living in households with an annual income greater than \$40,000 was the highest compared to other households. Lower income households used public transportation or walked more often than higher income households.

### Transportation modes

Privately owned vehicles were by far the most common mode of transportation in 1990. On average, trips by privately owned vehicles accounted for 88 percent of the person miles of travel. Public transportation was used more for commuting to work than for any other trip purpose. Trip lengths were shorter for individuals residing in places where public transportation was available. More trips were taken by public transportation when the distance to the nearest public transportation was less than 1/4 mile. Consequently, the percentage of trips by privately owned vehicles decreased as distance to the nearest public transportation decreased.

Note that the NPTS data on transit use is based on a sample of 2870 person trips. Because the sample size is small, the estimates of transit use have a higher margin of error. See Chapter 1, Section 5 entitled "Limitations of Data on Transit."

### Difference in trips among seasons

More trips took place in warmer months than in other months of the year. There was not a significant difference in seasonal variation between 1983 and 1990. However, trips were longer in 1990 than in 1983 in all seasons, except for spring. Winter trips were shorter than trips during other seasons. There were more walking trips in spring than in other seasons of the year.

### Trips by day of week, and time of day

Based on the NPTS survey results, only 47 percent of all person trips during the morning peak period (from 6 a.m. to 9 a.m.) were for commuting to work or for work-related business. This finding is contrary to the common public perception that commuting is the major reason for morning congestion. Instead of distinct morning and afternoon peak periods that have traditionally been associated with commuting trips, the peak period has engulfed the midday and expanded to a 10-hour period (from 9 a.m. to 7 p.m.). This midday peak period was dominated by trips for family and personal business.



This table presents summary statistics on personal travel. Compared to the increase in the total number of persons from 1969 to 1990, the percentage increases in the number of person trips and in the total person miles of travel were considerably higher. While the total population grew by 21% over

this period, the rate of increase in the total number of person trips was three times the rate of increase in population, indicating that individuals took significantly more trips on a per-person basis in 1990 than in 1969.

**TABLE 4.1**

**SUMMARY OF NATIONAL ESTIMATES  
1969, 1977, 1983 AND 1990 NPTS<sup>1</sup>**

	1969	1977	1983	1990	Percent Change 69-90
Persons (000)	197,213	213,141	229,453	239,416	21
Annual Person Trips (000)	145,146,000	211,778,000	224,385,000	249,562,000	72
Annual Person Miles of Travel (000)	1,404,137,000	1,879,215,000	1,946,662,000	2,315,273,000	65
Number of Person Trips per Person	736	994	978	1,042	42
Annual Person Miles of Travel per Person (miles)	7,120	8,817	8,484	9,671	36
Average Person Trip Length (miles)	9.67	8.87	8.68	9.45 <sup>2</sup>	-4

<sup>1</sup> For information on comparing 1983 and 1990 NPTS survey data, see Section 4 of Chapter 1.      <sup>2</sup> Information based only on observations with valid trip length data.

**FIGURE 4.1**

**SUMMARY OF NATIONAL ESTIMATES  
1969, 1977, 1983, AND 1990 NPTS**

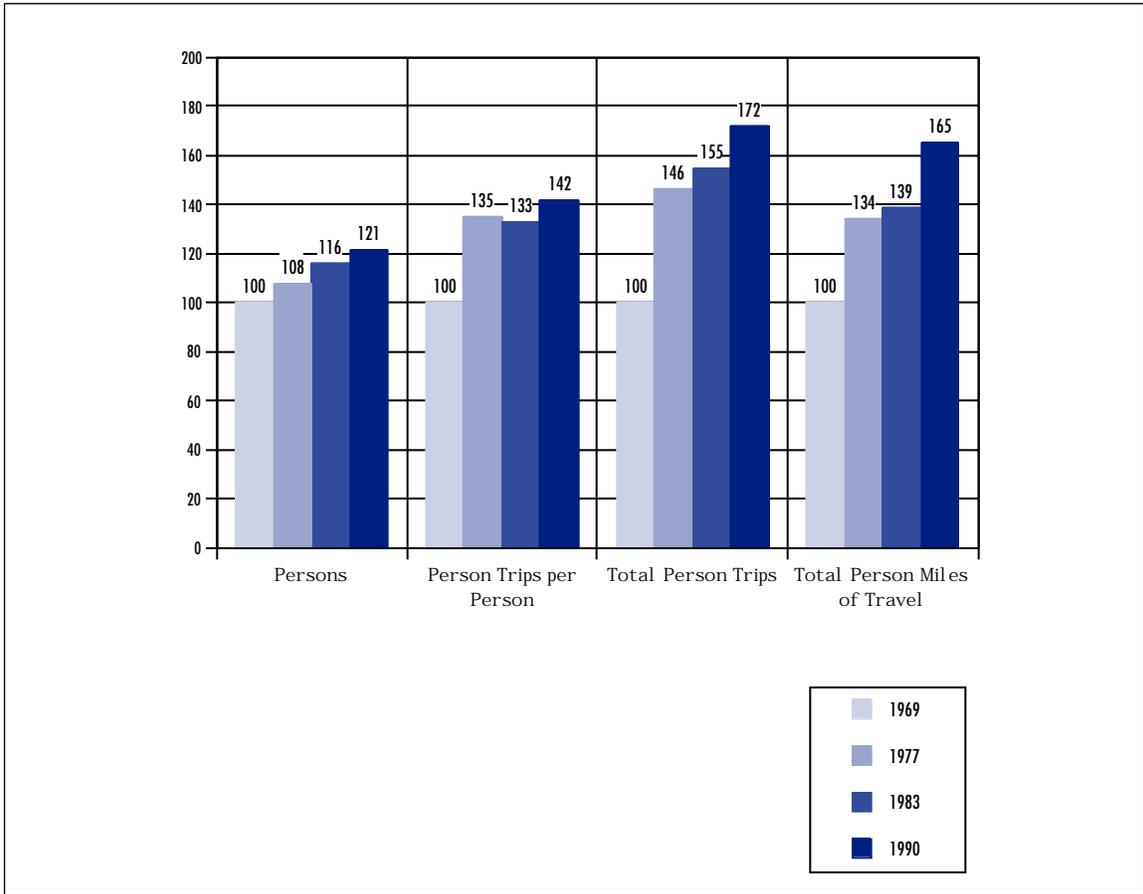


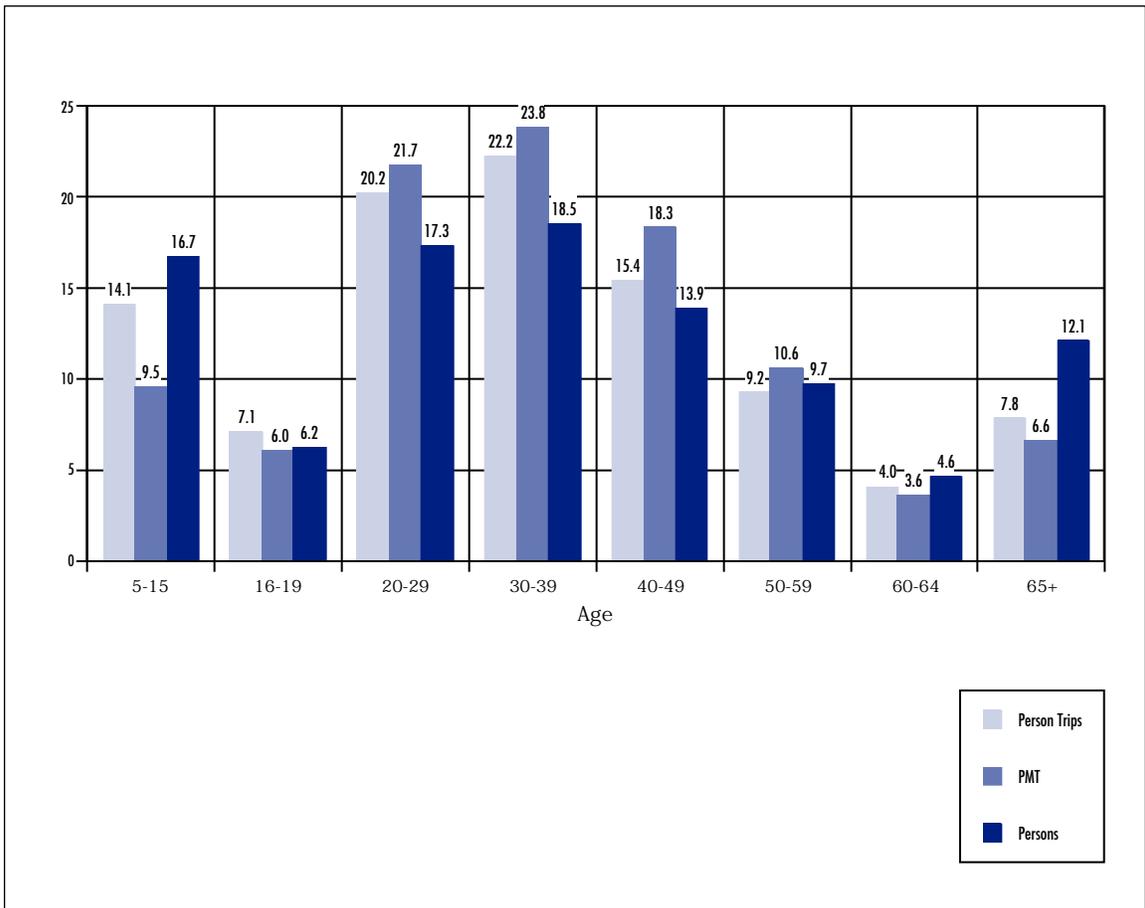
TABLE 4.2

**NUMBER OF PERSON TRIPS BY AGE AND SEX  
1983 AND 1990 NPTS<sup>1</sup>  
(MILLIONS)**

Age	1983			1990 <sup>2</sup>		
	Male	Female	TOTAL	Male	Female	TOTAL
5-15	15,622 (14.3%)	15,496 (13.5%)	<b>31,118</b> (13.9%)	17,700 (15.1%)	17,200 (13.2%)	<b>34,900</b> (14.1%)
16-19	9,150 (8.4%)	9,430 (8.2%)	<b>18,580</b> (8.3%)	8,547 (7.3%)	8,967 (6.9%)	<b>17,514</b> (7.1%)
20-29	25,837 (23.6%)	25,033 (21.8%)	<b>50,870</b> (22.7%)	23,900 (20.4%)	26,200 (20.0%)	<b>50,100</b> (20.2%)
30-39	20,614 (18.8%)	25,028 (21.8%)	<b>45,642</b> (20.3%)	24,400 (20.9%)	30,600 (23.4%)	<b>55,000</b> (22.2%)
40-49	13,710 (12.5%)	14,258 (12.4%)	<b>27,968</b> (12.5%)	17,300 (14.8%)	20,900 (16.0%)	<b>38,200</b> (15.4%)
50-59	11,383 (10.4%)	12,796 (11.1%)	<b>24,179</b> (10.8%)	11,000 (9.4%)	11,800 (9.0%)	<b>22,800</b> (9.2%)
60-64	5,280 (4.8%)	4,543 (4.0%)	<b>9,823</b> (4.4%)	4,869 (4.2%)	5,048 (3.9%)	<b>9,917</b> (4.0%)
65+	7,940 (7.2%)	8,265 (7.2%)	<b>16,205</b> (7.2%)	9,255 (7.9%)	9,978 (7.6%)	<b>19,233</b> (7.8%)
<b>TOTAL</b>	<b>109,536</b> (100.0%)	<b>114,849</b> (100.0%)	<b>224,385</b> (100.0%)	<b>116,971</b> (100.0%)	<b>130,693</b> (100.0%)	<b>247,664</b> (100.0%)

<sup>1</sup> For information on comparing 1983 and 1990 NPTS survey data, see Section 4 of Chapter 1.      <sup>2</sup> Does not include trips where age, sex, or both were unreported.

**FIGURE 4.2**  
**DISTRIBUTION OF PERSON TRIPS AND PERSON MILES OF TRAVEL BY AGE**  
**1990 NPTS**



This table shows the average annual person trips per person by age and sex. In 1990, for people aged 30 through 49, women took approximately 200 more trips per year than their male counterparts. For the elderly (those 60 and older), this situation was

reversed with men taking about 150 more trips per year than women. For both survey years, 1983 and 1990, the gap in trip making between men and women was the greatest for those 65 and over.

TABLE 4.3

NUMBER OF ANNUAL PERSON TRIPS PER PERSON BY AGE AND SEX  
1983 AND 1990 NPTS<sup>1</sup>

Age	1983				1990			
	Male	Female	% Difference, Male vs. Female	All Persons	Male	Female	% Difference, Male vs. Female	All Persons
5-15	822	853	-3.6%	<b>837</b>	932	957	-2.6%	<b>944</b>
16-19	1,183	1,234	-4.1%	<b>1,209</b>	1,271	1,259	1.0%	<b>1,264</b>
20-29	1,275	1,229	3.7%	<b>1,252</b>	1,294	1,320	-2.0%	<b>1,307</b>
30-39	1,197	1,331	-10.1%	<b>1,267</b>	1,231	1,434	-14.2%	<b>1,336</b>
40-49	1,112	1,166	-4.6%	<b>1,139</b>	1,151	1,328	-13.3%	<b>1,242</b>
50-59	1,036	1,012	2.4%	<b>1,023</b>	1,058	1,052	0.6%	<b>1,055</b>
60-64	978	777	25.9%	<b>874</b>	1,047	921	13.7%	<b>979</b>
65+	810	569	42.4%	<b>666</b>	817	639	27.9%	<b>714</b>
<b>ALL AGES</b>	<b>1,066</b>	<b>1,042</b>	2.3%	<b>1,054</b>	<b>1,110</b>	<b>1,143</b>	-2.9%	<b>1,127</b>

<sup>1</sup> For information on comparing 1983 and 1990 NPTS survey data, see Section 4 of Chapter 1.

TABLE 4.4

**NUMBER OF PERSON MILES OF TRAVEL BY AGE AND SEX  
1983 AND 1990 NPTS<sup>1</sup>  
(MILLIONS)**

Age	1983			1990 <sup>2</sup>		
	Male	Female	TOTAL	Male	Female	TOTAL
5-15	116,680 (11.3%)	102,422 (11.3%)	<b>219,102</b> (11.3%)	113,297 (9.3%)	105,438 (9.7%)	<b>218,735</b> (9.5%)
16-19	61,819 (6.0%)	57,591 (6.3%)	<b>119,410</b> (6.1%)	73,084 (6.0%)	64,531 (6.0%)	<b>137,615</b> (6.0%)
20-29	240,015 (23.1%)	219,766 (24.2%)	<b>459,781</b> (23.6%)	267,542 (22.0%)	231,467 (21.4%)	<b>499,009</b> (21.7%)
30-39	221,708 (21.4%)	192,126 (21.1%)	<b>413,834</b> (21.3%)	285,982 (23.5%)	260,900 (24.1%)	<b>546,882</b> (23.8%)
40-49	171,835 (16.6%)	139,558 (15.3%)	<b>311,393</b> (16.0%)	221,823 (18.3%)	198,947 (18.4%)	<b>420,770</b> (18.3%)
50-59	120,362 (11.6%)	97,601 (10.7%)	<b>217,963</b> (11.2%)	133,039 (10.9%)	109,647 (10.1%)	<b>242,686</b> (10.6%)
60-64	52,206 (5.0%)	44,558 (4.9%)	<b>96,764</b> (5.0%)	45,564 (3.7%)	37,180 (3.4%)	<b>82,744</b> (3.6%)
65+	52,491 (5.1%)	55,924 (6.1%)	<b>108,415</b> (5.6%)	75,006 (6.2%)	75,846 (7.0%)	<b>150,852</b> (6.6%)
<b>TOTAL</b>	<b>1,037,116</b> (100.0%)	<b>909,546</b> (100.0%)	<b>1,946,662</b> (100.0%)	<b>1,215,337</b> (100.0%)	<b>1,083,956</b> (100.0%)	<b>2,299,293</b> (100.0%)

<sup>1</sup> For information on comparing 1983 and 1990 NPTS survey data, see Section 4 of Chapter 1.

<sup>2</sup> Does not include miles of travel where age, sex, or both were unreported.

This table shows the average annual number of person miles travelled per person by age and sex. While women took more trips than men, on average, men travelled more miles in a year than women. This pattern was

apparent across all age groups in 1990. The greatest difference between men and women in terms of the number of miles travelled was for the 60-to-64 age group.

TABLE 4.5

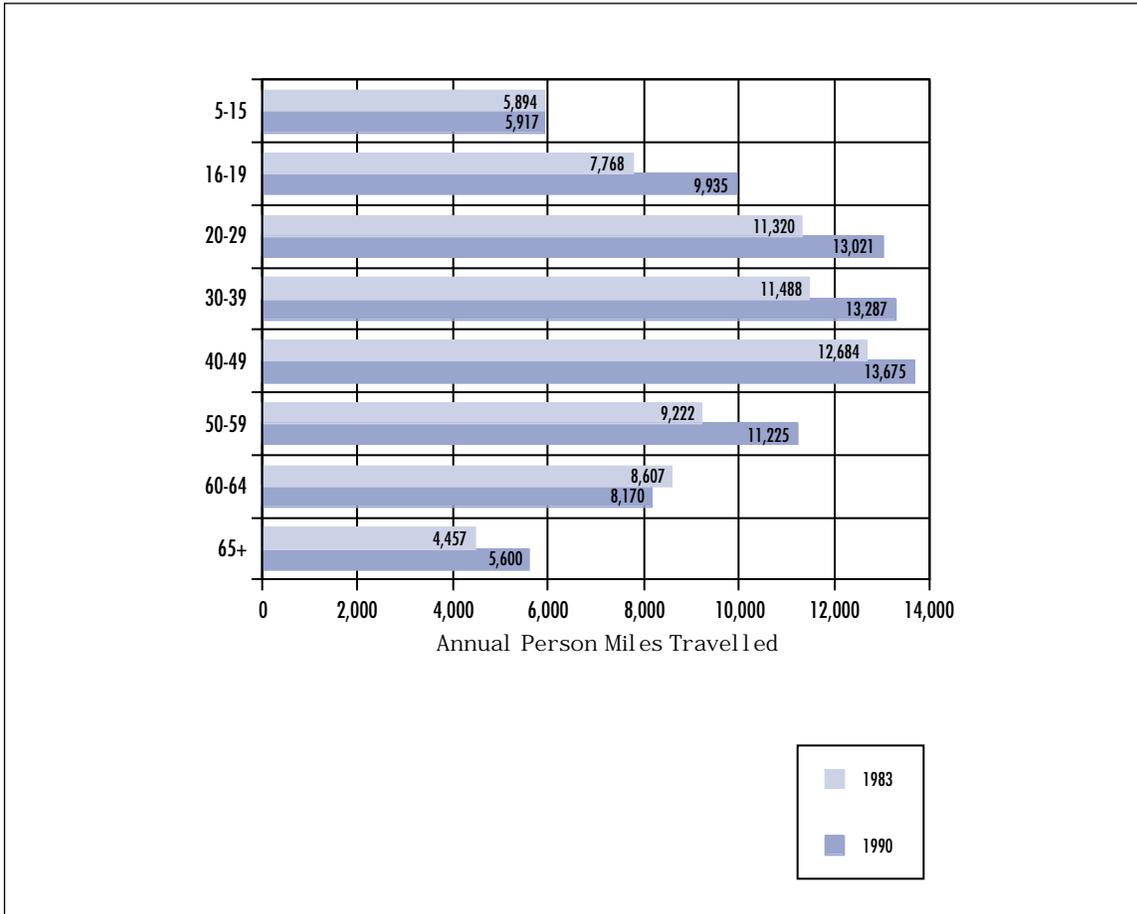
NUMBER OF ANNUAL PERSON MILES PER PERSON BY AGE AND SEX  
1983 AND 1990 NPTS<sup>1</sup>

Age	1983				1990			
	Male	Female	% Difference, Male vs. Female	All Persons	Male	Female	% Difference, Male vs. Female	All Persons
5-15	6,143	5,636	9.0%	<b>5,894</b>	5,964	5,866	1.7%	<b>5,917</b>
16-19	7,994	7,538	6.0%	<b>7,768</b>	10,864	9,058	19.9%	<b>9,935</b>
20-29	11,843	10,790	9.8%	<b>11,320</b>	14,484	11,660	24.2%	<b>13,021</b>
30-39	12,876	10,217	26.0%	<b>11,488</b>	14,428	12,228	18.0%	<b>13,287</b>
40-49	13,942	11,415	22.1%	<b>12,684</b>	14,754	12,644	16.7%	<b>13,675</b>
50-59	10,952	7,719	41.9%	<b>9,222</b>	12,792	9,772	30.9%	<b>11,225</b>
60-64	9,673	7,622	26.9%	<b>8,607</b>	9,801	6,786	44.4%	<b>8,170</b>
65+	5,355	3,852	39.0%	<b>4,457</b>	6,623	4,857	36.4%	<b>5,600</b>
<b>AVERAGE FOR ALL PERSONS</b>	<b>10,096</b>	<b>8,253</b>	22.3%	<b>9,142</b>	<b>11,528</b>	<b>9,481</b>	21.6%	<b>10,463</b>

<sup>1</sup> For information on comparing 1983 and 1990 NPTS survey data, see Section 4 of Chapter 1.

**FIGURE 4.3**

**NUMBER OF ANNUAL PERSON MILES OF TRAVEL PER PERSON BY AGE  
1983 AND 1990 NPTS**



In 1990, women between the ages of 20 and 50 took more person trips per day than their male counterparts. In the age group 60 years and over, men took more daily person trips than women.

**TABLE 4.6**

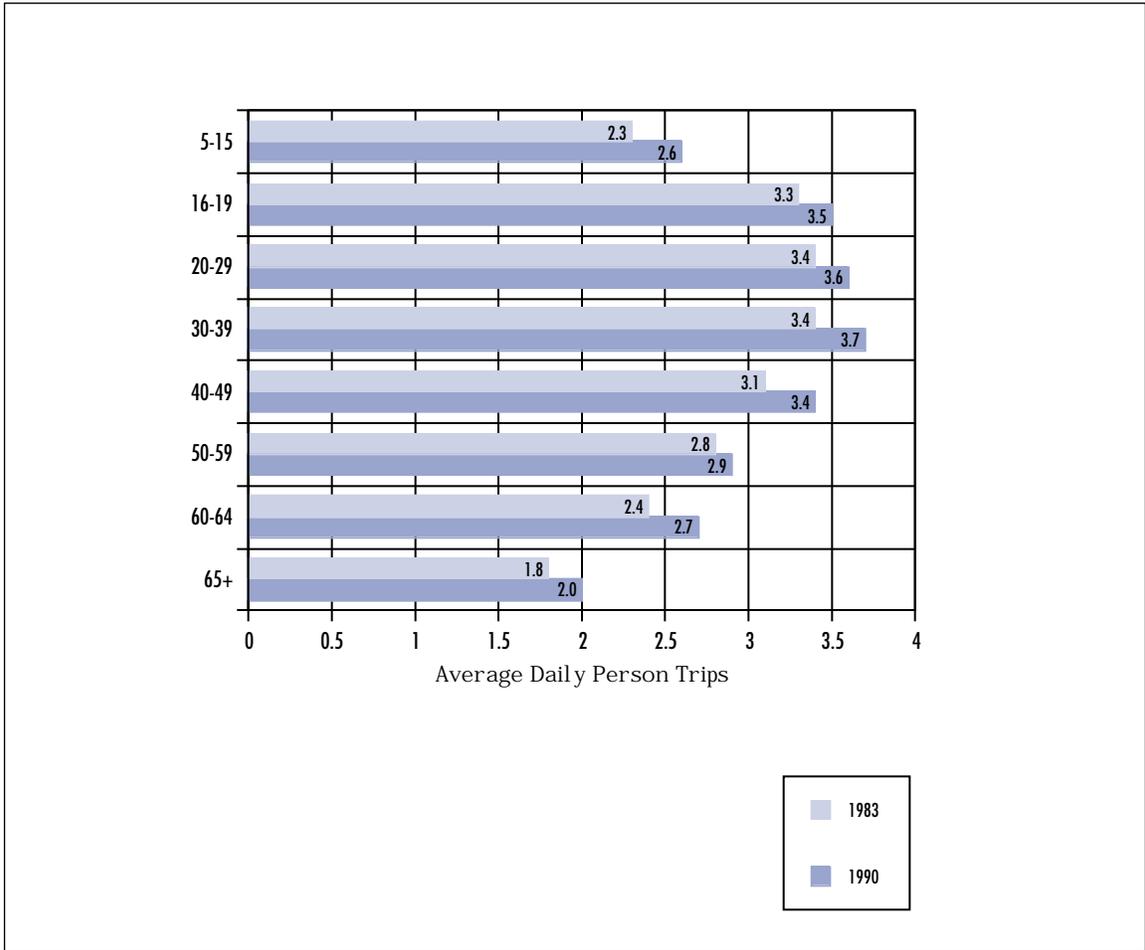
**AVERAGE DAILY PERSON TRIPS BY AGE AND SEX  
1983 AND 1990 NPTS<sup>1</sup>**

Age	1983			1990		
	Male	Female	ALL	Male	Female	ALL
5-15	2.25	2.34	<b>2.29</b>	2.55	2.62	<b>2.59</b>
16-19	3.24	3.38	<b>3.31</b>	3.48	3.45	<b>3.46</b>
20-29	3.49	3.37	<b>3.43</b>	3.54	3.62	<b>3.58</b>
30-39	3.28	3.65	<b>3.47</b>	3.37	3.93	<b>3.66</b>
40-49	3.05	3.20	<b>3.12</b>	3.15	3.64	<b>3.40</b>
50-59	2.84	2.77	<b>2.80</b>	2.91	2.88	<b>2.89</b>
60-64	2.68	2.13	<b>2.39</b>	2.87	2.52	<b>2.68</b>
65+	2.22	1.56	<b>1.83</b>	2.24	1.75	<b>1.95</b>
<b>ALL</b>	<b>2.92</b>	<b>2.86</b>	<b>2.89</b>	<b>3.03</b>	<b>3.12</b>	<b>3.08</b>

<sup>1</sup> For information on comparing 1983 and 1990 NPTS survey data, see Section 4 of Chapter 1.

**FIGURE 4.4**

**AVERAGE DAILY PERSON TRIPS BY AGE  
1983 AND 1990 NPTS**



Both the 1983 and 1990 NPTS data showed that Americans travelled more miles per day as their ages increased, up to the age of 50.

After age 50, the average daily person miles per person decreased.

**TABLE 4.7**

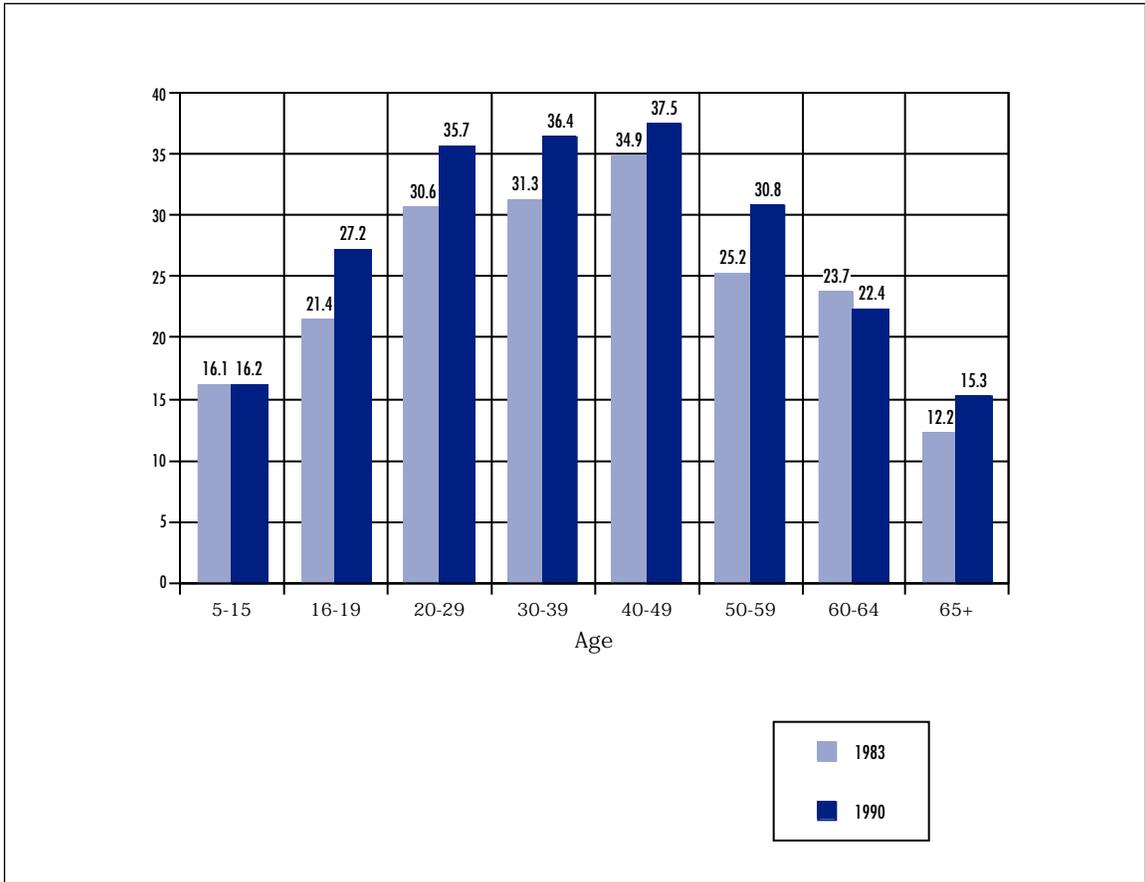
**AVERAGE DAILY PERSON MILES OF TRAVEL BY AGE AND SEX  
1983 AND 1990 NPTS<sup>1</sup>**

Age	1983			1990		
	Male	Female	ALL	Male	Female	ALL
5-15	16.8	15.4	<b>16.1</b>	16.3	16.1	<b>16.2</b>
16-19	22.0	20.8	<b>21.4</b>	29.8	24.8	<b>27.2</b>
20-29	32.4	29.6	<b>30.6</b>	39.7	32.0	<b>35.7</b>
30-39	35.1	27.8	<b>31.3</b>	39.5	33.5	<b>36.4</b>
40-49	38.4	31.4	<b>34.9</b>	40.4	34.6	<b>37.5</b>
50-59	29.9	21.1	<b>25.2</b>	35.1	26.8	<b>30.8</b>
60-64	26.6	20.9	<b>23.7</b>	26.9	18.6	<b>22.4</b>
65+	14.6	10.5	<b>12.2</b>	18.2	13.3	<b>15.3</b>
<b>ALL</b>	<b>25.5</b>	<b>21.1</b>	<b>23.2</b>	<b>31.6</b>	<b>26.0</b>	<b>28.7</b>

<sup>1</sup> For information on comparing 1983 and 1990 NPTS survey data, see Section 4 of Chapter 1.

**FIGURE 4.5**

**AVERAGE DAILY PERSON MILES OF TRAVEL BY AGE  
1983 AND 1990 NPTS**



Between 1983 and 1990, average trip length increased for both men and women, with men continuing to take longer trips.

**TABLE 4.8**

**AVERAGE LENGTH OF PERSON TRIPS BY AGE AND SEX  
1983 AND 1990 NPTS<sup>1</sup>  
(MILES)**

Age	1983			1990		
	Male	Female	ALL	Male	Female	ALL
5-15	7.5	6.6	<b>7.0</b>	6.6	6.3	<b>6.4</b>
16-19	6.8	6.1	<b>6.4</b>	8.7	7.5	<b>8.1</b>
20-29	9.3	8.8	<b>9.0</b>	11.3	9.1	<b>10.2</b>
30-39	10.8	7.7	<b>9.1</b>	11.9	8.7	<b>10.1</b>
40-49	12.5	9.8	<b>11.1</b>	13.0	9.7	<b>11.2</b>
50-59	10.6	7.6	<b>9.0</b>	12.2	9.5	<b>10.8</b>
60-64	9.9	9.8	<b>9.8</b>	9.4	7.5	<b>8.5</b>
65+	6.6	6.8	<b>6.7</b>	8.2	7.8	<b>8.0</b>
<b>ALL</b>	<b>9.5</b>	<b>7.9</b>	<b>8.7</b>	<b>10.5</b>	<b>8.5</b>	<b>9.5</b>

<sup>1</sup> For information on comparing 1983 and 1990 NPTS survey data, see Section 4 of Chapter 1.

**FIGURE 4.6**

**AVERAGE LENGTH OF PERSON TRIPS BY AGE  
1983 AND 1990 NPTS**

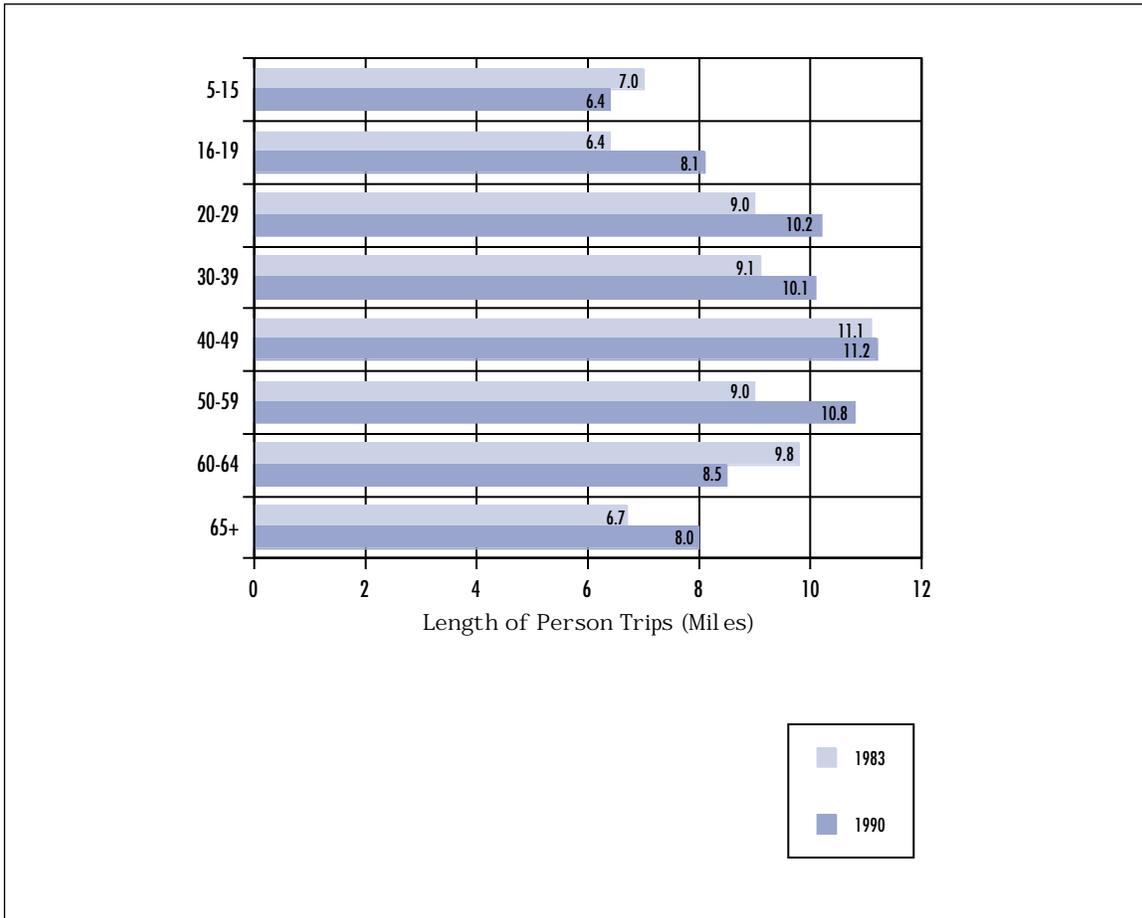


TABLE 4.9

**AVERAGE DAILY PERSON TRIPS, TRAVEL PER PERSON, AND PERSON TRIP LENGTH BY SEX, DRIVER'S LICENSE STATUS, AND TRIP PURPOSE  
1990 NPTS**

Purpose	Male		Female		ALL PERSONS	
	With Driver's License	Without	With Driver's License	Without	With Driver's License	Without
<b>Average Daily Person Trips</b>						
Earning a Living	1.0	0.4	0.7	0.3	0.9	0.3
Family & Personal Business	1.3	0.7	1.7	0.7	1.5	0.7
Civic, Education, & Religious	0.2	0.3	0.2	0.2	0.2	0.3
Social & Recreational	0.8	0.7	0.8	0.4	0.8	0.5
Other	0.1	0.1	0.1	0.1	0.1	0.1
<b>TOTAL</b>	<b>3.4</b>	<b>2.2</b>	<b>3.5</b>	<b>1.7</b>	<b>3.5</b>	<b>1.9</b>
<b>Average Daily Person Miles of Travel</b>						
Earning a Living	13.4	5.0	6.9	1.4	10.1	2.5
Family & Personal Business	10.0	3.2	11.3	3.2	10.7	3.2
Civic, Educational & Religious	1.3	1.3	1.5	0.9	1.4	1.0
Social & Recreational	11.6	5.2	10.9	4.0	11.3	4.3
Other	0.3	0.1	0.2	0.1	0.3	0.1
<b>TOTAL</b>	<b>36.6</b>	<b>14.8</b>	<b>30.8</b>	<b>9.6</b>	<b>33.8</b>	<b>11.1</b>
<b>Average Person Trip Length (Miles)<sup>1</sup></b>						
Earning a Living	14.0	12.2	9.4	6.1	12.0	8.7
Family & Personal Business	8.0	5.0	6.8	5.0	7.3	5.0
Civic, Educational, & Religious	7.3	4.0	6.7	4.1	7.0	4.1
Social & Recreational	14.7	8.0	13.9	10.3	14.3	9.3
Other	12.8	9.0	10.3	2.0	11.5	3.9
<b>ALL PURPOSES</b>	<b>11.5</b>	<b>6.7</b>	<b>9.0</b>	<b>6.3</b>	<b>10.2</b>	<b>6.5</b>
<sup>1</sup> Average trip length is calculated using only those records with trip mile information present.						

Individuals without a driver's license took 46% fewer person trips by all modes and 36% shorter trips than those with a driver's license. As a result, individuals without a

driver's license travelled only a third of what licensed drivers did. This pattern was true for both men and women, regardless of trip purpose.

**FIGURE 4.7**  
**AVERAGE PERSON TRIP LENGTH BY TRIP PURPOSE, DRIVER'S LICENSE STATUS AND SEX**  
**1990 NPTS**

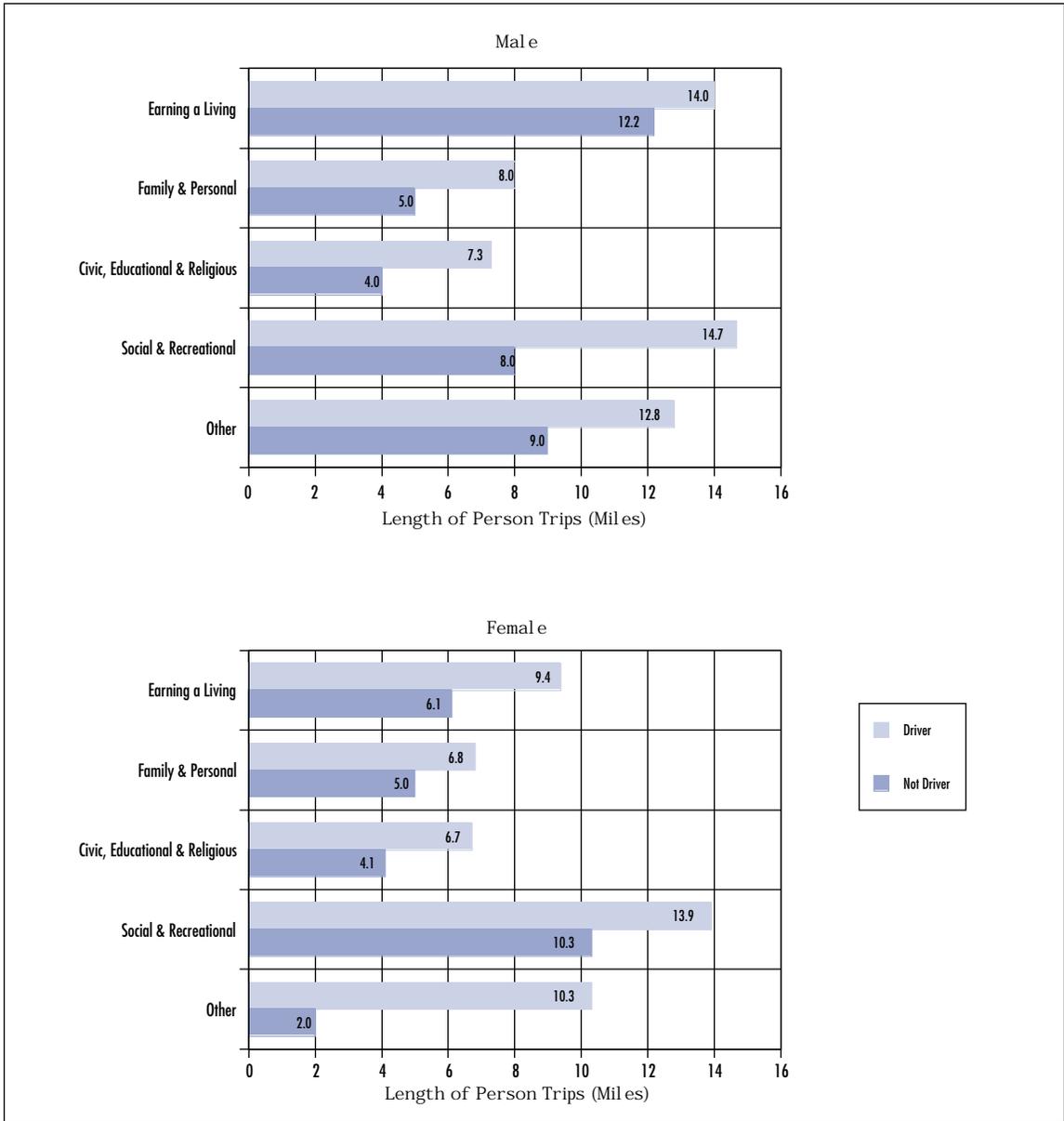
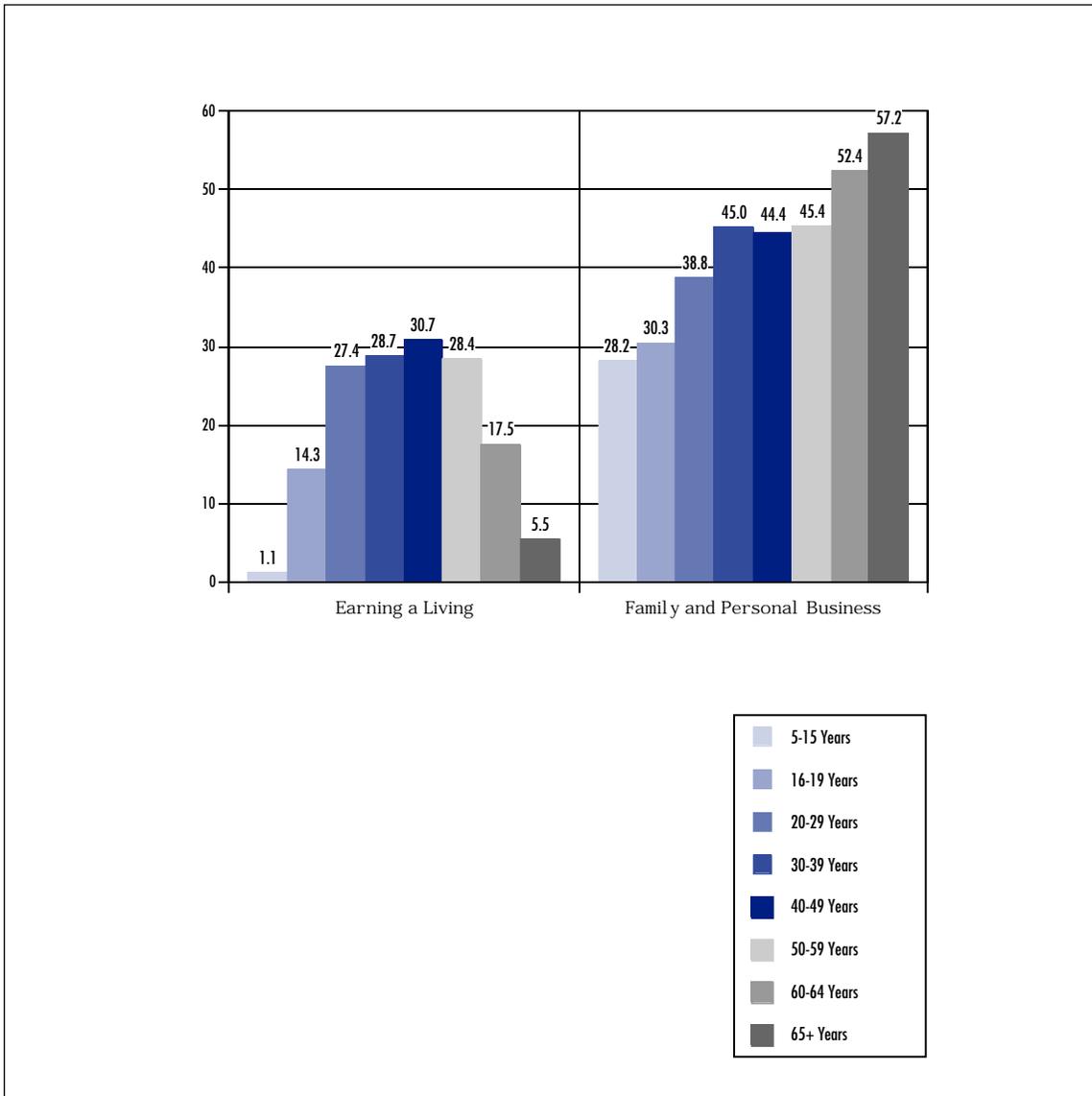




FIGURE 4.8

DISTRIBUTION OF PERSON TRIPS BY SELECTED TRIP PURPOSE AND DRIVER'S AGE  
1990 NPTS  
(WITHIN AGE GROUP)



**T**HE shares of trips taken for different purposes varied by age. On the average, approximately 42% of the person trips were taken for family and personal reasons. The percent of trips taken for earning a living peaked in the 40 to 49 age group, then declined.

The major reasons for taking trips also varied by sex. The most noteworthy differences between men and women were the proportions of trips taken for family and personal reasons and for earning a living. While 25.3% of the person trips taken by men were for earning a living, this percentage was only 18.3% for women (Tables 4.11 and 4.12). While 45.5% of the trips taken by women

were for family and personal reasons, this percentage was only 37% for men.

On a per-person basis, men took fewer trips than women — 1,110 vs. 1,143 trips per year. When compared by age group, women between the ages of 30 and 50 took significantly more trips per year than those in the corresponding male cohort. The most noteworthy difference between men and women in these age groups was that almost half of the total trips taken by women between 30 and 50 years old were for family and personal reasons while this percentage was 38% for men in the same age groups. On average, women 50 years of age or older took fewer trips than their male counterparts.

**TABLE 4.11**  
**NUMBER OF PERSON TRIPS<sup>1</sup> TAKEN BY MEN CATEGORIZED BY AGE AND TRIP PURPOSE**  
**1990 NPTS**  
**(MILLIONS)**

Age	Earning a Living	Family and Personal Business	Civic, Educational, and Religious	Social and Recreational	Other	TOTAL <sup>2</sup>
5-15	198 (1.1%)	4,852 (27.4%)	7,123 (40.3%)	5,350 (30.3%)	154 (0.9%)	<b>17,684</b> (100.0%)
16-19	1,349 (15.8%)	2,179 (25.5%)	2,008 (23.5%)	2,951 (34.5%)	59 (0.7%)	<b>8,547</b> (100.0%)
20-29	7,376 (30.9%)	8,156 (34.2%)	1,150 (4.8%)	7,016 (29.4%)	165 (0.7%)	<b>23,870</b> (100.0%)
30-39	8,804 (36.1%)	9,278 (38.0%)	890 (3.6%)	5,288 (21.7%)	116 (0.5%)	<b>24,391</b> (100.0%)
40-49	6,388 (37.0%)	6,687 (38.7%)	550 (3.2%)	3,528 (20.4%)	108 (0.6%)	<b>17,274</b> (100.0%)
50-59	3,785 (34.3%)	4,569 (41.4%)	403 (3.7%)	2,177 (19.7%)	101 (0.9%)	<b>11,038</b> (100.0%)
60-64	967 (19.9%)	2,426 (49.8%)	245 (5.0%)	1,192 (24.5%)	38 (0.8%)	<b>4,869</b> (100.0%)
65+	651 (7.0%)	5,197 (56.2%)	633 (6.8%)	2,644 (28.6%)	130 (1.4%)	<b>9,255</b> (100.0%)
<b>TOTAL<sup>2</sup></b>	<b>29,690</b> (25.3%)	<b>43,553</b> (37.0%)	<b>13,073</b> (11.1%)	<b>30,334</b> (25.8%)	<b>871</b> (0.7%)	<b>117,565</b> (100.0%)

<sup>1</sup> Does not include trips where respondent's sex was unreported.      <sup>2</sup> Includes trips where age, trip purpose, or both were unreported.

**TABLE 4.12**

**NUMBER OF PERSON TRIPS<sup>1</sup> TAKEN BY WOMEN CATEGORIZED BY AGE AND TRIP PURPOSE  
 1990 NPTS  
 (MILLIONS)**

Age	Earning a Living	Family and Personal Business	Civic, Educational, and Religious	Social and Recreational	Other	TOTAL <sup>2</sup>
5-15	194 (1.1%)	4,995 (29.0%)	6,905 (40.1%)	4,993 (29.0%)	115 (0.7%)	<b>17,211</b> (100.0%)
16-19	1,150 (12.8%)	3,143 (35.1%)	1,971 (22.0%)	2,620 (29.2%)	83 (0.9%)	<b>8,967</b> (100.0%)
20-29	6,333 (24.2%)	11,266 (43.0%)	1,622 (6.2%)	6,835 (26.1%)	143 (0.5%)	<b>26,206</b> (100.0%)
30-39	7,008 (22.9%)	15,489 (50.6%)	1,640 (5.4%)	6,286 (20.5%)	204 (0.7%)	<b>30,635</b> (100.0%)
40-49	5,317 (25.4%)	10,249 (49.0%)	1,099 (5.3%)	4,107 (19.6%)	125 (0.6%)	<b>20,902</b> (100.0%)
50-59	2,687 (22.8%)	5,785 (49.1%)	626 (5.3%)	2,587 (22.0%)	89 (0.8%)	<b>11,775</b> (100.0%)
60-64	771 (15.3%)	2,769 (54.9%)	314 (6.2%)	1,159 (23.0%)	34 (0.7%)	<b>5,048</b> (100.0%)
65+	407 (4.1%)	5,807 (58.2%)	999 (10.0%)	2,611 (26.2%)	149 (1.5%)	<b>9,978</b> (100.0%)
<b>TOTAL<sup>2</sup></b>	<b>24,149</b> (18.3%)	<b>60,042</b> (45.5%)	<b>15,315</b> (11.6%)	<b>31,462</b> (23.8%)	<b>952</b> (0.7%)	<b>131,960</b> (100.0%)

<sup>1</sup> Does not include trips where respondent's sex was unreported.     
 <sup>2</sup> Includes trips where age, trip purpose, or both were unreported.

**FIGURE 4.9**  
**DISTRIBUTION OF PERSON TRIPS BY TRIP PURPOSE AND SEX**  
**1990 NPTS**

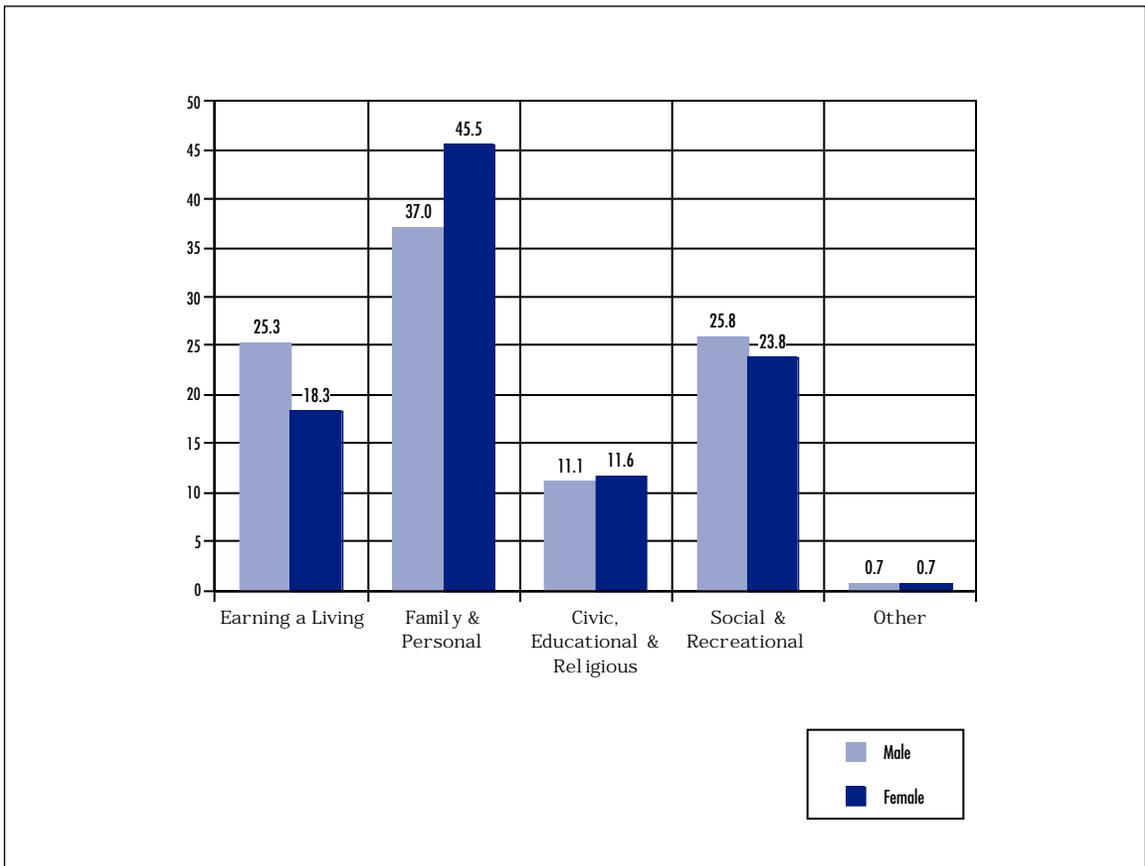


TABLE 4.13

NUMBER OF PERSON TRIPS<sup>1</sup> TAKEN BY MEN CATEGORIZED BY AGE AND MODE OF TRANSPORTATION  
1990 NPTS (MILLIONS)

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>2</sup> IN CHAPTER 1, SECTION 5

	Private Vehicle	Public Transportation		Other				TOTAL <sup>4</sup>
		Bus, Streetcar	Rail, Subway <sup>3</sup>	Amtrak	Bike	Walk	Other	
5 - 15	11,299 (11.1%)	317 (20.8%)	19 (2.7%)	2 (6.5%)	536 (42.3%)	2,681 (31.7%)	2,794 (76.0%)	17,684 (15.0%)
16 - 19	6,678 (6.6%)	197 (12.9%)	31 (4.4%)	4 (12.6%)	134 (10.6%)	1,123 (13.3%)	377 (10.3%)	8,547 (7.3%)
20 - 29	21,196 (20.8%)	316 (20.7%)	267 (38.1%)	18 (54.3%)	303 (23.9%)	1,593 (18.9%)	159 (4.3%)	23,870 (20.3%)
30 - 39	22,525 (22.1%)	225 (14.7%)	204 (29.1%)	0 (0.0%)	160 (12.6%)	1,183 (14.0%)	74 (2.0%)	24,391 (20.7%)
40 - 49	16,245 (16.0%)	200 (13.1%)	71 (10.1%)	6 (17.5%)	34 (2.7%)	626 (7.4%)	88 (2.4%)	17,274 (14.7%)
50 - 59	10,268 (10.1%)	100 (6.5%)	61 (8.8%)	2 (5.0%)	10 (0.8%)	511 (6.1%)	75 (2.0%)	11,038 (9.4%)
60 - 64	4,593 (4.5%)	38 (2.5%)	16 (2.2%)	** (0.0%)	18 (1.4%)	193 (2.3%)	10 (0.3%)	4,869 (4.1%)
65+	8,500 (8.3%)	113 (7.4%)	23 (3.3%)	1 (2.8%)	71 (5.6%)	470 (5.6%)	74 (2.0%)	9,255 (7.9%)
<b>TOTAL<sup>4</sup></b>	<b>101,819</b> (100.0%)	<b>1,527</b> (100.0%)	<b>700</b> (100.0%)	<b>34</b> (100.0%)	<b>1,266</b> (100.0%)	<b>8,446</b> (100.0%)	<b>3,675</b> (100.0%)	<b>117,565</b> (100.0%)

\*\* Indicates no data reported.

<sup>1</sup> Does not include trips where respondent's sex was unreported.

<sup>2</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.

<sup>3</sup> Rail/Subway includes trips by subway, elevated rail and commuter train.

<sup>4</sup> Includes trips where age, mode of transportation, or both were unreported.

TABLE 4.14

**NUMBER OF PERSON TRIPS<sup>1</sup> TAKEN BY WOMEN  
CATEGORIZED BY AGE AND MODE OF TRANSPORTATION  
1990 NPTS (MILLIONS)**

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>2</sup> IN CHAPTER 1, SECTION 5

	Private Vehicle	Public Transportation		Other				TOTAL <sup>4</sup>
		Bus, Streetcar	Rail, Subway <sup>3</sup>	Amtrak	Bike	Walk	Other	
<b>5 - 15</b>	<b>11,589</b>	<b>363</b>	<b>15</b>	<b>4</b>	<b>259</b>	<b>2,237</b>	<b>2,729</b>	<b>17,211</b>
	(10.0%)	(18.0%)	(2.2%)	(17.0%)	(51.8%)	(23.4%)	(76.5%)	(13.0%)
<b>16 - 19</b>	<b>7,108</b>	<b>261</b>	<b>60</b>	<b>**</b>	<b>11</b>	<b>1,208</b>	<b>312</b>	<b>8,967</b>
	(6.2%)	(12.9%)	(9.2%)	(0.0%)	(2.2%)	(12.6%)	(8.7%)	(6.8%)
<b>20 - 29</b>	<b>23,366</b>	<b>441</b>	<b>239</b>	<b>6</b>	<b>105</b>	<b>1,934</b>	<b>87</b>	<b>26,206</b>
	(20.2%)	(21.9%)	(36.8%)	(31.0%)	(21.0%)	(20.2%)	(2.4%)	(19.9%)
<b>30 - 39</b>	<b>28,444</b>	<b>322</b>	<b>152</b>	<b>5</b>	<b>72</b>	<b>1,505</b>	<b>105</b>	<b>30,635</b>
	(24.6%)	(16.0%)	(23.4%)	(25.8%)	(14.4%)	(15.7%)	(2.9%)	(23.2%)
<b>40 - 49</b>	<b>19,588</b>	<b>189</b>	<b>94</b>	<b>3</b>	<b>37</b>	<b>843</b>	<b>143</b>	<b>20,902</b>
	(17.0%)	(9.4%)	(14.5%)	(13.3%)	(7.4%)	(8.8%)	(4.0%)	(15.8%)
<b>50 - 59</b>	<b>10,921</b>	<b>120</b>	<b>46</b>	<b>**</b>	<b>6</b>	<b>618</b>	<b>57</b>	<b>11,775</b>
	(9.5%)	(6.0%)	(7.1%)	(0.0%)	(1.2%)	(6.5%)	(1.6%)	(8.9%)
<b>60 - 64</b>	<b>4,610</b>	<b>80</b>	<b>15</b>	<b>**</b>	<b>0</b>	<b>318</b>	<b>23</b>	<b>5,048</b>
	(4.0%)	(4.0%)	(2.2%)	(0.0%)	(0.0%)	(3.3%)	(0.6%)	(3.8%)
<b>65+</b>	<b>8,847</b>	<b>190</b>	<b>22</b>	<b>3</b>	<b>8</b>	<b>803</b>	<b>92</b>	<b>9,978</b>
	(7.7%)	(9.4%)	(3.4%)	(13.0%)	(1.6%)	(8.4%)	(2.6%)	(7.6%)
<b>TOTAL<sup>4</sup></b>	<b>115,536</b>	<b>2,016</b>	<b>649</b>	<b>21</b>	<b>500</b>	<b>9,561</b>	<b>3,569</b>	<b>131,960</b>
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)

\*\* Indicates no data reported.

<sup>1</sup> Does not include trips where respondent's sex was unreported.

<sup>2</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.

<sup>3</sup> Rail/Subway includes trips by subway, elevated rail and commuter train.

<sup>4</sup> Includes trips where age, mode of transportation, or both were unreported.

Individuals 65 and older took a greater percentage of their trips on weekends than individuals under 65 years old.

On a per-person basis, individuals 65 or older took 34% fewer trips than individuals under 65 years of age.

**TABLE 4.15**

**NUMBER OF PERSON TRIPS<sup>1</sup> TAKEN BY INDIVIDUALS 65 OR OLDER VS. INDIVIDUALS UNDER 65  
CATEGORIZED BY DAY OF WEEK  
1990 NPTS  
(THOUSANDS)**

Day of Week	65 or Older	Under 65
Sunday	2,960,704 (15.4%)	30,232,641 (13.2%)
Monday	2,605,209 (13.5%)	34,213,468 (15.0%)
Tuesday	2,870,703 (14.9%)	35,497,162 (15.5%)
Wednesday	3,125,111 (16.2%)	32,213,651 (14.1%)
Thursday	2,456,871 (12.8%)	35,493,240 (15.5%)
Friday	2,515,693 (13.1%)	30,530,550 (13.4%)
Saturday	2,698,375 (14.0%)	30,240,989 (13.2%)
<b>TOTAL</b>	<b>19,232,666</b> (100.0%)	<b>228,421,701</b> (100.0%)
NUMBER OF PERSONS (000)	26,955	210,151
NUMBER OF ANNUAL TRIPS PER PERSON	714	1,087

<sup>1</sup> Does not include trips where respondent's age was unreported.

**FIGURE 4.10**  
**DISTRIBUTION OF PERSON TRIPS TAKEN BY AGE CATEGORY AND DAY OF WEEK**  
**1990 NPTS**

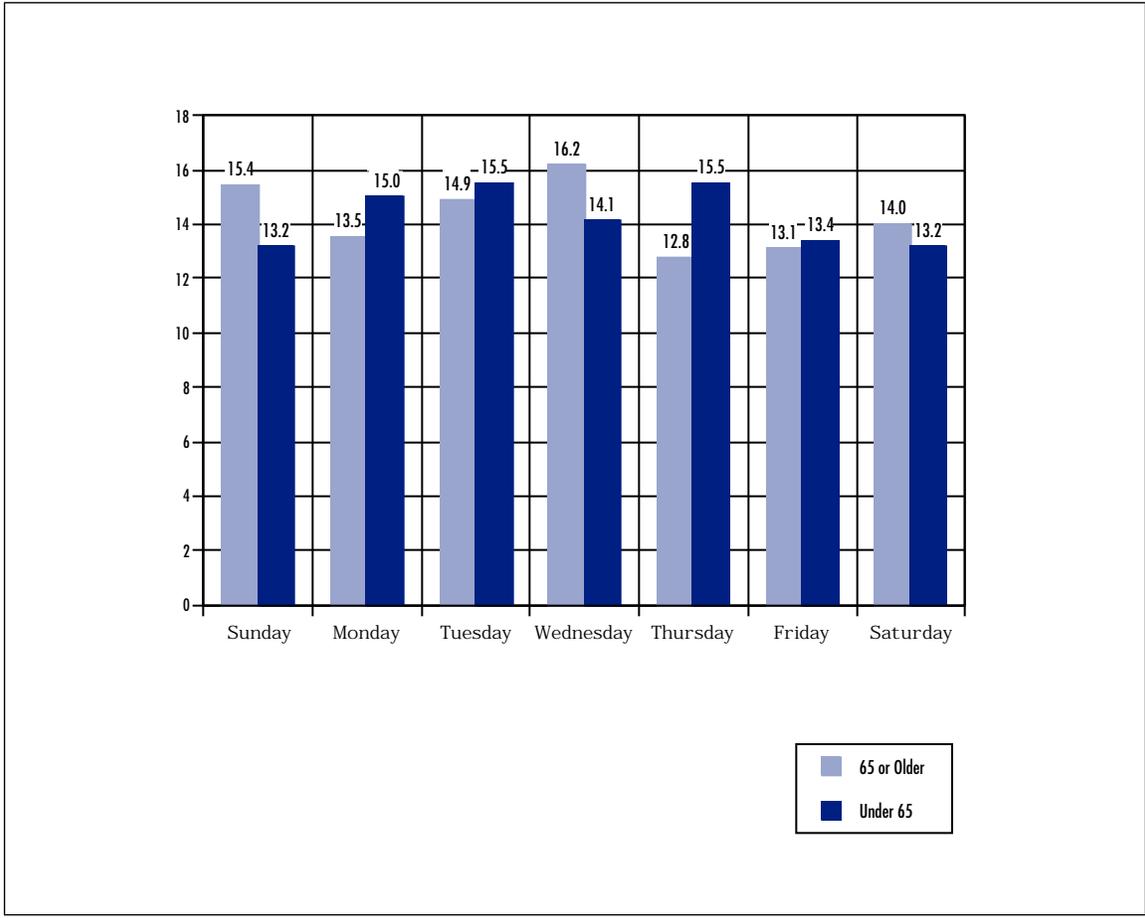


TABLE 4.16

**NUMBER OF PERSON TRIPS<sup>1</sup> TAKEN BY INDIVIDUALS 65 AND OLDER  
BY MODE OF TRANSPORTATION AND TRIP PURPOSE  
1990 NPTS (MILLIONS)**

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>2</sup> IN CHAPTER 1, SECTION 5

Mode	Earning a Living	Family and Personal Business	Civic, Educational, and Religious	Social and Recreational	Other	TOTAL <sup>1</sup>
<b>PRIVATE VEHICLE</b>						
Auto, Van—Driver	692 (65.4%)	7,312 (66.5%)	880 (53.9%)	2,796 (53.3%)	147 (52.9%)	11,827 (61.5%)
Auto, Van—Passenger	77 (7.2%)	1,882 (17.1%)	604 (37.0%)	1,335 (25.4%)	45 (16.0%)	3,943 (20.5%)
Pickup	148 (14.0%)	947 (8.6%)	62 (3.8%)	366 (7.0%)	6 (2.1%)	1,529 (8.0%)
Other Private Vehicle	6 (0.6%)	16 (0.1%)	** (0.0%)	28 (0.5%)	** (0.0%)	50 (0.3%)
<b>Subtotal—Private</b>	<b>923</b> (87.2%)	<b>10,157</b> (92.3%)	<b>1,546</b> (94.7%)	<b>4,525</b> (86.2%)	<b>198</b> (71.0%)	<b>17,349</b> (90.3%)
<b>PUBLIC TRANSPORTATION</b>						
Bus, Streetcar	56 (5.3%)	146 (1.3%)	11 (0.7%)	86 (1.6%)	4 (1.3%)	303 (1.6%)
Rail/Subway <sup>3</sup>	21 (2.0%)	20 (0.2%)	** (0.0%)	4 (0.1%)	** (0.0%)	45 (0.2%)
<b>Subtotal—Public</b>	<b>77</b> (7.3%)	<b>166</b> (1.5%)	<b>11</b> (0.7%)	<b>90</b> (1.7%)	<b>4</b> (1.3%)	<b>348</b> (1.8%)
<b>OTHER MEANS</b>						
Amtrak	** (0.0%)	1 (0.0%)	** (0.0%)	3 (0.0%)	** (0.0%)	4 (0.0%)
Walk	38 (3.6%)	574 (5.2%)	70 (4.3%)	520 (9.9%)	70 (25.3%)	1,272 (6.6%)
Bike	6 (0.5%)	26 (0.2%)	** (0.0%)	41 (0.8%)	7 (2.4%)	80 (0.4%)
School Bus	5 (0.5%)	3 (0.0%)	** (0.0%)	1 (0.0%)	** (0.0%)	9 (0.0%)
Airplane	4 (0.4%)	0.1 (0.0%)	** (0.0%)	16 (0.3%)	** (0.0%)	20 (0.1%)
Other	5 (0.5%)	75 (0.7%)	5 (0.3%)	52 (1.0%)	** (0.0%)	137 (0.7%)
<b>Subtotal—Other</b>	<b>58</b> (5.5%)	<b>679</b> (6.2%)	<b>75</b> (4.6%)	<b>632</b> (12.0%)	<b>77</b> (27.7%)	<b>1,522</b> (7.9%)
<b>TOTAL</b>	<b>1,058</b> (100.0%)	<b>11,003</b> (100.0%)	<b>1,632</b> (100.0%)	<b>5,247</b> (100.0%)	<b>279</b> (100.0%)	<b>19,233<sup>4</sup></b> (100.0%)
<b>Avg. Trip Length (Miles)<sup>5</sup></b>	<b>8.84</b>	<b>5.75</b>	<b>4.04</b>	<b>13.92</b>	<b>4.98</b>	<b>7.99</b>

\*\* Indicates no data reported.

<sup>1</sup> Does not include trips where respondent's age was unreported.

<sup>2</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.

<sup>3</sup> Rail/Subway includes trips by subway, elevated rail and commuter train.

<sup>4</sup> Includes trips where both mode and purpose were unreported.

<sup>5</sup> Calculated using only those records with valid data on trip length.

The trip distribution by trip purpose differed between individuals 65 years of age and older and those under 65. While 23% of the trips by individuals under 65 were for earning a living, this percentage was only 5.5% for individuals 65 and older. On the other

hand, while 40.2% of the trips by individuals under 65 were for family and personal reasons, this percent was 57.3% for individuals 65 and older. Privately owned vehicles were the most common mode of transportation for all age groups.

**FIGURE 4.11**

**DISTRIBUTION OF PERSON TRIPS TAKEN BY AGE CATEGORY AND TRIP PURPOSE  
1990 NPTS**

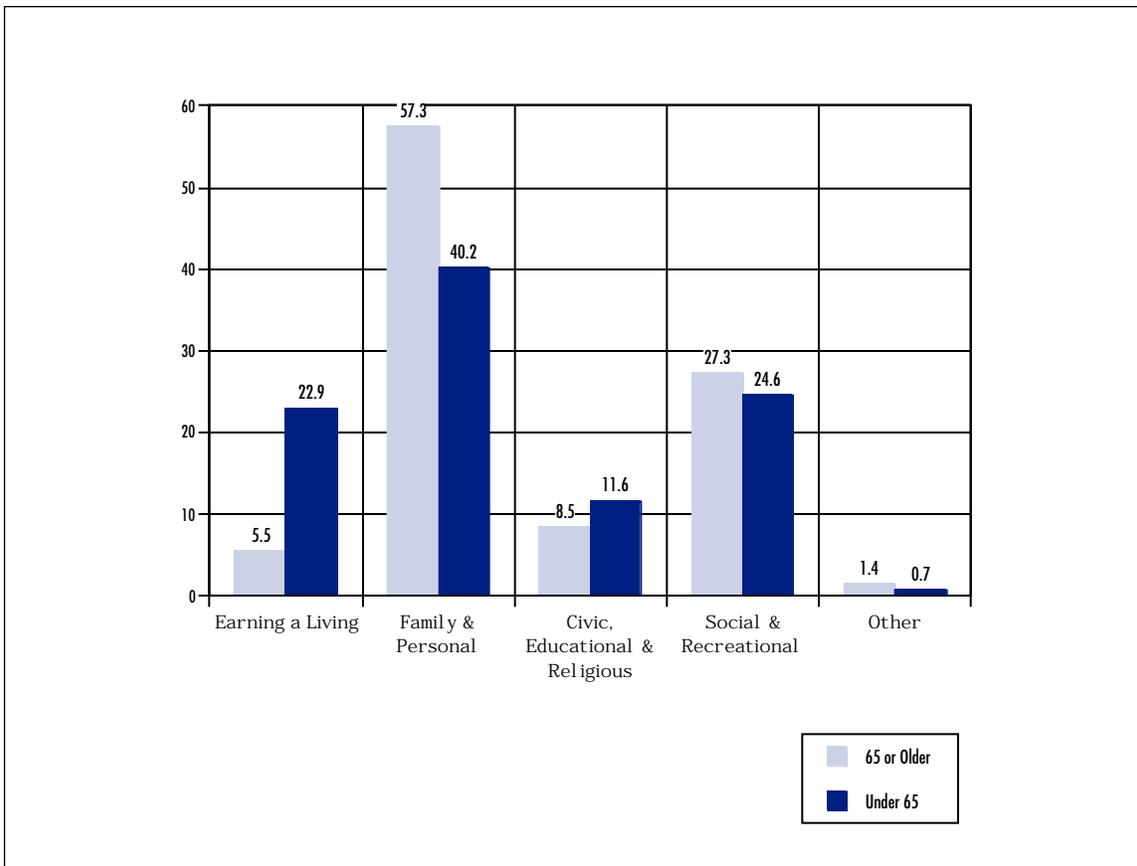


TABLE 4.17

**NUMBER OF HOUSEHOLDS AND NUMBER OF PERSONS BY HOUSEHOLD COMPOSITION  
1983 AND 1990 NPTS<sup>1</sup>  
(THOUSANDS)**

Household Composition	1983		1990	
	No. of Households	No. of Persons	No. of Households	No. of Persons
Single Adult, No Children	16,955 <sup>2</sup> (19.9%)	16,149 <sup>2</sup> (7.6%)	15,505 <sup>2</sup> (16.6%)	17,264 <sup>2</sup> (7.8%)
Two or More Adults, No Children	22,629 (26.5%)	47,756 (22.4%)	24,182 (25.9%)	51,917 (23.4%)
Single Adult, Youngest Child Under 6	1,942 (2.2%)	5,947 (2.8%)	1,698 (1.8%)	3,753 (1.7%)
Two or More Adults, Youngest Child Under 6	13,776 (16.1%)	54,369 (25.5%)	13,791 (14.8%)	43,436 (19.6%)
Single Adult, Youngest Child 6-15	3,394 (4.0%)	8,966 (4.2%)	2,382 (2.6%)	6,952 (5.1%)
Two or More Adults, Youngest Child 6-15	12,277 (14.4%)	46,378 (21.8%)	12,332 (13.2%)	50,276 (22.6%)
Single Adult, Youngest Child 16 or Older	838 (1.0%)	1,866 (0.9%)	819 (0.9%)	1,892 (0.9%)
Two or More Adults, Youngest Child 16 or Older	4,618 (5.4%)	15,734 (7.4%)	4,444 (4.8%)	14,599 (6.6%)
Single Adult, Retired - No Children	2,400 <sup>2</sup> (2.8%)	2,069 <sup>2</sup> (1.0%)	7,642 <sup>2</sup> (8.2%)	8,340 <sup>2</sup> (3.8%)
Two or More Adults, Retired - No Children	6,546 (7.7%)	13,698 (6.4%)	9,777 (10.5%)	22,502 (10.1%)
<b>TOTAL</b>	<b>85,375</b> (100.0%)	<b>212,932</b> (100.0%)	<b>93,347<sup>3</sup></b> (100.0%)	<b>222,101<sup>3</sup></b> (100.0%)

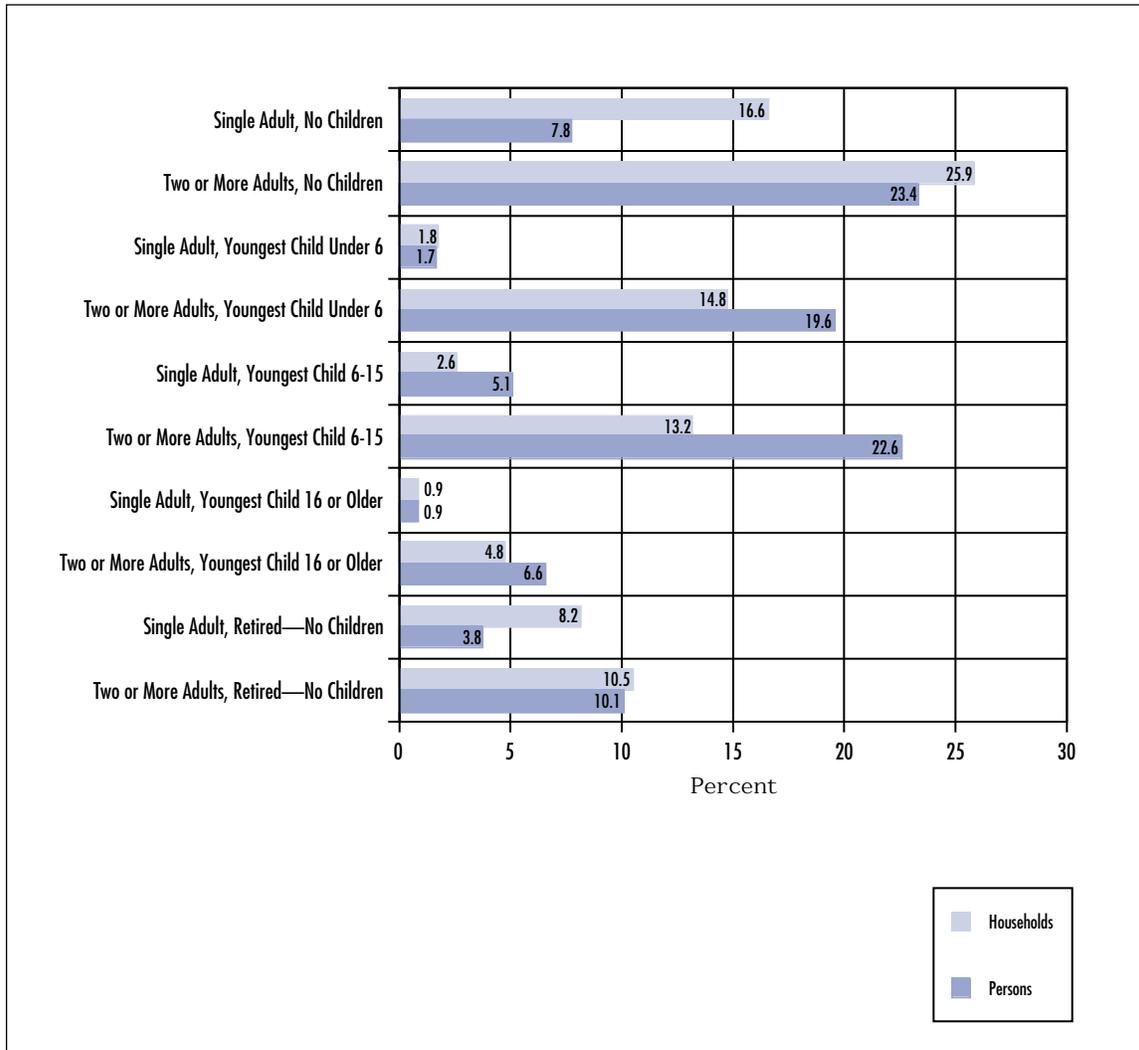
<sup>1</sup> For information on comparing 1983 and 1990 NPTS survey data, see Section 4 of Chapter 1.

<sup>2</sup> Different expansion factors contribute to the difference between the number of households and the number of persons for one-person households.

<sup>3</sup> Includes households or persons where household composition was unreported.

FIGURE 4.12

DISTRIBUTION OF HOUSEHOLDS AND PERSONS BY HOUSEHOLD COMPOSITION  
1990 NPTS



Trips taken by households with two or more adults without children or with the youngest child less than 16 years of age accounted for more than 68% of all person trips in 1990.

Trips taken by families with a single adult with the youngest child between the ages of 6 and 15 were the shortest.

TABLE 4.18

STATISTICS ON PERSON TRIPS AND TRAVEL BY HOUSEHOLD COMPOSITION  
1990 NPTS

Household Composition	Number of Person Trips (000)	Number of Person Miles (000)	Average Trip Length (Miles) <sup>1</sup>
Single Adult, No Children	21,522,319 (8.6%)	195,955,789 (8.5%)	9.26
Two or More Adults, No Children	61,501,816 (24.6%)	673,967,245 (29.1%)	11.14
Single Adult, Youngest Child Under 6	4,103,874 (1.6%)	26,801,823 (1.2%)	6.92
Two or More Adults, Youngest Child Under 6	49,693,690 (19.9%)	449,300,157 (19.4%)	9.20
Single Adult, Youngest Child 6-15	8,567,514 (3.4%)	54,659,054 (2.4%)	6.63
Two or More Adults, Youngest Child 6-15	58,125,754 (23.3%)	483,562,538 (20.9%)	8.46
Single Adult, Youngest Child 16-21	2,428,849 (1.0%)	17,179,089 (0.7%)	7.33
Two or More Adults, Youngest Child 16-21	17,778,447 (7.1%)	200,510,823 (8.7%)	11.53
Single Adult, Retired, No Children	6,038,763 (2.4%)	40,408,849 (1.8%)	6.90
Two or More Adults, Retired, No Children	18,680,833 (7.5%)	165,636,087 (7.2%)	8.98
<b>TOTAL<sup>2</sup></b>	<b>249,562,297</b> (100.0%)	<b>2,315,300,000</b> (100.0%)	<b>9.45</b>

<sup>1</sup> Average trip length is calculated using only those records with trip mile information present.

<sup>2</sup> Includes travel where household composition was unreported.

Figure 4.13 graphically presents the impact of the presence of two or more adults on the amount of travel by the household unit. Tables 4.19 and 4.20 present data on personal travel per household by purpose and household composition. On average, a household took 2,700 trips per year and travelled more than 24,000 miles in 1990.

On a per-household basis, the majority of trips were taken for family and personal business. Households with a single retired adult and without children travelled by far the least per household compared to other households, both in terms of number of trips and miles.

**FIGURE 4.13**

**DISTRIBUTION OF PERSON TRIPS AND HOUSEHOLDS BY HOUSEHOLD COMPOSITION 1990 NPTS**

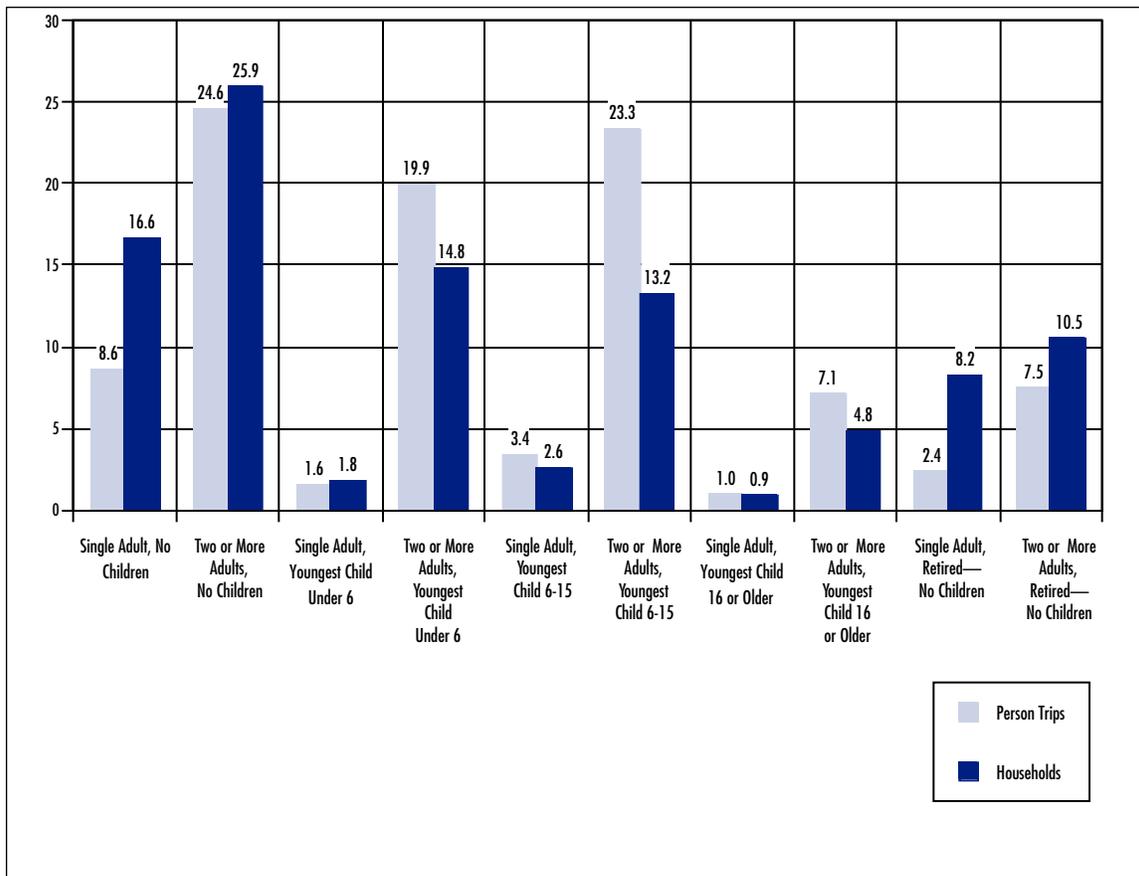


TABLE 4.19

ANNUAL PERSON TRIPS PER HOUSEHOLD BY TRIP PURPOSE AND HOUSEHOLD COMPOSITION  
1990 NPTS

	Earning a Living	Family and Personal Business	Civic, Educational, and Religious	Social and Recreational	Other	TOTAL
Single Adult, No Children	371	578	61	369	9	1,388
Two Adults, No Children	748	995	145	637	18	2,543
Single Adult, Youngest Child Under 6	297	1,042	405	637	35	2,416
Two Adults, Youngest Child Under 6	753	1,587	473	771	19	3,603
Single Adult, Youngest Child 6-15	473	1,384	739	982	18	3,596
Two Adults, Youngest Child 6-15	872	1,777	885	1,140	36	4,710
Single Adult, Youngest Child 16 or Older	556	1,103	359	942	6	2,966
Two Adults, Youngest Child 16 or Older	1,062	1,508	398	1,009	21	3,998
Single Adult, Retired - No Children	12	463	65	234	16	790
Two Adults, Retired - No Children	174	1,037	136	541	22	1,910
<b>AVERAGE FOR ALL HOUSEHOLDS</b>	<b>577</b>	<b>1,110</b>	<b>304</b>	<b>662</b>	<b>20</b>	<b>2,673</b>

TABLE 4.20

ANNUAL PERSON MILES OF TRAVEL PER HOUSEHOLD BY TRIP PURPOSE AND HOUSEHOLD COMPOSITION  
1990 NPTS

	Earning a Living	Family and Personal Business	Civic, Educational, and Religious	Social and Recreational	Other	TOTAL
Single Adult, No Children	3,598	3,556	433	4,882	169	12,638
Two Adults, No Children	8,822	7,998	893	9,947	199	27,859
Single Adult, Youngest Child Under 6	1,885	6,757	1,305	5,613	220	15,780
Two Adults, Youngest Child Under 6	9,435	11,400	2,458	9,125	154	32,572
Single Adult, Youngest Child 6-15	4,896	7,238	3,476	7,264	73	22,947
Two Adults, Youngest Child 6-15	10,425	11,789	4,406	12,239	349	39,208
Single Adult, Youngest Child 16 or Older	5,212	7,452	2,031	6,188	102	20,985
Two Adults, Youngest Child 16 or Older	12,999	12,433	2,852	16,595	235	45,114
Single Adult, Retired - No Children	77	1,943	243	2,947	78	5,288
Two Adults, Retired - No Children	1,627	6,705	540	7,886	182	16,940
<b>AVERAGE FOR ALL HOUSEHOLDS</b>	<b>6,679</b>	<b>7,757</b>	<b>1,599</b>	<b>8,567</b>	<b>195</b>	<b>24,803</b>

This table presents demographic and travel statistics by place of residence. On average, 77% of American households were located in metropolitan areas. Americans who lived in metropolitan areas, but outside the central

city, took more trips and longer trips than others. Individuals who lived inside the central city of metropolitan areas walked twice as often as the others.

TABLE 4.21

DEMOGRAPHIC AND PERSONAL TRAVEL STATISTICS BY PLACE OF RESIDENCE  
1990 NPTS

	In MSA, Central City	In MSA, Non-Central City	Non-MSA	TOTAL
Population (000)	80,030 (36.0%)	92,251 (41.5%)	49,820 (22.4%)	222,101 (100.0%)
Total No. of Households (000)	34,579 (37.0%)	37,353 (40.0%)	21,415 (23.0%)	93,347 (100.0%)
Average Household Size	2.57	2.69	2.52	2.61
Person Trips (000,000)	88,530 (35.5%)	105,781 (42.4%)	55,251 (22.1%)	249,562 (100.0%)
Person Trips per Person	1,106	1,147	1,109	1,124
Person Miles of Travel (PMT) (000,000)	705,454 (30.5%)	1,072,689 (46.3%)	537,130 (23.2%)	2,315,273 (100.0%)
PMT per Person	8,815	11,628	10,781	10,424
Average Trip Length (miles) <sup>1</sup>	8.2	10.3	9.8	9.5
% Person Trips <sup>2</sup> by	100.0%	100.0%	100.0%	100.0%
- Privately Owned Vehicles (POV)	82.5%	89.8%	89.4%	87.1%
- Public Transportation	3.8%	1.2%	0.5%	2.0%
- Walk	10.4%	5.4%	5.6%	7.2%
% PMT <sup>2</sup> by	100.0%	100.0%	100.0%	100.0%
- POV	84.1%	87.9%	93.8%	88.1%
- Public Transportation	4.0%	2.1%	1.4%	2.5%
- Walk	0.9%	0.3%	0.4%	0.5%
<sup>1</sup> Average person trip length is calculated using only those records with trip mile information present.		<sup>2</sup> Includes trips by modes not shown on table.		

TABLE 4.22

**NUMBER OF PERSON TRIPS BY PUBLIC TRANSPORTATION VS. ALL OTHER MODES, TRIP PURPOSE  
AND PLACE OF RESIDENCE  
1990 NPTS (THOUSANDS)**

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>1</sup> IN CHAPTER 1, SECTION 5

	MSA, Central City <sup>2</sup>	MSA, Non-Central City <sup>2</sup>	New York CMSA <sup>3</sup>	Not in MSA	TOTAL
<b>Public Transportation Trips</b>					
Earning a Living	849,394 (38.1%)	364,019 (42.2%)	824,269 (54.0%)	46,259 (16.6%)	<b>2,083,941</b> (42.6%)
Family and Personal Business	535,564 (24.1%)	174,808 (20.3%)	227,352 (14.9%)	45,021 (16.2%)	<b>982,745</b> (20.1%)
Civic, Educational, and Religious	525,260 (23.6%)	186,413 (21.6%)	211,816 (13.9%)	152,482 (54.8%)	<b>1,075,970</b> (22.0%)
Social and Recreational	310,239 (13.9%)	122,401 (14.2%)	253,670 (16.6%)	30,546 (11.0%)	<b>716,856</b> (14.7%)
Other	6,397 (0.3%)	14,783 (1.7%)	6,887 (0.5%)	3,762 (1.4%)	<b>31,829</b> (0.7%)
<b>TOTAL<sup>4</sup></b>	<b>2,226,853</b> (100.0%)	<b>862,423</b> (100.0%)	<b>1,525,112</b> (100.0%)	<b>278,071</b> (100.0%)	<b>4,892,460</b> (100.0%)
<b>All Other Modes</b>					
Earning a Living	16,745,996 (20.9%)	20,397,066 (21.7%)	3,388,576 (21.8%)	11,227,355 (20.4%)	<b>51,758,993</b> (21.2%)
Family and Personal Business	33,477,749 (41.9%)	39,308,196 (41.7%)	6,547,798 (42.1%)	23,291,805 (42.4%)	<b>102,625,548</b> (41.9%)
Civic, Educational, and Religious	8,789,733 (11.0%)	9,984,285 (10.6%)	1,665,121 (10.7%)	6,881,968 (12.5%)	<b>27,321,106</b> (11.2%)
Social and Recreational	20,386,262 (25.5%)	23,727,587 (25.2%)	3,850,716 (24.7%)	13,117,794 (23.9%)	<b>61,082,359</b> (25.0%)
Other	532,947 (0.7%)	717,369 (0.8%)	110,250 (0.7%)	438,406 (0.8%)	<b>1,798,973</b> (0.7%)
<b>TOTAL<sup>4</sup></b>	<b>79,953,318</b> (100.0%)	<b>94,175,641</b> (100.0%)	<b>15,567,847</b> (100.0%)	<b>54,973,031</b> (100.0%)	<b>244,669,837</b> (100.0%)
<sup>1</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.			<sup>3</sup> The New York CMSA is displayed separately on this table because almost 1/3 of all public transportation trips in the U.S. are made in the New York area.		
<sup>2</sup> Excluding New York CMSA.			<sup>4</sup> Includes trips where trip purpose was unreported.		

**T**HE percentage of person trips taken by public transportation was the highest in metropolitan areas with population greater than 3 million (Table 4.23). The distribution of trips by mode of transportation in non-MSA areas was very similar to that in smaller metropolitan areas. Of the trips taken by automobiles and vans, 72% of these were taken by individuals who were the drivers of the vehicles. As mentioned in previous tables, walking was more common in larger metropolitan areas than in other areas.

Table 4.24 presents the average lengths of person trips. Trip lengths increased from 1983 to 1990 for all trip purposes. The length of social and recreational trips remained the longest compared to others.

TABLE 4.23

**NUMBER OF PERSON TRIPS BY MSA SIZE AND MODE OF TRANSPORTATION  
1990 NPTS (THOUSANDS)**

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>1</sup> IN CHAPTER 1, SECTION 5

	Less Than 250,000	250,000- 499,999	500,000- 999,999	1,000,000- 2,999,999	3,000,000 and Above	Not in MSA	TOTAL
<b>PRIVATE VEHICLE</b>							
Auto, Van— Driver	13,780,928	12,335,189	13,257,401	28,524,259	40,009,047	28,305,183	<b>136,212,007</b>
Auto, Van— Passenger	5,569,358	4,653,953	5,296,377	11,020,654	15,129,980	11,644,147	<b>53,314,469</b>
Pickup	2,995,132	2,218,763	2,539,930	4,279,064	4,727,610	8,872,593	<b>25,633,090</b>
Other Private Vehicle	239,663	328,563	187,850	383,893	540,598	552,879	<b>2,233,446</b>
<b>Subtotal— Private</b>	<b>22,583,081</b> (89.1%)	<b>19,536,468</b> (89.8%)	<b>21,281,558</b> (90.5%)	<b>44,207,870</b> (88.8%)	<b>60,407,235</b> (81.8%)	<b>49,374,802</b> (89.4%)	<b>217,393,012</b> (87.1%)
<b>PUBLIC TRANSPORTATION</b>							
Bus, Streetcar	242,629	149,618	248,579	779,265	1,875,492	247,606	<b>3,543,188</b>
Rail/Subway <sup>2</sup>	**	4,071	1,761	56,890	1,256,083	30,465	<b>1,349,271</b>
<b>Subtotal— Public</b>	<b>242,629</b> (1.0%)	<b>153,689</b> (0.7%)	<b>250,340</b> (1.1%)	<b>836,155</b> (1.7%)	<b>3,131,575</b> (4.2%)	<b>278,071</b> (0.5%)	<b>4,892,460</b> (2.0%)
<b>OTHER MEANS</b>							
Amtrak	2,668	3,835	808	0	45,320	1,682	<b>54,313</b>
Walk	1,550,305	1,309,140	1,162,694	3,100,137	7,766,578	3,117,906	<b>18,006,760</b>
Bike	235,442	160,103	145,326	311,116	578,683	335,844	<b>1,766,513</b>
School Bus	639,331	513,024	596,804	1,050,897	1,418,301	1,873,851	<b>6,092,208</b>
Airplane	21,852	3,022	7,959	64,019	83,746	22,255	<b>202,853</b>
Taxi	31,055	26,330	13,191	49,671	234,864	66,478	<b>421,589</b>
Other	39,368	36,058	46,646	137,002	127,395	140,476	<b>526,945</b>
<b>Subtotal— Other</b>	<b>2,520,022</b> (9.9%)	<b>2,051,512</b> (9.4%)	<b>1,973,427</b> (8.4%)	<b>4,712,842</b> (9.5%)	<b>10,254,888</b> (13.9%)	<b>5,558,491</b> (10.1%)	<b>27,071,182</b> (10.8%)
<b>TOTAL<sup>3</sup></b>	<b>25,359,683</b> (100.0%)	<b>21,758,484</b> (100.0%)	<b>23,521,157</b> (100.0%)	<b>49,793,560</b> (100.0%)	<b>73,878,311</b> (100.0%)	<b>55,251,102</b> (100.0%)	<b>249,562,297</b> (100.0%)

\*\* Indicates no data reported.

<sup>2</sup> Rail/Subway includes trips by subway, elevated rail and commuter train.

<sup>1</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.

<sup>3</sup> Includes trips where mode of transportation was unreported.

TABLE 4.24

**AVERAGE PERSON TRIP LENGTH<sup>1</sup> BY MSA SIZE AND TRIP PURPOSE  
1983 AND 1990 NPTS<sup>2</sup>**

Purpose	Less than 250,000	250,000- 499,999	500,000- 999,999	1,000,000- 2,999,999	3,000,000- and Over	All MSA's	ALL AREAS
<b>1983</b>							
Earning a Living	7.4	8.9	10.2	11.1	11.5	10.0	<b>9.9</b>
Family and Personal Business	5.7	6.2	5.4	6.3	5.5	5.9	<b>6.3</b>
Civic, Educational and Religious	3.3	5.3	4.0	4.9	3.9	4.5	<b>4.9</b>
Social and Recreational	9.0	12.8	21.6	12.5	10.5	12.7	<b>12.3</b>
Other	5.8	5.2	3.9	8.5	4.4	5.9	<b>8.0</b>
<b>ALL PURPOSES</b>	<b>6.7</b>	<b>8.6</b>	<b>10.5</b>	<b>9.1</b>	<b>8.0</b>	<b>8.5</b>	<b>8.7</b>
<b>1990</b>							
Earning a Living	9.8	9.8	10.5	12.1	13.5	11.9	<b>11.8</b>
Family and Personal Business	7.1	6.5	7.1	6.8	6.5	6.7	<b>7.1</b>
Civic, Educational, and Religious	4.9	5.4	5.5	5.1	5.1	5.1	<b>5.4</b>
Social and Recreational	13.8	11.8	11.4	14.3	13.2	13.2	<b>13.2</b>
Other	7.9	4.1	9.5	11.1	15.4	10.9	<b>10.3</b>
<b>ALL PURPOSES</b>	<b>9.2</b>	<b>8.4</b>	<b>8.7</b>	<b>9.7</b>	<b>9.7</b>	<b>9.3</b>	<b>9.5</b>

<sup>1</sup> Calculated using only those records with valid data on trip length.

<sup>2</sup> For information on comparing 1983 and 1990 NPTS survey data, see Section 4 of Chapter 1.

TABLE 4.25

**AVERAGE DAILY PERSON MILES OF TRAVEL BY TRIP PURPOSE AND MSA SIZE  
1983 AND 1990 NPTS<sup>1</sup>**

Purpose	Less than 250,000	250,000- 499,999	500,000- 999,999	1,000,000- 2,999,999	3,000,000- and Over	All MSA's	<b>ALL AREAS</b>
<b>1983</b>							
Earning a Living	4.5	6.0	5.9	6.7	6.8	5.9	<b>6.1</b>
Family and Personal Business	5.4	6.3	5.8	5.7	4.7	7.4	<b>6.0</b>
Civic, Educational and Religious	1.4	1.6	1.4	1.4	1.1	2.0	<b>1.6</b>
Social and Recreational	8.0	10.5	16.2	8.7	6.2	8.8	<b>9.1</b>
Other	0.5	0.3	0.2	0.5	0.2	0.9	<b>0.5</b>
<b>ALL PURPOSES</b>	<b>19.8</b>	<b>24.6</b>	<b>29.6</b>	<b>23.1</b>	<b>19.1</b>	<b>25.0</b>	<b>23.2</b>
<b>1990</b>							
Earning a Living	6.5	6.4	7.2	8.2	8.8	7.0	<b>7.7</b>
Family and Personal Business	9.5	8.5	9.3	8.7	7.7	10.6	<b>8.9</b>
Civic, Educational, and Religious	1.8	1.8	2.0	1.6	1.6	2.3	<b>1.8</b>
Social and Recreational	12.0	9.5	8.2	10.8	9.5	9.4	<b>9.9</b>
Other	0.2	0.1	0.3	0.3	0.2	0.2	<b>0.2</b>
<b>ALL PURPOSES</b>	<b>29.9</b>	<b>26.4</b>	<b>27.0</b>	<b>29.6</b>	<b>27.8</b>	<b>29.5</b>	<b>28.6</b>

<sup>1</sup> For information on comparing 1983 and 1990 NPTS survey data, see Section 4 of Chapter 1.

The following five tables present person travel activities categorized by the size of the urbanized area of residence (see below). More than 62% of Americans lived in urbanized areas in 1990 and they took 62.6% of all

person trips. On average, individuals residing in urbanized areas took shorter trips than those living outside urbanized areas.

TABLE 4.26

STATISTICS ON PERSON TRAVEL BY URBANIZED AREA SIZE<sup>1</sup>  
1990 NPTS

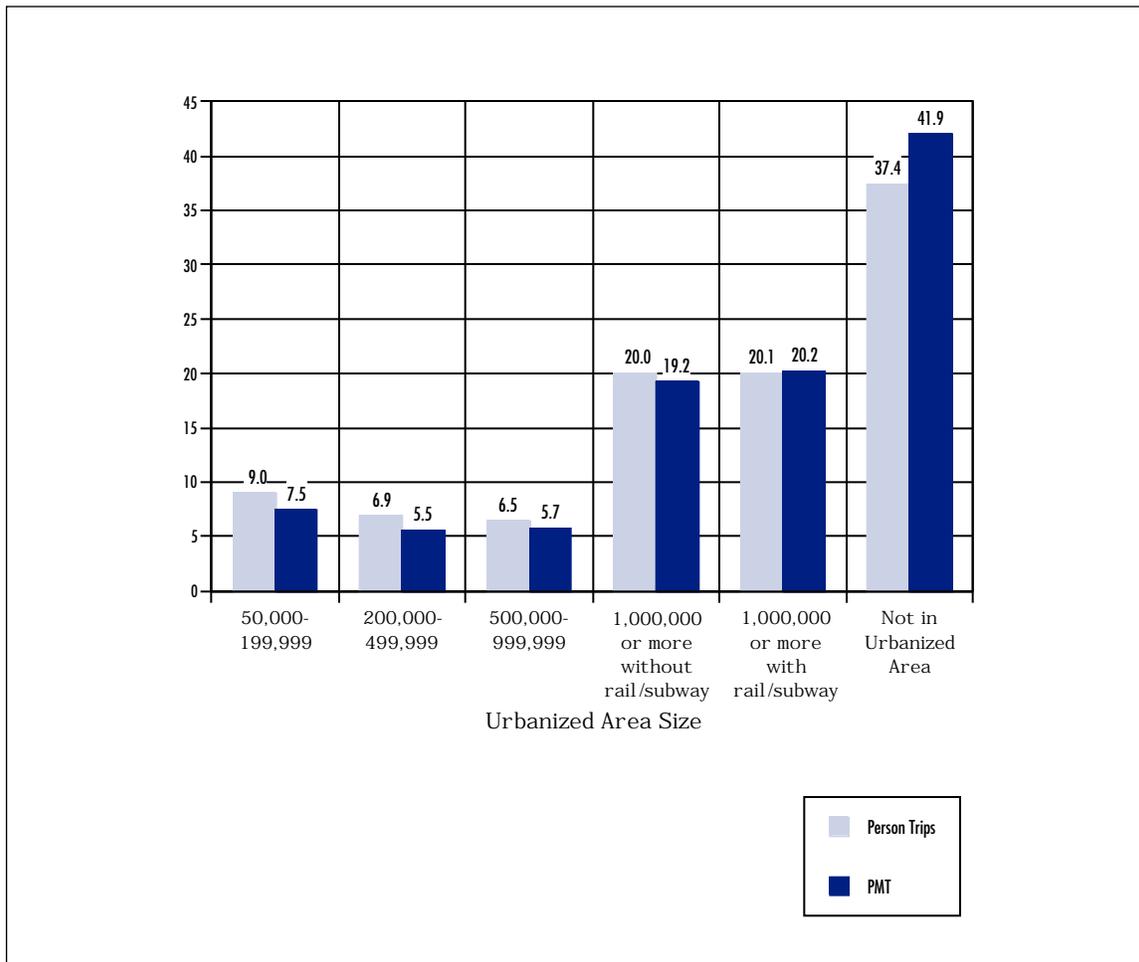
Urbanized Area Size	Number of Person Trips (000)	Number of Person Miles (000)	Average Trip Length <sup>2</sup> (miles)	Number of Persons (000)	Number of Households (000)	Number of Trips per Person
50,000 - 199,999	22,513,064 (9.0%)	173,225,762 (7.5%)	7.80	18,545 (8.4%)	8,188 (8.8%)	1,214
200,000 - 499,999	17,096,063 (6.9%)	127,862,307 (5.5%)	7.61	14,732 (6.6%)	6,570 (7.0%)	1,160
500,000 - 999,999	16,333,733 (6.5%)	132,892,434 (5.7%)	8.29	14,228 (6.4%)	6,150 (6.6%)	1,148
1,000,000 or more without rail/subway	49,974,714 (20.0%)	443,535,384 (19.2%)	9.05	44,045 (19.8%)	18,505 (19.8%)	1,135
1,000,000 or more with rail/subway	50,221,864 (20.1%)	468,013,000 (20.2%)	9.65	47,360 (21.3%)	19,564 (21.0%)	1,060
Not in urbanized area	93,422,859 (37.4%)	969,744,478 (41.9%)	10.50	83,191 (37.5%)	34,370 (36.8%)	1,123
<b>TOTAL</b>	<b>249,562,297</b> (100.0%)	<b>2,315,273,365</b> (100.0%)	<b>9.45</b>	<b>222,101</b> (100.0%)	<b>93,347</b> (100.0%)	<b>1,124</b>

<sup>1</sup> An urbanized area is different from an MSA in that the urbanized area is the more densely developed area of a metropolitan area, whereas MSA's follow county lines. (See Glossary, Appendix A)

<sup>2</sup> Average trip length is calculated using only those records with trip mile information present.

FIGURE 4.14

**DISTRIBUTION OF PERSON TRIPS AND TRAVEL BY URBANIZED AREA SIZE  
1990 NPTS**



The most noteworthy difference in average trip length was in Amtrak trips. Those taken by individuals residing in large urban areas with subway/rail facilities averaged 45 miles, whereas those by individuals residing outside urban areas averaged 159 miles. This differ-

ence may be due to the fact that individuals residing inside larger urban areas used Amtrak for daily intra-urban commuting while those residing outside urban areas used Amtrak for intercity travel.

TABLE 4.27

AVERAGE PERSON TRIP LENGTH<sup>1</sup>  
BY SELECTED MODE OF TRANSPORTATION AND URBANIZED AREA SIZE  
1990 NPTS (MILES)

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>2</sup> IN CHAPTER 1, SECTION 5

	Urbanized Area Size						TOTAL
	50,000 - 199,999	200,000 - 499,999	500,000 - 999,999	1,000,000 or more without rail/subway	1,000,000 or more with rail/subway	Not in Urbanized Area	
<b>PRIVATE VEHICLE</b>	7.98	7.92	8.62	8.76	9.33	10.85	<b>9.53</b>
<b>PUBLIC TRANSPORTATION</b>							
Bus, Streetcar	4.33	6.45	12.28	12.79	8.18	24.49	<b>11.04</b>
Rail/Subway <sup>3</sup>	*	*	*	6.04	16.48	8.28	<b>16.17</b>
<b>OTHER MODE</b>							
Amtrak	*	**	**	**	45.12	159.24	<b>106.54</b>
Walk	0.58	0.71	0.77	0.67	0.66	0.58	<b>0.64</b>
Bike	1.41	1.65	4.22	1.65	1.85	2.45	<b>1.99</b>
School Bus	5.52	4.56	4.07	4.73	3.54	6.93	<b>5.68</b>
<b>TOTAL</b>	<b>7.80</b>	<b>7.61</b>	<b>8.29</b>	<b>9.05</b>	<b>9.65</b>	<b>10.50</b>	<b>9.45</b>

\* Indicates that there were insufficient data reported.  
\*\* Indicates no data were reported.  
<sup>1</sup> Average trip length is calculated using only those records with trip mile information present.  
<sup>2</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.  
<sup>3</sup> Rail/Subway includes trips by subway, elevated rail and commuter train.

FIGURE 4.15

AVERAGE PERSON TRIP LENGTH BY SELECTED MODE OF TRANSPORTATION  
AND SELECTED URBANIZED AREA SIZE  
1990 NPTS

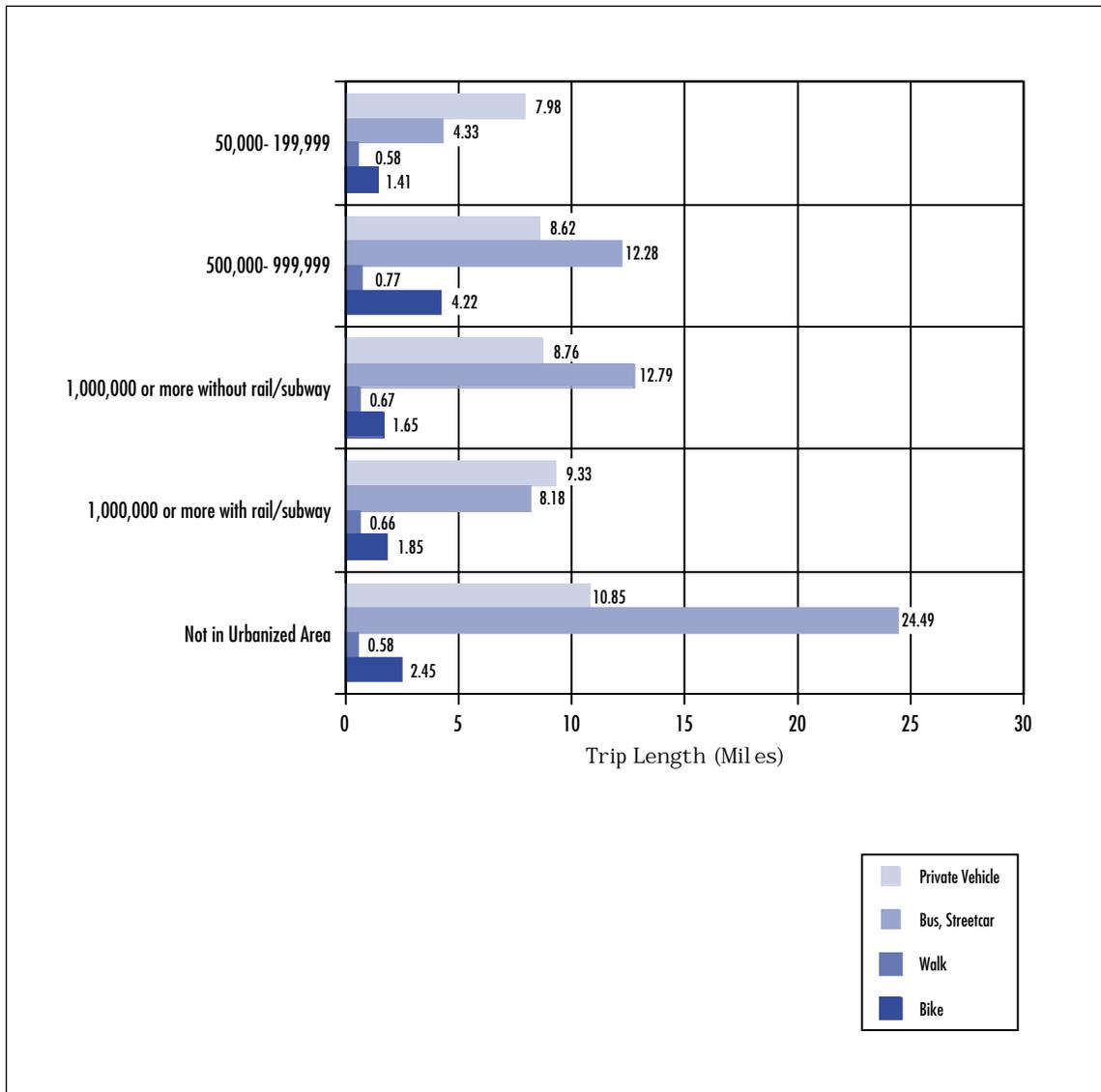


TABLE 4.28

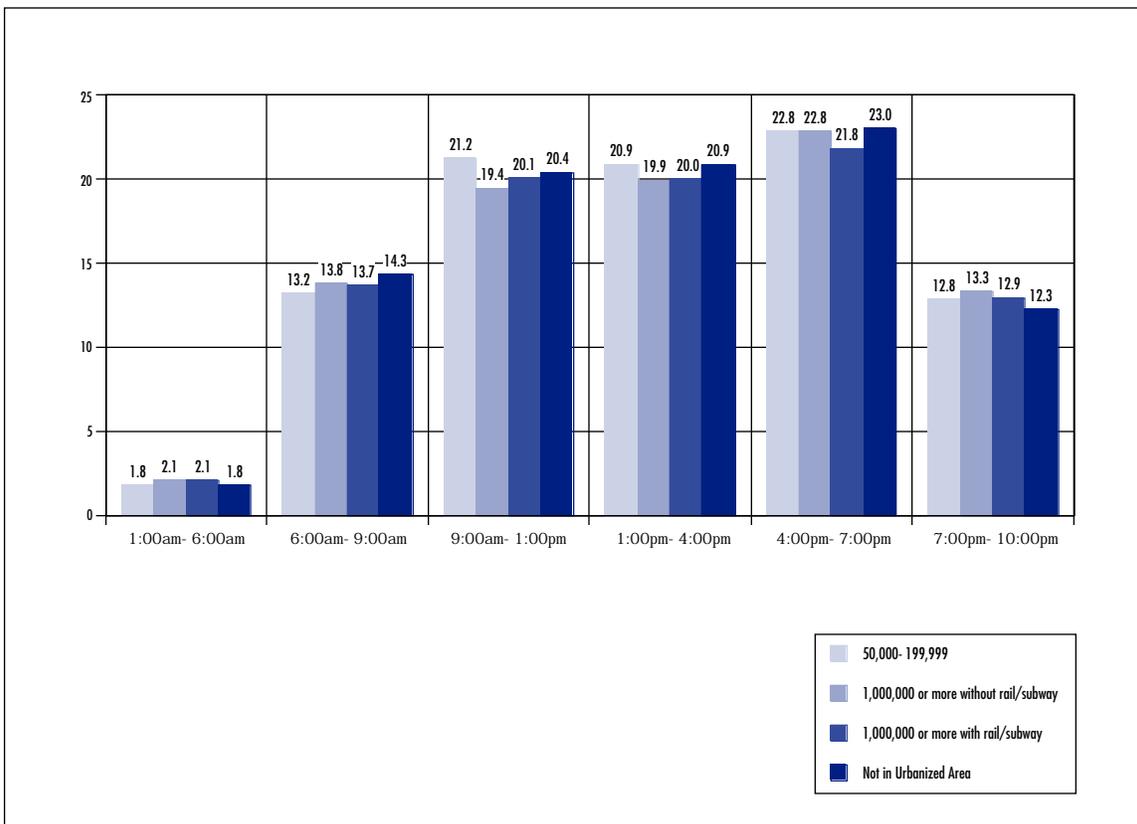
**NUMBER OF PERSON TRIPS BY URBANIZED AREA SIZE AND TIME OF DAY  
1990 NPTS  
(THOUSANDS)**

	50,000 - 199,999	200,000 - 499,999	500,000 - 999,999	1,000,000 or more without rail/subway	1,000,000 or more with rail/subway	Not in Urbanized Area	<b>TOTAL</b>
1:00 a.m. - 6:00 a.m.	410,151 (1.8%)	313,842 (1.8%)	306,392 (1.9%)	1,052,707 (2.1%)	1,047,519 (2.1%)	1,706,508 (1.8%)	<b>4,837,119</b> (1.9%)
6:00 a.m. - 9:00 a.m.	2,970,704 (13.2%)	2,308,624 (13.5%)	2,197,154 (13.5%)	6,905,807 (13.8%)	6,877,651 (13.7%)	13,354,202 (14.3%)	<b>34,614,142</b> (13.9%)
9:00 a.m. - 1:00 p.m.	4,766,422 (21.2%)	3,279,152 (19.2%)	3,151,683 (19.3%)	9,696,295 (19.4%)	10,069,544 (20.1%)	19,100,978 (20.4%)	<b>50,064,074</b> (20.1%)
1:00 p.m. - 4:00 p.m.	4,699,527 (20.9%)	3,562,894 (20.8%)	3,279,810 (20.1%)	9,927,154 (19.9%)	10,026,861 (20.0%)	19,487,639 (20.9%)	<b>50,983,855</b> (20.4%)
4:00 p.m. - 7:00 p.m.	5,127,299 (22.8%)	4,117,596 (24.1%)	3,906,228 (23.9%)	11,381,937 (22.8%)	10,968,944 (21.8%)	21,454,200 (23.0%)	<b>56,956,204</b> (22.8%)
7:00 p.m. - 10:00 p.m.	2,881,846 (12.8%)	2,115,407 (12.4%)	2,264,388 (13.9%)	6,643,361 (13.3%)	6,497,030 (12.9%)	11,530,656 (12.3%)	<b>31,932,688</b> (12.8%)
10:00 p.m. - 1:00 a.m.	882,580 (3.9%)	758,593 (4.4%)	643,160 (3.9%)	2,112,613 (4.2%)	2,281,916 (4.5%)	3,248,327 (3.5%)	<b>9,927,189</b> (4.0%)
<b>TOTAL<sup>1</sup></b>	<b>22,513,064</b> (100.0%)	<b>17,096,063</b> (100.0%)	<b>16,333,733</b> (100.0%)	<b>49,974,714</b> (100.0%)	<b>50,221,864</b> (100.0%)	<b>93,422,859</b> (100.0%)	<b>249,562,297</b> (100.0%)

<sup>1</sup> Includes trips where start time of trip was unreported.

There was no significant difference in the time travel occurred among people living in different types of urban areas.

**FIGURE 4.16**  
**DISTRIBUTION OF PERSON TRIPS BY SELECTED TIME OF DAY AND SELECTED URBANIZED AREA SIZE**  
**1990 NPTS**



## Segmented Trips in NPTS

### What

In the 1990 NPTS, certain trips were given “segmented” treatment, that is, they were broken into component parts. A trip was given segmented treatment if both of the following conditions occurred:

- there was a change of vehicle or a change of mode on the trip, AND
- one of the modes used was a public transportation mode (bus, subway, elevated rail, commuter train, streetcar or trolley).

### Why

Transportation planners and researchers have a high degree of interest in multi-modal trips, and the data from segmented trips can help in answering questions such as “What access modes are used to get to the bus, subway and commuter train?” or “How does travel time of segmented trips compare with non-segmented?” Certain trips were given segmented treatment in order to get more complete data on multi-modal trips and on the use of public transportation. In earlier NPTS surveys, if more than one mode was used on a trip, the entire trip was considered to be made on the mode that was used for the longest distance. However, this procedure had the effect of undercounting the use of transit. For example, if you walked to the bus stop, took the bus to a subway station, and took the subway to work, the entire trip would have been considered a subway trip (assuming this was the longest segment) and the walk and bus portions would have been ignored.

### How

If a trip met the two conditions above, it would be given segmented treatment. First, characteristics of the trip as a whole would be collected, such as purpose, number of people on the trip, starting time of the trip, whether it was a home-based trip, etc. Second, each time there was a change of mode (e.g. auto to commuter train) or a change of vehicle (e.g. one bus to another), it would be considered a segment.

Certain information was collected on each segment, namely, the mode used, the starting time of the segment, the length of the segment in minutes and, if the segment was on transit, the waiting time and whether the respondent sat or stood on the segment.

### In this report

A limited number of data relationships are presented comparing segmented and non-segmented trips. Note that, in each case, it is the entire trip, from origin to destination, that is being presented.

### For more detailed information...

A public use dataset is available on 9-track tape and on diskettes. The NPTS dataset contains a record for each trip made by a survey respondent. For each segmented trip, a separate file contains information collected at the individual segment level.

### Caveat

In spite of giving certain trips “segmented treatment”, the number of transit trips reported in NPTS is 20% lower than the Federal Transit Administration’s Section 15 reporting system. See Limitations of Data on Transit in Chapter 1, Section 5 for a comparison.

Of all person trips, only 0.8% were segmented. There were significantly more segmented trips by individuals residing in urbanized areas with population more than 1 million and with rail and/or subway facilities than

by other individuals, 2.8% vs. 0.3%. On average, segmented trips were longer than non-segmented trips, 13.6 miles vs. 9.4 miles.

TABLE 4.29

STATISTICS OF SEGMENTED PERSON TRAVEL BY URBANIZED AREA SIZE  
1990 NPTS

Urbanized Area Size	Number of Person Trips (000)	Number of Person Miles (000)	Average Trip Length <sup>1</sup> (miles)
50,000 - 199,999	89,894 (4.7%)	382,315 (1.7%)	4.61
200,000 - 499,999	40,844 (2.1%)	398,033 (1.8%)	10.96
500,000 - 999,999	66,500 (3.5%)	777,465 (3.4%)	12.59
1,000,000 or more without rail/subway	233,821 (12.2%)	1,794,736 (8.0%)	8.40
1,000,000 or more with rail/subway	1,381,463 (71.9%)	15,913,025 (70.4%)	13.77
Not in urbanized area	107,417 (5.6%)	3,308,708 (14.7%)	31.50
<b>TOTAL</b>	<b>1,919,939</b> (100.0%)	<b>22,574,282</b> (100.0%)	<b>13.63</b>

<sup>1</sup> Average trip length is calculated using only those records with trip mile information present.

**TABLE 4.30**

**STATISTICS OF NON-SEGMENTED PERSON TRAVEL BY URBANIZED AREA SIZE  
1990 NPTS**

Urbanized Area Size	Number of Person Trips (000)	Number of Person Miles (000)	Average Trip Length <sup>1</sup> (miles)
50,000 - 199,999	22,423,171 (9.0%)	172,843,447 (7.5%)	7.82
200,000 - 499,999	17,055,218 (6.9%)	127,464,274 (5.6%)	7.60
500,000 - 999,999	16,267,233 (6.6%)	132,114,968 (5.8%)	8.27
1,000,000 or more without rail/subway	49,740,893 (20.1%)	441,740,648 (19.3%)	9.05
1,000,000 or more with rail/subway	48,840,401 (19.7%)	452,099,975 (19.7%)	9.55
Not in urbanized area	93,315,442 (37.7%)	966,435,770 (42.1%)	10.48
<b>TOTAL</b>	<b>247,642,358</b> (100.0%)	<b>2,292,699,082</b> (100.0%)	<b>9.43</b>

<sup>1</sup> Average trip length is calculated using only those records with trip mile information present.

FIGURE 4.17

**AVERAGE PERSON TRIP LENGTH FOR SEGMENTED VS. NON-SEGMENTED TRIPS BY URBANIZED AREA SIZE  
1990 NPTS**

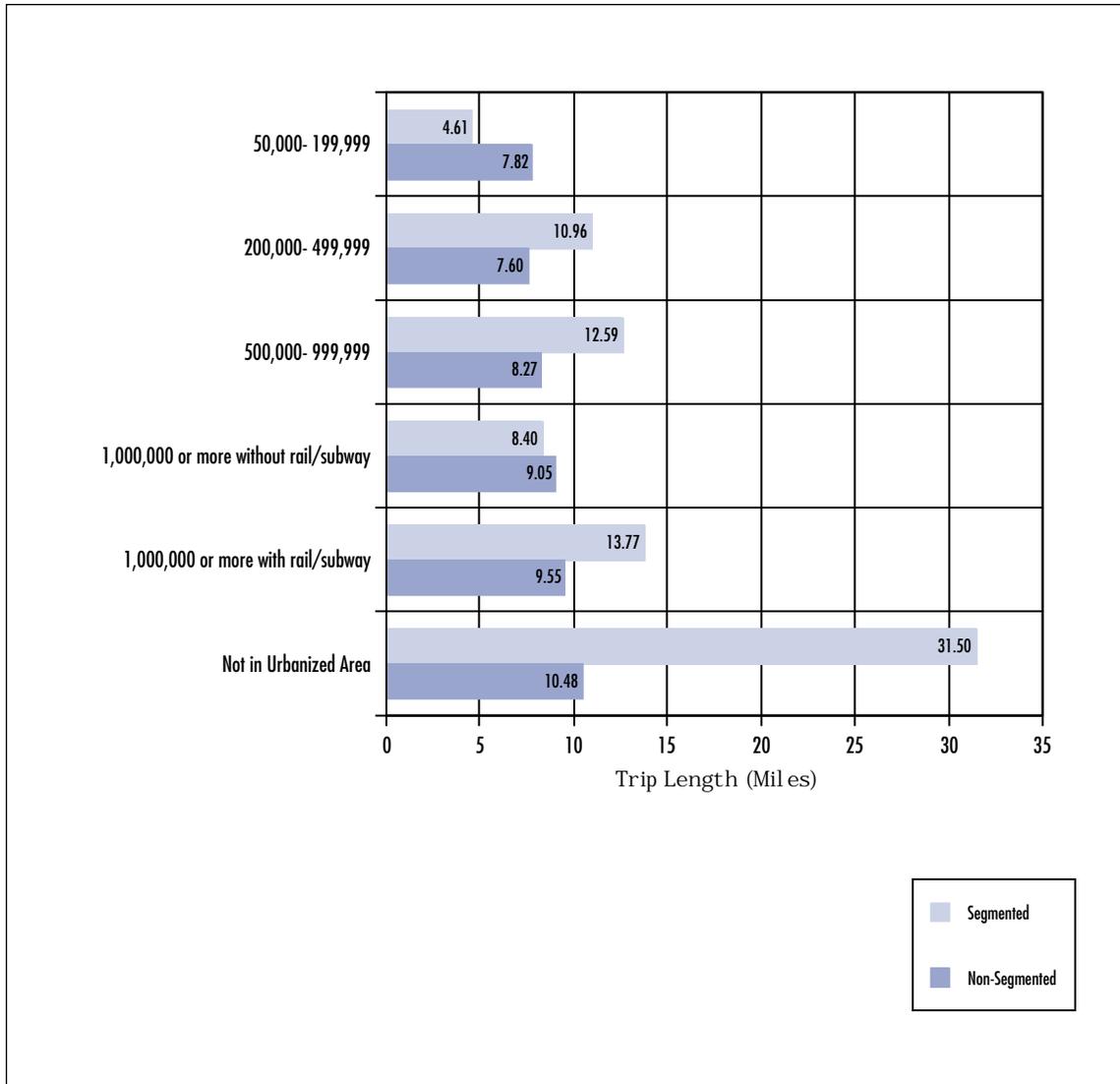


Table 4.31 presents data on person miles of travel by household income and trip purpose. Part 1 of the table presents 1990 data and Part 2, 1983 data. In 1990, households earning more than \$40,000 a year travelled 3.7 times what households with an annual income less than \$10,000 did. Furthermore,

higher-income households tended to travel more for earning a living than households in lower income groups. Similar patterns are shown in 1983 data (see Part 2).

**TABLE 4.31 (PART 1)**

**NUMBER OF PERSON MILES OF TRAVEL BY HOUSEHOLD INCOME AND TRIP PURPOSE  
1990 NPTS  
(MILLIONS)**

Purpose	Under \$10,000	\$10,000-\$19,999	\$20,000-\$29,999	\$30,000-\$39,999	\$40,000 or more	Unreported Income	TOTAL
Earning a Living	19,003 (19.2%)	55,027 (22.9%)	67,894 (23.7%)	86,364 (25.4%)	257,799 (30.1%)	137,449 (27.9%)	<b>623,536</b> (26.9%)
Family & Personal Business	37,849 (38.3%)	77,719 (32.3%)	101,718 (35.5%)	102,409 (30.1%)	242,105 (28.3%)	162,312 (32.9%)	<b>724,112</b> (31.3%)
Civic, Educational, & Religious	9,474 (9.6%)	18,919 (7.9%)	19,295 (6.7%)	22,420 (6.6%)	47,487 (5.6%)	31,677 (6.4%)	<b>149,272</b> (6.4%)
Social & Recreational	31,589 (31.9%)	87,671 (36.5%)	93,384 (32.6%)	127,428 (37.4%)	301,507 (35.2%)	158,096 (32.1%)	<b>799,675</b> (34.5%)
Other	1,012 (1.0%)	1,023 (0.4%)	4,412 (1.5%)	1,713 (0.5%)	6,990 (0.8%)	3,047 (0.6%)	<b>18,197</b> (0.8%)
<b>TOTAL<sup>1</sup></b>	<b>98,927</b> (100.0%)	<b>240,395</b> (100.0%)	<b>286,722</b> (100.0%)	<b>340,376</b> (100.0%)	<b>856,002</b> (100.0%)	<b>492,851</b> (100.0%)	<b>2,315,273</b> (100.0%)
<b>NUMBER OF HOUSEHOLDS (000)</b>	<b>9,252</b> (9.9%)	<b>13,011</b> (13.9%)	<b>12,294</b> (13.2%)	<b>11,323</b> (12.1%)	<b>21,704</b> (23.3%)	<b>25,763</b> (27.6%)	<b>93,347</b> (100.0%)
<b>PERSON MILES PER HOUSEHOLD</b>	<b>10,692</b>	<b>18,473</b>	<b>23,321</b>	<b>30,057</b>	<b>39,435</b>	<b>19,130</b>	<b>24,803</b>

<sup>1</sup> Includes miles of travel where trip purpose was unreported.

TABLE 4.31 (PART 2)

**NUMBER OF PERSON MILES OF TRAVEL BY HOUSEHOLD INCOME<sup>1</sup> AND TRIP PURPOSE  
1983 NPTS<sup>2</sup>  
(MILLIONS)**

Purpose	Under \$10,000	\$10,000- \$19,999	\$20,000- \$29,999	\$30,000- \$39,999	\$40,000 or more	TOTAL
Earning a Living	29,756 (15.5%)	80,329 (26.3%)	102,429 (29.0%)	93,821 (28.6%)	205,058 (26.7%)	511,393 (26.3%)
Family and Personal Business	55,289 (28.8%)	89,797 (29.4%)	92,892 (26.3%)	77,419 (23.6%)	168,961 (22.0%)	484,358 (24.9%)
Civic, Educational, and Religious	14,590 (7.6%)	21,075 (6.9%)	23,312 (6.6%)	17,058 (5.2%)	54,528 (7.1%)	130,563 (6.7%)
Social and Recreational	84,662 (44.1%)	107,817 (35.3%)	128,919 (36.5%)	134,499 (41.0%)	322,562 (42.0%)	778,459 (40.0%)
Other	7,679 (4.0%)	6,414 (2.1%)	5,651 (1.6%)	5,249 (1.6%)	16,896 (2.2%)	41,889 (2.1%)
<b>TOTAL</b>	<b>191,976</b> (100.0%)	<b>305,432</b> (100.0%)	<b>353,203</b> (100.0%)	<b>328,046</b> (100.0%)	<b>768,005</b> (100.0%)	<b>1,946,662</b> (100.0%)
<b>NUMBER OF HOUSEHOLDS<sup>3</sup> (000)</b>	<b>18,016</b> (21.1%)	<b>18,437</b> (21.6%)	<b>15,694</b> (18.4%)	<b>12,065</b> (14.1%)	<b>21,167</b> (24.8%)	<b>85,371</b> (100.0%)
<b>PERSON MILES PER HOUSEHOLD</b>	<b>10,656</b>	<b>16,566</b>	<b>22,506</b>	<b>27,190</b>	<b>36,283</b>	<b>22,802</b>

<sup>1</sup> Incomes are in 1990 dollars.

<sup>3</sup> In the 1983 survey, income was imputed where not reported.

<sup>2</sup> For information on comparing 1983 and 1990 NPTS survey data, see Section 4 of Chapter 1.

TABLE 4.32

**AVERAGE DAILY PERSON TRIPS, PERSON TRAVEL, AND PERSON TRIP LENGTH  
BY HOUSEHOLD INCOME AND TRIP PURPOSE  
1990 NPTS**

Purpose	Under \$10,000	\$10,000- \$19,999	\$20,000- \$29,999	\$30,000- \$39,999	\$40,000 and More
<b>Average Daily Person Trips</b>					
Earning a Living	0.3	0.6	0.7	0.7	0.8
Family and Personal Business	1.1	1.2	1.4	1.4	1.4
Civic, Educational, and Religious	0.4	0.3	0.3	0.4	0.4
Social and Recreational	0.7	0.7	0.8	0.8	0.9
Other	0.1	0.1	0.1	0.1	0.1
<b>TOTAL</b>	<b>2.6</b>	<b>2.9</b>	<b>3.3</b>	<b>3.4</b>	<b>3.6</b>
<b>Average Daily Person Miles of Travel</b>					
Earning a Living	3.1	5.5	6.4	8.1	11.4
Family and Personal Business	6.1	7.7	9.7	9.6	10.7
Civic, Educational, and Religious	1.5	1.9	1.8	2.1	2.1
Social and Recreational	5.1	8.7	8.9	11.9	13.3
Other	0.2	0.1	0.4	0.2	0.3
<b>TOTAL</b>	<b>16.0</b>	<b>23.9</b>	<b>27.2</b>	<b>31.9</b>	<b>37.8</b>
<b>Average Person Trip Length (miles)<sup>1</sup></b>					
Earning a Living	9.3	10.0	9.6	11.0	13.9
Family and Personal Business	5.5	6.4	6.9	6.9	7.5
Civic, Educational, and Religious	3.6	6.0	5.5	5.7	5.8
Social and Recreational	7.4	12.5	11.2	14.8	15.1
Other	5.8	6.1	17.1	7.9	11.6
<b>ALL PURPOSES</b>	<b>6.2</b>	<b>8.6</b>	<b>8.5</b>	<b>9.6</b>	<b>10.8</b>
<sup>1</sup> Average trip length is calculated only for records where trip mile information is present.					

Lower income households used public transportation or walked to their destinations more often than higher income households (Table 4.34). Household members in households earning less than \$10,000 a year took

25% fewer trips per person than those in households with an annual income more than \$40,000—967 trips vs. 1,293 trips per year.

TABLE 4.33

**SUMMARY OF PERSON TRIPS BY HOUSEHOLD INCOME AND MODE OF TRANSPORTATION  
1990 NPTS (MILLIONS)**

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>1</sup> IN CHAPTER 1, SECTION 5

	Under \$10,000	\$10,000- 19,999	\$20,000- 29,999	\$30,000- 39,999	\$40,000- and More	Unreported Income	TOTAL
<b>PRIVATE VEHICLE</b>							
Subtotal—Private	11,520 (70.0%)	24,180 (84.6%)	30,143 (87.6%)	31,839 (88.7%)	73,073 (90.9%)	46,637 (86.6%)	<b>217,392</b> (87.1%)
<b>PUBLIC TRANSPORTATION</b>							
Subtotal—Public	605 (3.7%)	795 (2.8%)	689 (2.0%)	461 (1.3%)	986 (1.2%)	1,358 (2.5%)	<b>4,892</b> (2.0%)
<b>OTHER MEANS</b>							
Subtotal—Other	4,311 (26.2%)	3,548 (12.4%)	3,575 (10.4%)	3,588 (10.0%)	6,241 (7.8%)	5,808 (10.8%)	<b>27,071</b> (10.8%)
<b>TOTAL<sup>2</sup></b>	<b>16,456</b> (100.0%)	<b>28,568</b> (100.0%)	<b>34,426</b> (100.0%)	<b>35,915</b> (100.0%)	<b>80,345</b> (100.0%)	<b>53,852</b> (100.0%)	<b>249,562</b> (100.0%)
<b>NUMBER OF HOUSEHOLDS (000)</b>	9,252 (9.9%)	13,011 (13.9%)	12,294 (13.2%)	11,323 (12.1%)	21,704 (23.3%)	25,763 (27.6%)	<b>93,347</b> (100.0%)
<b>PERSONS PER HOUSEHOLD</b>	1.84	2.12	2.35	2.59	2.86	2.22	<b>2.38</b>
<b>NUMBER OF PERSON TRIPS PER HOUSEHOLD</b>	1,779	2,196	2,800	3,172	3,702	2,090	<b>2,673</b>
<b>NUMBER OF PERSON TRIPS PER PERSON</b>	967	1,038	1,193	1,225	1,293	941	<b>1,124</b>
<sup>1</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.				<sup>2</sup> Includes trips where mode of transportation was unreported.			

TABLE 4.34

**NUMBER OF PERSON TRIPS BY HOUSEHOLD INCOME AND MODE OF TRANSPORTATION  
1990 NPTS (MILLIONS)**

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>1</sup> IN CHAPTER 1, SECTION 5

	Under \$10,000	\$10,000- 19,999	\$20,000- 29,999	\$30,000- 39,999	\$40,000- and More	Unreported Income	TOTAL
<b>PRIVATE VEHICLE</b>							
Auto, Van—Driver	6,850 (41.6%)	15,043 (52.6%)	18,567 (53.9%)	19,495 (54.3%)	46,675 (58.1%)	29,582 (54.9%)	<b>136,212</b> (54.6%)
Auto, Van—Passenger	3,465 (21.0%)	5,911 (20.7%)	7,277 (21.1%)	7,475 (20.8%)	17,594 (21.9%)	11,592 (21.5%)	<b>53,314</b> (21.4%)
Pickup	1,145 (7.0%)	2,939 (10.3%)	3,981 (11.6%)	4,460 (12.4%)	8,064 (10.0%)	5,043 (9.4%)	<b>25,633</b> (10.3%)
Other Private Vehicle	60 (0.4%)	287 (1.0%)	318 (0.9%)	409 (1.1%)	740 (0.9%)	420 (0.8%)	<b>2,233</b> (0.9%)
<b>Subtotal—Private</b>	<b>11,520</b> (70.0%)	<b>24,180</b> (84.6%)	<b>30,143</b> (87.6%)	<b>31,839</b> (88.7%)	<b>73,073</b> (90.9%)	<b>46,637</b> (86.6%)	<b>217,392</b> (87.1%)
<b>PUBLIC TRANSPORTATION</b>							
Bus, Streetcar	556 (3.4%)	666 (2.3%)	490 (1.4%)	315 (0.9%)	537 (0.7%)	979 (1.8%)	<b>3,543</b> (1.4%)
Rail/Subway <sup>2</sup>	49 (0.3%)	129 (0.4%)	199 (0.6%)	146 (0.4%)	448 (0.6%)	379 (0.7%)	<b>1,349</b> (0.5%)
<b>Subtotal—Public</b>	<b>605</b> (3.7%)	<b>795</b> (2.8%)	<b>689</b> (2.0%)	<b>461</b> (1.3%)	<b>986</b> (1.2%)	<b>1,358</b> (2.5%)	<b>4,892</b> (2.0%)
<b>OTHER MEANS</b>							
Amtrak	20 (0.1%)	7 (0.0%)	** (0.0%)	3 (0.0%)	24 (0.0%)	1 (0.0%)	<b>54</b> (0.0%)
Walk	3,513 (21.3%)	2,440 (8.5%)	2,442 (7.1%)	2,142 (6.0%)	3,669 (4.6%)	3,802 (7.1%)	<b>18,007</b> (7.2%)
Bike	186 (1.1%)	205 (0.7%)	292 (0.8%)	329 (0.9%)	477 (0.6%)	278 (0.5%)	<b>1,767</b> (0.7%)
School Bus	489 (3.0%)	757 (2.7%)	748 (2.2%)	954 (2.7%)	1,708 (2.1%)	1,437 (2.7%)	<b>6,092</b> (2.4%)
Airplane	2 (0.0%)	27 (0.1%)	7 (0.0%)	32 (0.1%)	86 (0.1%)	48 (0.1%)	<b>203</b> (0.1%)
Taxi	81 (0.5%)	20 (0.1%)	45 (0.1%)	47 (0.1%)	118 (0.1%)	110 (0.2%)	<b>422</b> (0.2%)
Other	21 (0.1%)	94 (0.3%)	41 (0.1%)	80 (0.2%)	159 (0.2%)	132 (0.2%)	<b>527</b> (0.2%)
<b>Subtotal—Other</b>	<b>4,311</b> (26.2%)	<b>3,550</b> (12.4%)	<b>3,575</b> (10.4%)	<b>3,588</b> (10.0%)	<b>6,241</b> (7.8%)	<b>5,808</b> (10.8%)	<b>27,071</b> (10.8%)
<b>TOTAL<sup>3</sup></b>	<b>16,456</b> (100.0%)	<b>28,568</b> (100.0%)	<b>34,426</b> (100.0%)	<b>35,915</b> (100.0%)	<b>80,345</b> (100.0%)	<b>53,851</b> (100.0%)	<b>249,562</b> (100.0%)

\*\* Indicates no data reported.

<sup>2</sup> Rail/Subway includes trips by subway, elevated rail and commuter train.

<sup>1</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.

<sup>3</sup> Includes trips where mode of transportation was unreported.

FIGURE 4.18

**DISTRIBUTION OF PERSON TRIPS BY HOUSEHOLD INCOME AND MODE OF TRANSPORTATION  
1990 NPTS  
(WITHIN INCOME GROUP)**

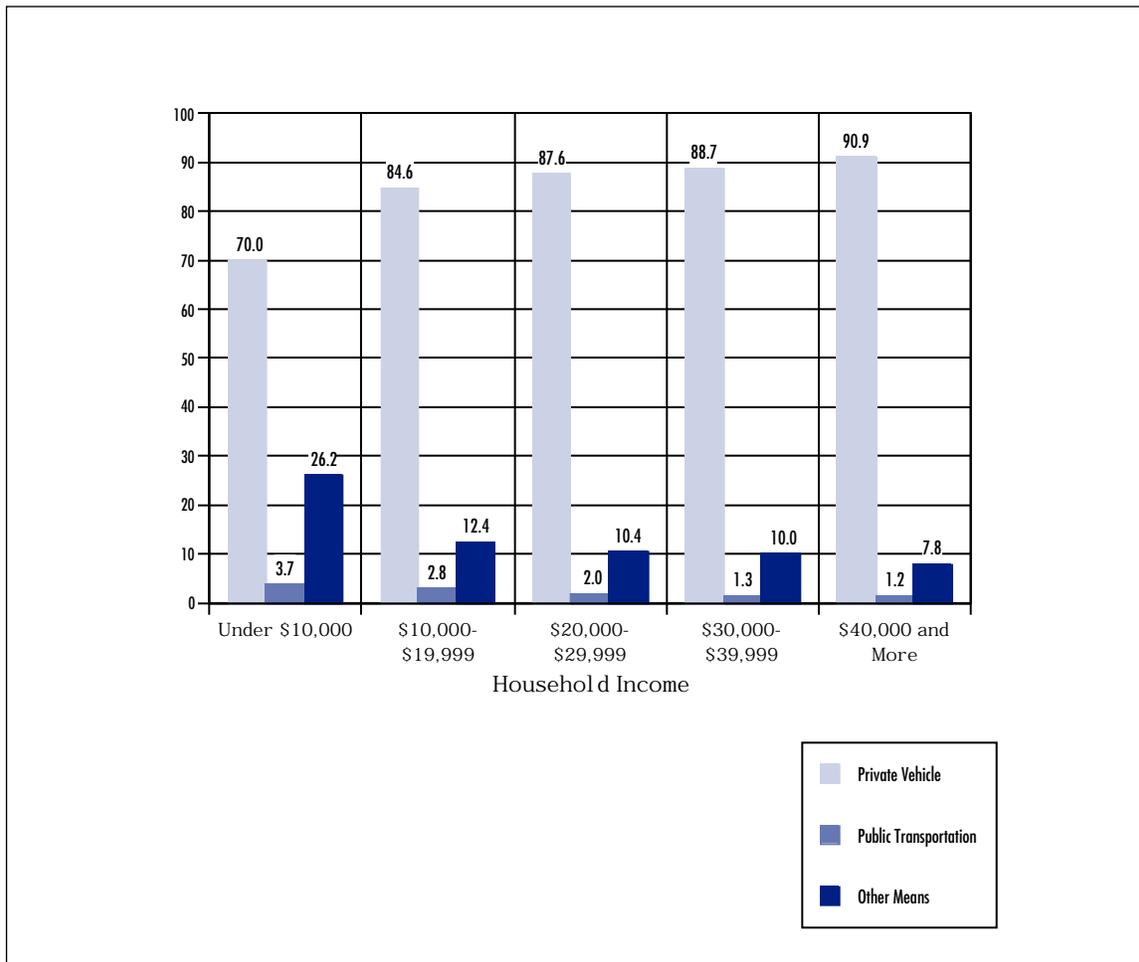


TABLE 4.35

**NUMBER OF PERSON MILES OF TRAVEL BY HOUSEHOLD INCOME AND MODE OF TRANSPORTATION  
1990 NPTS (MILLIONS)**

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>1</sup> IN CHAPTER 1, SECTION 5

	Under \$10,000	\$10,000- 19,999	\$20,000- 29,999	\$30,000- 39,999	\$40,000- and More	Unreported Income	TOTAL
<b>PRIVATE VEHICLE</b>							
Auto, Van—Driver	47,583 (48.1%)	105,658 (44.0%)	151,974 (53.0%)	173,167 (50.9%)	443,224 (51.8%)	250,423 (50.8%)	<b>1,172,029</b> (50.6%)
Auto, Van—Passenger	30,889 (31.2%)	62,280 (25.9%)	69,171 (24.1%)	78,653 (23.1%)	206,949 (24.2%)	117,100 (23.7%)	<b>565,042</b> (24.4%)
Pickup	11,536 (11.7%)	27,615 (11.5%)	42,612 (14.9%)	45,281 (13.3%)	89,289 (10.4%)	51,612 (10.5%)	<b>267,944</b> (11.6%)
Other Private Vehicle	232 (0.2%)	5,156 (2.1%)	5,260 (1.8%)	7,996 (2.3%)	10,646 (1.2%)	5,677 (1.2%)	<b>34,967</b> (1.5%)
<b>Subtotal</b>	<b>90,240</b> (91.2%)	<b>200,709</b> (83.5%)	<b>269,017</b> (93.8%)	<b>305,097</b> (89.6%)	<b>750,108</b> (87.6%)	<b>424,812</b> (86.2%)	<b>2,039,982</b> (88.1%)
<b>PUBLIC TRANSPORTATION</b>							
Bus, Streetcar	3,066 (3.1%)	8,590 (3.6%)	3,396 (1.2%)	3,950 (1.2%)	7,081 (0.8%)	9,106 (1.8%)	<b>35,189</b> (1.5%)
Rail/Subway <sup>2</sup>	497 (0.5%)	1,216 (0.5%)	2,454 (0.9%)	2,703 (0.8%)	6,930 (0.8%)	4,058 (0.8%)	<b>17,858</b> (0.8%)
<b>Subtotal</b>	<b>3,563</b> (3.6%)	<b>9,806</b> (4.1%)	<b>5,850</b> (2.0%)	<b>6,653</b> (2.0%)	<b>14,011</b> (1.6%)	<b>13,164</b> (2.7%)	<b>53,047</b> (2.3%)
<b>OTHER MEANS</b>							
Amtrak	233 (0.2%)	2,156 (0.9%)	** (0.0%)	45 (0.0%)	2,653 (0.3%)	21 (0.0%)	<b>5,108</b> (0.2%)
Walk	1,798 (1.8%)	1,591 (0.7%)	1,518 (0.5%)	1,251 (0.4%)	2,554 (0.3%)	2,705 (0.5%)	<b>11,418</b> (0.5%)
Bike	347 (0.4%)	373 (0.1%)	357 (0.1%)	678 (0.2%)	1,127 (0.1%)	589 (0.1%)	<b>3,471</b> (0.1%)
School Bus	2,111 (2.1%)	4,437 (1.8%)	5,087 (1.8%)	5,198 (1.5%)	9,723 (1.1%)	6,886 (1.4%)	<b>33,442</b> (1.4%)
Airplane	** (0.0%)	20,614 (8.6%)	4,553 (1.6%)	20,504 (6.0%)	71,323 (8.3%)	27,901 (5.7%)	<b>144,895</b> (6.3%)
Taxi	366 (0.4%)	137 (0.1%)	54 (0.0%)	259 (0.1%)	661 (0.1%)	293 (0.1%)	<b>1,770</b> (0.1%)
Other	265 (0.3%)	413 (0.2%)	281 (0.1%)	615 (0.2%)	3,569 (0.4%)	16,057 (3.2%)	<b>21,200</b> (0.9%)
<b>Subtotal</b>	<b>5,120</b> (5.2%)	<b>29,720</b> (12.4%)	<b>11,850</b> (4.1%)	<b>28,550</b> (8.4%)	<b>91,610</b> (10.7%)	<b>54,452</b> (11.0%)	<b>221,303</b> (9.6%)
<b>TOTAL<sup>3</sup></b>	<b>98,927</b> (100%)	<b>240,395</b> (100%)	<b>286,722</b> (100%)	<b>340,376</b> (100%)	<b>856,002</b> (100%)	<b>492,850</b> (100%)	<b>2,315,273</b> (100%)

\*\* Indicates no data reported.

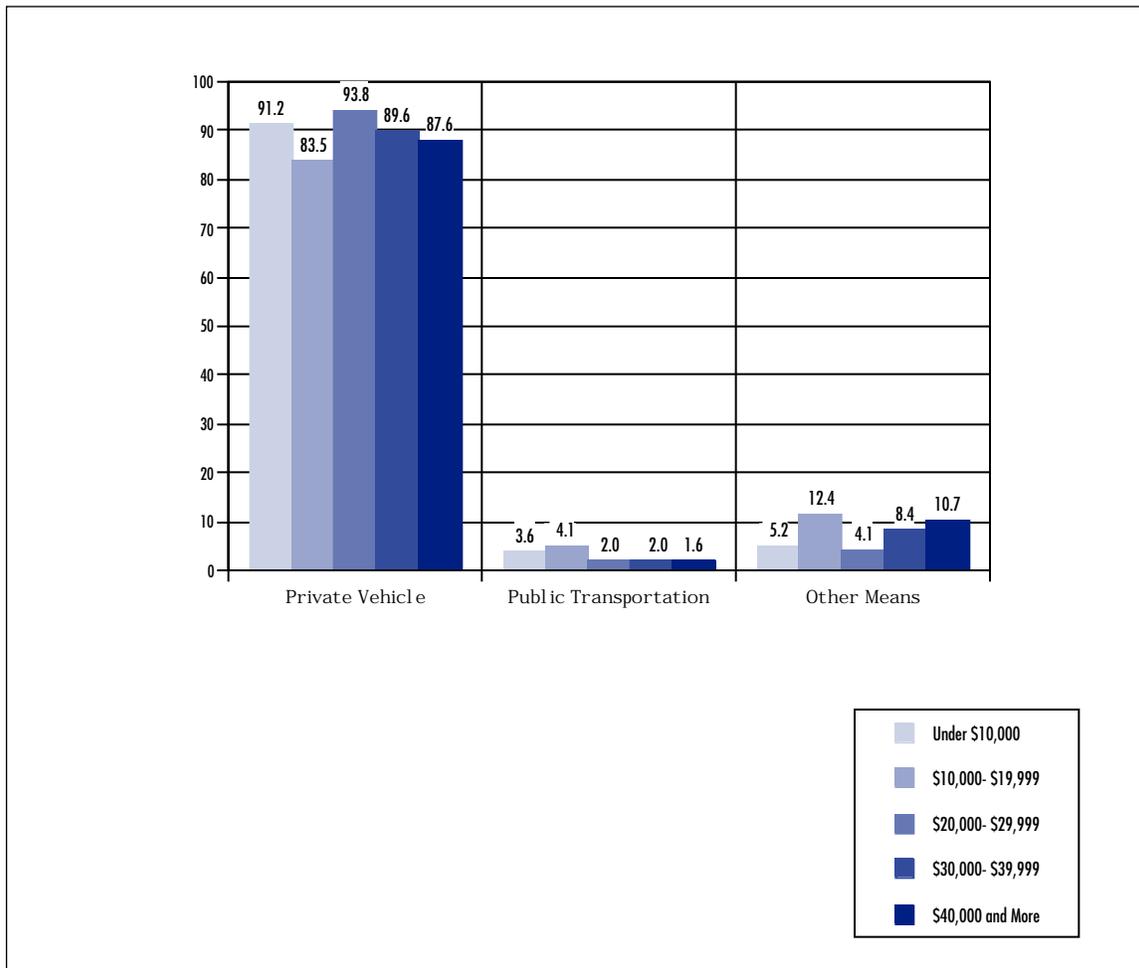
<sup>1</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.

<sup>2</sup> Rail/Subway includes trips by subway, elevated rail and commuter train.

<sup>3</sup> Includes miles of travel where mode of transportation is unreported.

FIGURE 4.19

**DISTRIBUTION OF PERSON MILES OF TRAVEL BY HOUSEHOLD INCOME AND MODE OF TRANSPORTATION  
1990 NPTS**



The following three tables present data on travel by households that did not own any vehicles. These households walked more than

five times as often as other households and used public transit almost ten times as often.

TABLE 4.36

NUMBER OF PERSON TRIPS TAKEN BY HOUSEHOLDS WITHOUT ANY VEHICLES  
BY HOUSEHOLD INCOME AND MODE OF TRANSPORTATION  
1990 NPTS (MILLIONS)

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>1</sup> IN CHAPTER 1, SECTION 5

	Under \$10,000	\$10,000- 19,999	\$20,000- 29,999	\$30,000- 39,999	\$40,000- and More	Unreported Income	TOTAL
<b>PRIVATE VEHICLE</b>	<b>867</b>	<b>563</b>	<b>248</b>	<b>84</b>	<b>125</b>	<b>1,037</b>	<b>2,924</b>
	(27.6%)	(28.8%)	(25.1%)	(17.0%)	(20.4%)	(36.7%)	(29.2%)
<b>PUBLIC TRANSPORTATION</b>							
Bus, Streetcar	401	311	125	90	52	432	1,411
	(12.8%)	(15.9%)	(12.6%)	(18.3%)	(8.5%)	(15.3%)	(14.1%)
Rail/Subway <sup>2</sup>	33	90	94	59	73	145	493
	(1.0%)	(4.6%)	(9.5%)	(11.9%)	(11.9%)	(5.1%)	(4.9%)
<b>Subtotal</b>	<b>433</b>	<b>401</b>	<b>219</b>	<b>149</b>	<b>124</b>	<b>577</b>	<b>1,904</b>
	(13.8%)	(20.5%)	(22.2%)	(30.2%)	(20.4%)	(20.4%)	(19.0%)
<b>OTHER MEANS</b>							
Amtrak	20	4	**	**	**	**	24
	(0.6%)	(0.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.2%)
Bicycle	22	48	45	7	**	50	172
	(0.7%)	(2.4%)	(4.6%)	(1.3%)	(0.0%)	(1.8%)	(1.7%)
Walk	1,567	880	434	231	334	990	4,436
	(49.9%)	(45.0%)	(44.1%)	(46.9%)	(54.6%)	(35.0%)	(44.3%)
Taxi	68	8	32	19	24	87	238
	(2.2%)	(0.4%)	(3.2%)	(3.9%)	(4.0%)	(3.1%)	(2.4%)
Other	158	52	8	4	4	74	300
	(5.0%)	(2.6%)	(0.8%)	(0.7%)	(0.7%)	(2.6%)	(3.0%)
<b>Subtotal</b>	<b>1,834</b>	<b>991</b>	<b>520</b>	<b>261</b>	<b>362</b>	<b>1,202</b>	<b>5,169</b>
	(58.4%)	(50.7%)	(52.7%)	(52.8%)	(59.2%)	(42.5%)	(51.6%)
<b>TOTAL<sup>3</sup></b>	<b>3,140</b>	<b>1,956</b>	<b>985</b>	<b>494</b>	<b>611</b>	<b>2,826</b>	<b>10,012</b>
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)

\*\* Indicates no data reported.

<sup>2</sup> Rail/Subway includes trips by subway, elevated rail and commuter train.

<sup>1</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.

<sup>3</sup> Includes trips where mode of transportation was unreported.

**FIGURE 4.20**

**PERSON TRIP COMPARISON BETWEEN HOUSEHOLDS WITHOUT ANY VEHICLES AND HOUSEHOLDS WITH VEHICLES BY MODE OF TRANSPORTATION  
1990 NPTS**

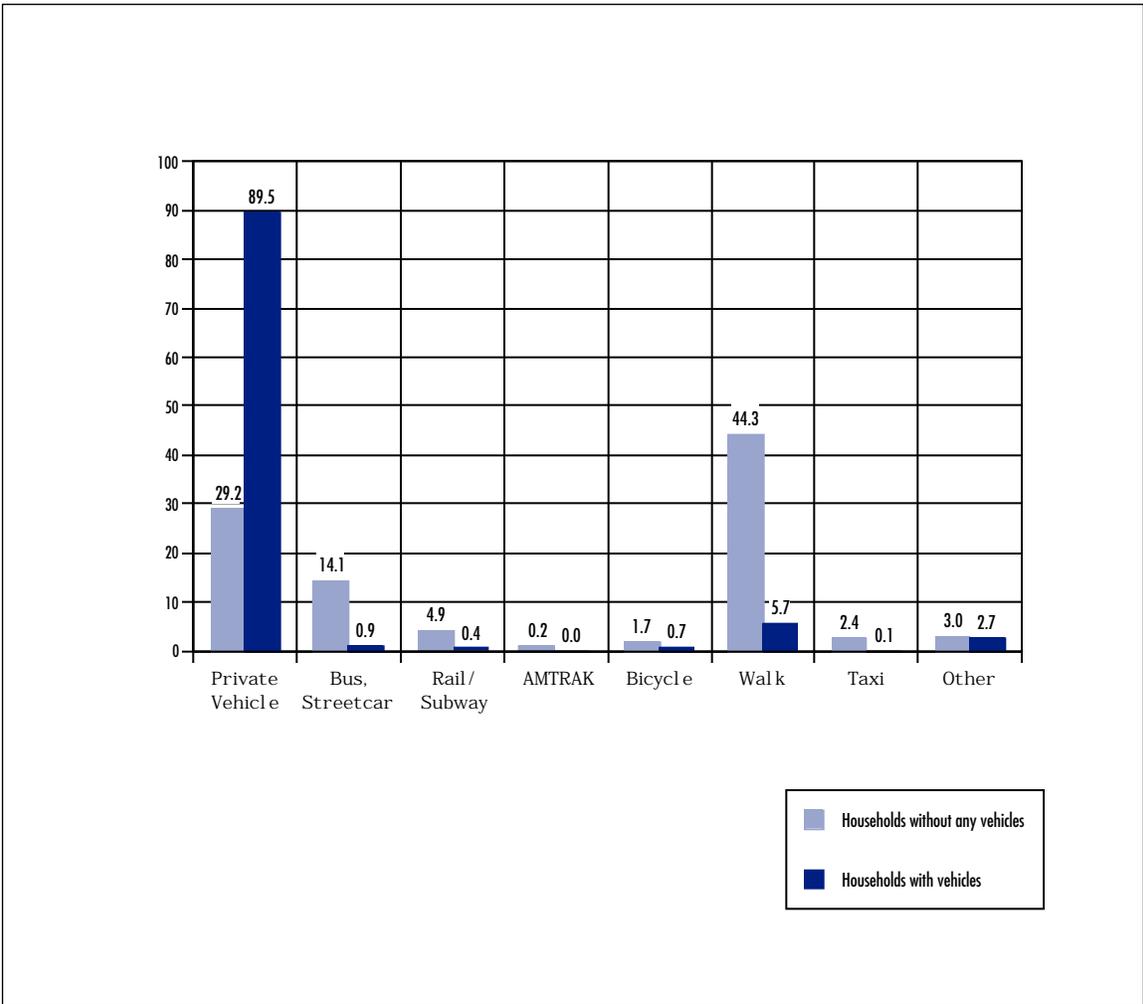


TABLE 4.37

**NUMBER OF PERSON TRIPS TAKEN BY HOUSEHOLDS WITHOUT ANY VEHICLES  
BY HOUSEHOLD INCOME AND URBANIZED AREA SIZE  
1990 NPTS  
(THOUSANDS)**

URBANIZED AREA	Under \$10,000	\$10,000- \$19,999	\$20,000- \$29,999	\$30,000- \$39,999	\$40,000 and More	Unreported Income	TOTAL	Number of Households Without Vehicles
50,000 - 199,999	357,570 (11.4%)	168,647 (8.6%)	152,819 (15.5%)	7,100 (1.4%)	556 (0.1%)	304,964 (10.8%)	991,656 (9.9%)	834
200,000 - 499,999	174,415 (5.6%)	132,236 (6.8%)	17,734 (1.8%)	10,415 (2.1%)	** (0.0%)	175,751 (6.2%)	510,552 (5.1%)	534
500,000 - 999,999	190,795 (6.1%)	127,281 (6.5%)	23,100 (2.3%)	6,804 (1.4%)	1,036 (0.2%)	185,525 (6.6%)	534,540 (5.3%)	524
1,000,000 or more without rail/subway	326,329 (10.4%)	378,023 (19.3%)	155,877 (15.8%)	41,005 (8.3%)	17,282 (2.8%)	480,058 (17.0%)	1,398,574 (14.0%)	1,343
1,000,000 or more with rail/subway <sup>1</sup>	971,131 (30.9%)	716,339 (36.6%)	445,720 (45.2%)	364,315 (73.8%)	298,330 (48.8%)	1,139,207 (40.3%)	3,935,042 (39.3%)	2,719
Manhattan Area <sup>2</sup>	71,562 (2.3%)	110,155 (5.6%)	121,618 (12.3%)	56,134 (11.4%)	242,129 (39.6%)	138,340 (4.9%)	739,938 (7.4%)	471
Not in Urbanized Area	1,047,761 (33.4%)	323,367 (16.5%)	68,566 (7.0%)	7,878 (1.6%)	51,946 (8.5%)	401,741 (14.2%)	1,901,259 (19.0%)	2,148
<b>TOTAL</b>	<b>3,139,563</b> (100.0%)	<b>1,956,048</b> (100.0%)	<b>985,434</b> (100.0%)	<b>493,651</b> (100.0%)	<b>611,279</b> (100.0%)	<b>2,825,586</b> (100.0%)	<b>10,011,561</b> (100.0%)	<b>8,573</b>
<b>NUMBER OF HOUSEHOLDS WITHOUT VEHICLES</b>	<b>2,800</b>	<b>1,517</b>	<b>525</b>	<b>301</b>	<b>317</b>	<b>3,113</b>	<b>8,573</b>	

<sup>\*\*</sup> Indicates no data reported.

<sup>1</sup> Does not include the Manhattan area.

<sup>2</sup> Manhattan is singled out because it is the one area where significant number of higher income households choose not to own a vehicle. Manhattan refers to Manhattan only, not the NY metropolitan area.

Table 4.37 shows that among households that did not own any vehicles, those that lived in large urban areas with subway/elevated rail took almost 30% more trips per household than those that lived in large

urban areas without subway/elevated rail. Households without a vehicle that lived in non-urbanized areas took the least number of trips.

FIGURE 4.21

**PERSON TRIP COMPARISON BETWEEN HOUSEHOLDS WITHOUT ANY VEHICLES  
AND HOUSEHOLDS WITH VEHICLES BY HOUSEHOLD INCOME  
1990 NPTS  
(WITHIN VEHICLE OWNERSHIP CATEGORY)**

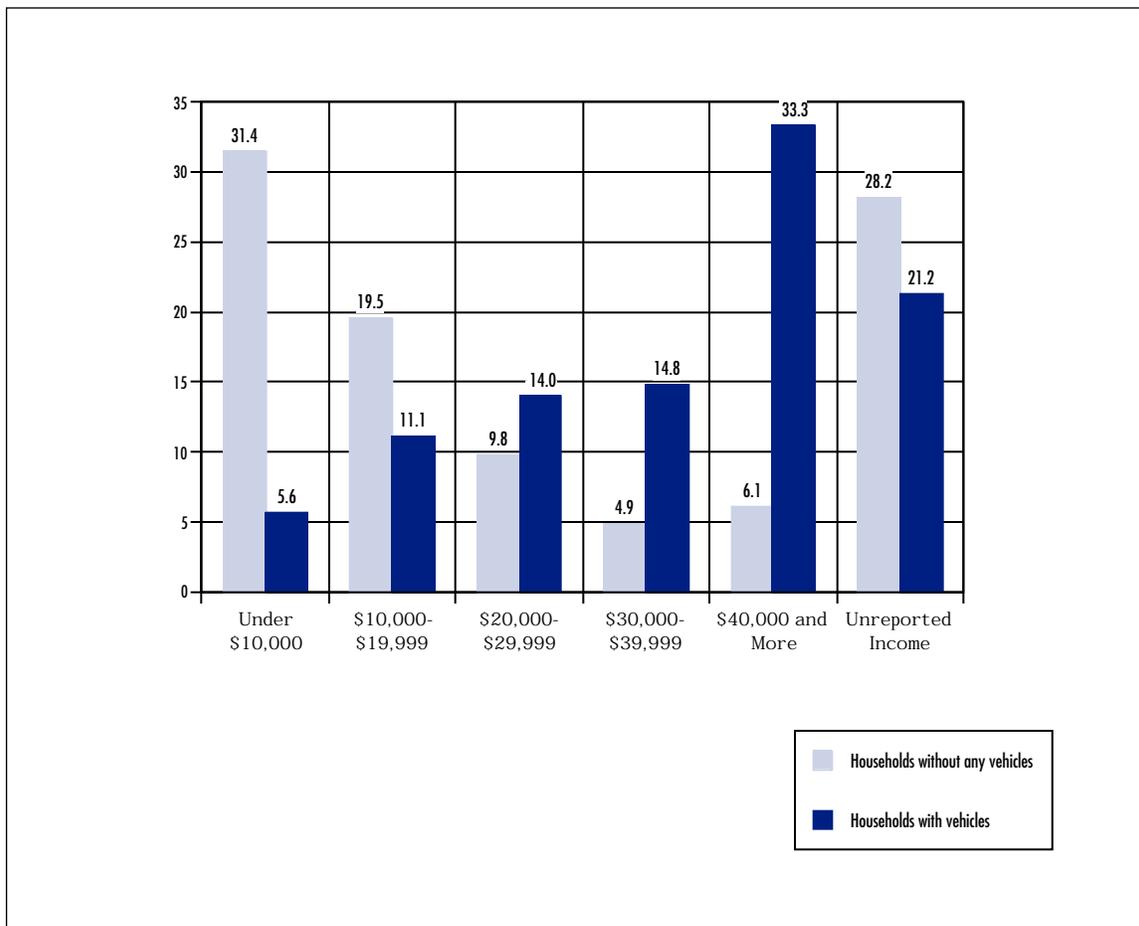


TABLE 4.38

NUMBER OF PERSON TRIPS TAKEN BY HOUSEHOLDS WITHOUT ANY VEHICLES  
AND LOCATED WHERE PUBLIC TRANSPORTATION IS AVAILABLE<sup>1</sup>  
BY MODE OF TRANSPORTATION AND URBANIZED AREA SIZE  
1990 NPTS (MILLIONS)

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>2</sup> IN CHAPTER 1, SECTION 5

	50,000 - 199,999	200,000 - 499,999	500,000 - 999,999	1,000,000+ without rail/subway	1,000,000+ with rail/subway <sup>3</sup>	Manhattan Area <sup>4</sup>	Not in Urbanized Area	TOTAL
<b>PRIVATE VEHICLE</b>	<b>299</b>	<b>213</b>	<b>225</b>	<b>442</b>	<b>687</b>	<b>112</b>	<b>233</b>	<b>2,211</b>
	(35.0%)	(43.1%)	(48.6%)	(34.5%)	(18.3%)	(15.7%)	(22.7%)	(25.8%)
<b>PUBLIC TRANSPORTATION</b>								
Bus, Streetcar	123	57	76	278	673	97	43	1,346
	(14.4%)	(11.6%)	(16.4%)	(21.7%)	(17.9%)	(13.6%)	(4.1%)	(15.7%)
Rail/Subway <sup>5</sup>	**	4	0	**	325	126	8	463
	(0.0%)	(0.8%)	(0.0%)	(0.0%)	(8.7%)	(17.7%)	(0.8%)	(5.4%)
<b>Subtotal</b>	<b>123</b>	<b>61</b>	<b>76</b>	<b>278</b>	<b>998</b>	<b>222</b>	<b>51</b>	<b>1,809</b>
	(14.4%)	(12.4%)	(16.4%)	(21.7%)	(26.6%)	(31.3%)	(5.0%)	(21.1%)
<b>OTHER MEANS</b>								
Amtrak	**	**	**	**	24	**	**	24
	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.6%)	(0.0%)	(0.0%)	(0.3%)
Bicycle	35	7	12	14	28	12	39	147
	(4.1%)	(1.4%)	(2.6%)	(1.1%)	(0.7%)	(1.7%)	(3.8%)	(1.7%)
Walk	341	169	127	507	1,865	329	635	3,972
	(39.9%)	(34.2%)	(27.4%)	(39.6%)	(49.7%)	(46.3%)	(61.9%)	(46.3%)
Taxi	22	7	0	26	101	29	30	215
	(2.6%)	(1.3%)	(0.0%)	(2.0%)	(2.7%)	(4.1%)	(2.9%)	(2.5%)
Other	33	37	23	13	42	6	36	191
	(3.9%)	(7.6%)	(4.9%)	(1.0%)	(1.1%)	(0.9%)	(3.5%)	(2.2%)
<b>Subtotal</b>	<b>431</b>	<b>220</b>	<b>162</b>	<b>560</b>	<b>2,060</b>	<b>376</b>	<b>740</b>	<b>4,549</b>
	(50.5%)	(44.5%)	(34.9%)	(43.8%)	(54.8%)	(52.9%)	(72.1%)	(53.0%)
<b>TOTAL<sup>6</sup></b>	<b>854</b>	<b>493</b>	<b>463</b>	<b>1,280</b>	<b>3,755</b>	<b>710</b>	<b>1,027</b>	<b>8,583</b>
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)

\*\* Indicates data not reported.

<sup>1</sup> The availability of public transportation applies only to the place of residence; therefore, people who report no public transportation available can still make non-home-based trips using public transportation.

<sup>2</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.

<sup>3</sup> Does not include the Manhattan area.

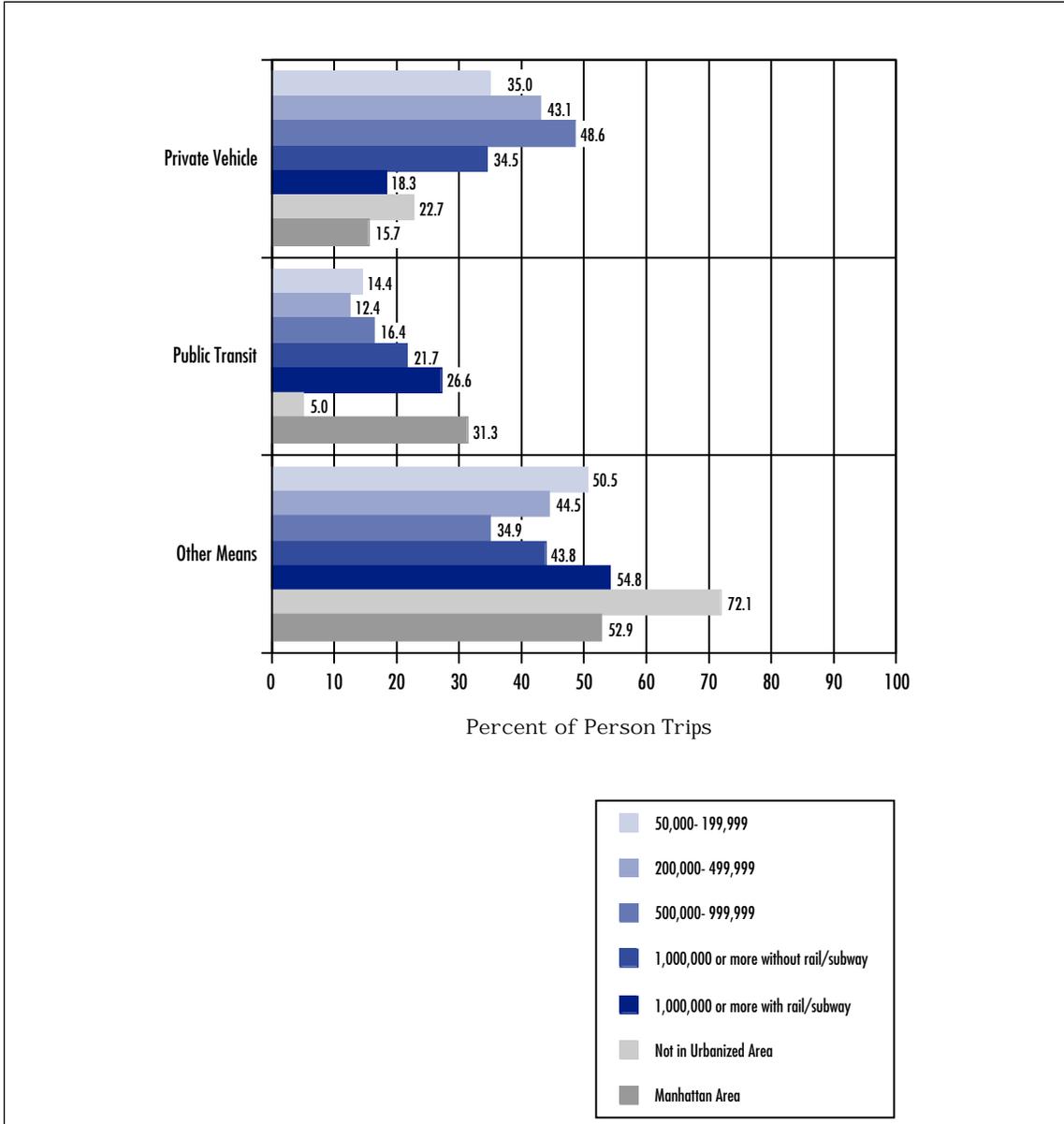
<sup>4</sup> Manhattan is singled out because it is the one area where significant number of higher income households choose not to own a vehicle. Manhattan refers to Manhattan only, not the NY metropolitan area.

<sup>5</sup> Rail/Subway includes trips by subway, elevated rail and commuter train.

<sup>6</sup> Includes some trips where mode of transportation was unreported.

FIGURE 4.22

**DISTRIBUTION OF PERSON TRIPS BY MODE OF TRANSPORTATION AND URBANIZED AREA SIZE TAKEN BY HOUSEHOLDS WITHOUT ANY VEHICLES AND LOCATED WHERE PUBLIC TRANSPORTATION IS AVAILABLE<sup>1</sup> 1990 NPTS**



<sup>1</sup> "Public Transportation Available" means that a stop is within 2 miles of the household. The availability of public transportation applies only to the place of residence; therefore, people who

report no public transportation available can still make non-home-based trips using public transportation.

TABLE 4.39

**NUMBER OF PERSON TRIPS BY MODE OF TRANSPORTATION AND TRIP PURPOSE  
1990 NPTS (MILLIONS)**

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>1</sup> IN CHAPTER 1, SECTION 5

Mode	Earning a Living	Family & Personal Business	Civic, Educational & Religious	Social & Recreational	Other	TOTAL <sup>2</sup>
<b>PRIVATE VEHICLE</b>						
Auto, Van—Driver	36,289 (67.4%)	63,044 (60.8%)	7,798 (27.5%)	28,136 (45.5%)	910 (49.7%)	136,212 (54.6%)
Auto, Van—Passenger	3,865 (7.2%)	21,630 (20.9%)	8,550 (30.1%)	18,828 (30.5%)	414 (22.6%)	53,314 (21.4%)
Pickup	8,244 (15.3%)	10,426 (10.1%)	1,144 (4.0%)	5,670 (9.2%)	143 (7.8%)	25,633 (10.3%)
Other Private Vehicle	637 (1.2%)	843 (0.8%)	54 (0.2%)	686 (1.1%)	14 (0.8%)	2,233 (0.9%)
<b>Subtotal—Private</b>	<b>49,035</b> (91.1%)	<b>95,943</b> (92.6%)	<b>17,546</b> (61.8%)	<b>53,320</b> (86.3%)	<b>1,480</b> (80.8%)	<b>217,392</b> (87.1%)
<b>PUBLIC TRANSPORTATION</b>						
Bus, Streetcar	1,228 (2.3%)	809 (0.8%)	942 (3.3%)	536 (0.9%)	29 (1.6%)	3,543 (1.4%)
Rail/Subway <sup>3</sup>	856 (1.6%)	173 (0.2%)	134 (0.5%)	181 (0.3%)	3 (0.2%)	1,349 (0.5%)
<b>Subtotal—Public</b>	<b>2,084</b> (3.9%)	<b>983</b> (0.9%)	<b>1,076</b> (3.8%)	<b>717</b> (1.2%)	<b>32</b> (1.7%)	<b>4,892</b> (2.0%)
<b>OTHER MEANS</b>						
Amtrak	22 (0.0%)	26 (0.0%)	** (0.0%)	5 (0.0%)	2 (0.1%)	54 (0.0%)
Walk	2,153 (4.0%)	5,835 (5.6%)	3,650 (12.9%)	6,128 (9.9%)	241 (13.2%)	18,007 (7.2%)
Bike	174 (0.3%)	347 (0.3%)	249 (0.9%)	979 (1.6%)	17 (0.9%)	1,767 (0.7%)
School Bus	64 (0.1%)	155 (0.2%)	5,748 (20.2%)	104 (0.2%)	21 (1.1%)	6,092 (2.4%)
Airplane	52 (0.1%)	42 (0.0%)	6 (0.0%)	92 (0.1%)	11 (0.6%)	203 (0.1%)
Taxi	107 (0.2%)	133 (0.1%)	30 (0.1%)	152 (0.2%)	** (0.0%)	422 (0.2%)
Other	104 (0.2%)	97 (0.1%)	53 (0.2%)	257 (0.4%)	16 (0.9%)	527 (0.2%)
<b>Subtotal—Other</b>	<b>2,676</b> (5.0%)	<b>6,635</b> (6.4%)	<b>9,735</b> (34.3%)	<b>7,718</b> (12.5%)	<b>307</b> (16.8%)	<b>27,071</b> (10.8%)
<b>TOTAL<sup>2</sup></b>	<b>53,843</b> (100.0%)	<b>103,608</b> (100.0%)	<b>28,397</b> (100.0%)	<b>61,799</b> (100.0%)	<b>1,831</b> (100.0%)	<b>249,562</b> (100.0%)
<b>Avg. Trip Length (Miles)<sup>4</sup></b>	<b>11.8</b>	<b>7.1</b>	<b>5.4</b>	<b>13.2</b>	<b>10.3</b>	<b>9.5</b>

\*\* Indicates no data reported.

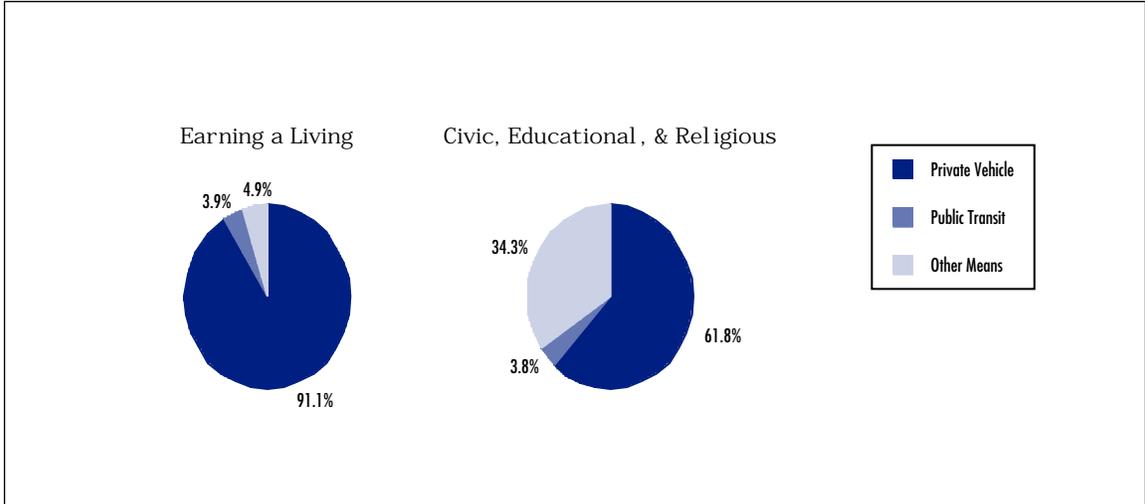
<sup>1</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.

<sup>2</sup> Includes trips where mode of transportation, trip purpose, or both were unreported.

<sup>3</sup> Rail/Subway includes trips by subway, elevated rail and commuter train.

<sup>4</sup> Information based only on observations with valid trip length data.

**FIGURE 4.23**  
**DISTRIBUTION OF PERSON TRIPS BY MODE OF TRANSPORTATION AND SELECTED TRIP PURPOSE**  
**1990 NPTS**



As expected, the majority of person trips were taken in privately owned vehicles. Only 1.7 percent of all trips were on public transportation. However, 3.9% of all trips for earning a living and 3.8% of trips for civic, education, and religious purposes used public transportation. In terms of trips across modes, over one third of trips to school,

church or civic functions were by other modes, which include school buses, walking and bicycling.

In terms of trips within mode, of all trips taken by privately owned vehicles, 44% were for family and personal purposes. Of all trips taken by public transportation, 43% were for earning a living.

**TABLE 4.40**

**DISTRIBUTION OF PERSON TRIPS BY MODE OF TRANSPORTATION AND TRIP PURPOSE  
1990 NPTS**

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>1</sup> IN CHAPTER 1, SECTION 5

Purpose	Private Transportation	Public Transportation	Other	TOTAL
<b>ACROSS MODES</b>				
Earning a Living	91.2%	3.9%	5.0%	100.0%
Family & Personal Business	92.6%	0.9%	6.4%	100.0%
Civic, Education, & Religious	61.9%	3.8%	34.3%	100.0%
Social & Recreational	86.3%	1.2%	12.5%	100.0%
Other	81.4%	1.7%	16.8%	100.0%
<b>ALL PURPOSES</b>	<b>87.2%</b>	<b>2.0%</b>	<b>10.8%</b>	<b>100.0%</b>
<b>WITHIN MODES</b>				
Earning a Living	22.6%	42.6%	9.9%	21.6%
Family & Personal Business	44.2%	20.1%	24.5%	41.5%
Civic, Education, & Religious	8.1%	22.0%	36.0%	11.4%
Social & Recreational	24.5%	14.7%	28.5%	24.8%
Other	0.7%	0.7%	1.1%	0.7%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

<sup>1</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.

FIGURE 4.24

**DISTRIBUTION OF PERSON TRIPS BY MODE OF TRANSPORTATION AND TRIP PURPOSE  
(WITHIN MODE)  
1990 NPTS**

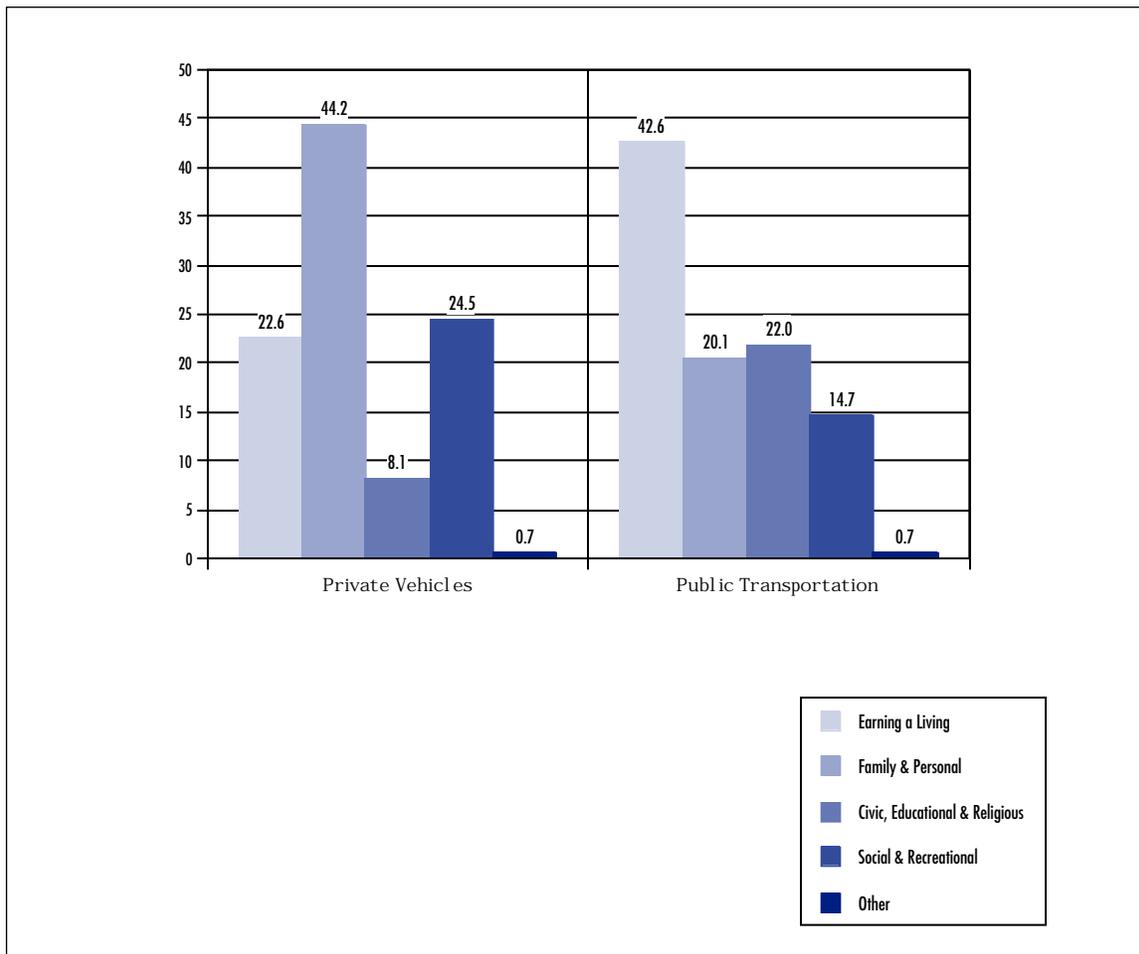


TABLE 4.41

STATISTICS OF PERSON TRIPS AND TRAVEL BY TRIP PURPOSE  
1990 NPTS

	Number of Person Trips (000)	Number of Person Miles (000)	Average Trip Length <sup>1</sup> (miles)
<b>EARNING A LIVING</b>			
To or From Work	50,314,271	526,155,669	10.65
	(20.2%)	(22.7%)	
Work-Related Business	3,528,663	97,379,907	28.20
	(1.4%)	(4.2%)	
<b>Subtotal</b>	<b>53,842,934</b>	<b>623,535,576</b>	<b>11.80</b>
	(21.6%)	(26.9%)	
<b>FAMILY AND PERSONAL BUSINESS</b>			
Shopping	47,056,740	249,620,633	5.38
	(18.9%)	(10.8%)	
Doctor/Dentist	2,799,748	28,313,659	10.59
	(1.1%)	(1.2%)	
Other Family or Personal Business	53,751,804	446,177,987	8.44
	(21.5%)	(19.3%)	
<b>Subtotal</b>	<b>103,608,292</b>	<b>724,112,279</b>	<b>7.11</b>
	(41.5%)	(31.3%)	
<b>CIVIC, EDUCATIONAL AND RELIGIOUS</b>			
<b>Subtotal</b>	<b>28,397,077</b>	<b>149,271,747</b>	<b>5.39</b>
	(11.4%)	(6.4%)	
<b>SOCIAL AND RECREATIONAL</b>			
Vacation	518,325	103,588,730	218.22
	(0.2%)	(4.5%)	
Visiting Friends/Relatives	24,265,233	279,056,307	11.73
	(9.7%)	(12.1%)	
Pleasure Driving	801,704	17,219,736	22.21
	(0.3%)	(0.7%)	
Other Social/Recreational	36,213,953	399,810,024	11.23
	(14.5%)	(17.3%)	
<b>Subtotal</b>	<b>61,799,215</b>	<b>799,674,797</b>	<b>13.19</b>
	(24.8%)	(34.6%)	
<b>OTHER</b>			
<b>Subtotal</b>	<b>1,830,801</b>	<b>18,197,298</b>	<b>10.30</b>
	(0.7%)	(0.8%)	
<b>TOTAL<sup>2</sup></b>	<b>249,562,297</b>	<b>2,315,273,365</b>	<b>9.45</b>
	(100.0%)	(100.0%)	

<sup>1</sup> Average trip length is calculated using only those records with trip mile information present.

<sup>2</sup> Includes trips or miles of travel where trip purpose was unreported.

TABLE 4.42

STATISTICS OF SEGMENTED<sup>1</sup> PERSON TRIPS AND TRAVEL BY TRIP PURPOSE  
1990 NPTS

	Number of Person Trips (000)	Number of Person Miles (000)	Average Trip Length <sup>2</sup> (miles)
<b>EARNING A LIVING</b>			
To or From Work	1,034,307 (53.9%)	15,677,528 (69.4%)	17.12
Work-Related Business	38,131 (2.0%)	969,859 (4.3%)	25.98
<b>Subtotal</b>	<b>1,072,438</b> (55.9%)	<b>16,647,387</b> (73.7%)	<b>17.47</b>
<b>FAMILY AND PERSONAL BUSINESS</b>			
Shopping	143,793 (7.5%)	711,862 (3.2%)	6.59
Doctor/Dentist	30,510 (1.6%)	348,118 (1.5%)	12.56
Other Family or Personal Business	136,077 (7.1%)	1,209,782 (5.4%)	10.79
<b>Subtotal</b>	<b>310,380</b> (16.2%)	<b>2,269,762</b> (10.1%)	<b>9.16</b>
<b>CIVIC, EDUCATIONAL AND RELIGIOUS</b>			
<b>Subtotal</b>	<b>292,038</b> (15.2%)	<b>1,499,815</b> (6.6%)	<b>6.05</b>
<b>SOCIAL AND RECREATIONAL</b>			
Vacation	** (0.0%)	** (0.0%)	**
Visiting Friends/Relatives	142,503 (7.4%)	1,527,184 (6.8%)	12.89
Pleasure Driving	** (0.0%)	** (0.0%)	**
Other Social/Recreational	96,230 (5.0%)	605,305 (2.7%)	7.19
<b>Subtotal</b>	<b>238,733</b> (12.4%)	<b>2,132,489</b> (9.5%)	<b>10.52</b>
<b>OTHER</b>			
<b>Subtotal</b>	<b>6,350</b> (0.3%)	<b>24,829</b> (0.1%)	<b>5.55</b>
<b>TOTAL<sup>3</sup></b>	<b>1,919,939</b> <b>(100.0%)</b>	<b>22,574,282</b> <b>(100.0%)</b>	<b>13.63</b>

\*\* Indicates no data reported.

<sup>1</sup> See page 4-50 for explanation of segmented and non-segmented trips.

<sup>2</sup> Average trip length is calculated using only those records with trip mile information present.

<sup>3</sup> Includes trips or miles of travel where trip purpose was unreported.

TABLE 4.43

STATISTICS OF NON-SEGMENTED<sup>1</sup> PERSON TRIPS AND TRAVEL BY TRIP PURPOSE  
1990 NPTS

	Number of Person Trips (000)	Number of Person Miles (000)	Average Trip Length <sup>2</sup> (miles)
<b>EARNING A LIVING</b>			
To or From Work	49,279,963 (19.9%)	510,478,140 (22.3%)	10.53
Work-Related Business	3,490,532 (1.4%)	96,410,048 (4.2%)	28.22
<b>Subtotal</b>	<b>52,770,495</b> (21.3%)	<b>606,888,188</b> (26.5%)	<b>11.69</b>
<b>FAMILY AND PERSONAL BUSINESS</b>			
Shopping	46,912,947 (18.9%)	248,908,770 (10.9%)	5.38
Doctor/Dentist	2,769,238 (1.1%)	27,965,540 (1.2%)	10.57
Other Family or Personal Business	53,615,728 (21.7%)	444,968,205 (19.4%)	8.44
<b>Subtotal</b>	<b>103,297,913</b> (41.7%)	<b>721,842,515</b> (31.5%)	<b>7.10</b>
<b>CIVIC, EDUCATIONAL AND RELIGIOUS</b>			
<b>Subtotal</b>	<b>28,105,039</b> (11.3%)	<b>147,771,932</b> (6.4%)	<b>5.38</b>
<b>SOCIAL AND RECREATIONAL</b>			
Vacation	518,325 (0.2%)	103,588,730 (4.5%)	218.22
Visiting Friends/Relatives	24,122,730 (9.7%)	277,529,123 (12.1%)	11.73
Pleasure Driving	801,704 (0.3%)	17,219,736 (0.8%)	22.21
Other Social/Recreational	36,117,723 (14.6%)	399,204,719 (17.4%)	11.24
<b>Subtotal</b>	<b>61,560,482</b> (24.9%)	<b>797,542,308</b> (34.8%)	<b>13.20</b>
<b>OTHER</b>			
<b>Subtotal</b>	<b>1,824,451</b> (0.7%)	<b>18,172,469</b> (0.8%)	<b>10.31</b>
<b>TOTAL<sup>3</sup></b>	<b>247,642,358</b> (100.0%)	<b>2,292,699,082</b> (100.0%)	<b>9.43</b>

<sup>1</sup> See page 4-50 for explanation of segmented and non-segmented trips.<sup>3</sup> Includes trips or miles of travel where trip purpose was unreported.<sup>2</sup> Average trip length is calculated using only those records with trip mile information present.

TABLE 4.44

**NUMBER OF PERSON MILES OF TRAVEL BY MODE OF TRANSPORTATION AND TRIP PURPOSE  
1990 NPTS (MILLIONS)**

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>1</sup> IN CHAPTER 1, SECTION 5

Mode	Earning a Living	Family & Personal Business	Civic, Educational & Religious	Social & Recreational	Other	TOTAL <sup>2</sup>
<b>PRIVATE VEHICLE</b>						
Auto, Van—Driver	390,512 (62.6%)	393,349 (54.3%)	57,160 (38.3%)	321,045 (40.1%)	9,828 (54.0%)	1,172,029 (50.6%)
Auto, Van—Passenger	44,160 (7.1%)	196,326 (27.1%)	42,209 (28.3%)	276,552 (34.6%)	5,722 (31.4%)	565,042 (24.4%)
Pickup	102,568 (16.4%)	83,720 (11.6%)	7,076 (4.7%)	72,753 (9.1%)	1,556 (8.6%)	267,944 (11.6%)
Other Private Vehicle	12,738 (2.1%)	9,099 (1.3%)	288 (0.2%)	12,725 (1.6%)	116 (0.6%)	34,967 (1.5%)
<b>Subtotal—Private</b>	<b>549,978</b> (88.2%)	<b>682,493</b> (94.3%)	<b>106,734</b> (71.5%)	<b>683,075</b> (85.4%)	<b>17,221</b> (94.6%)	<b>2,039,982</b> (88.1%)
<b>PUBLIC TRANSPORTATION</b>						
Bus, Streetcar	10,721 (1.7%)	7,087 (1.0%)	8,851 (5.9%)	7,933 (1.0%)	597 (3.3%)	35,189 (1.5%)
Rail/Subway <sup>3</sup>	12,172 (2.0%)	1,306 (0.2%)	1,086 (0.7%)	3,292 (0.4%)	2 (0.0%)	17,858 (0.8%)
<b>Subtotal—Public</b>	<b>22,893</b> (3.7%)	<b>8,393</b> (1.2%)	<b>9,937</b> (6.7%)	<b>11,225</b> (1.4%)	<b>599</b> (3.3%)	<b>53,047</b> (2.3%)
<b>OTHER MEANS</b>						
Amtrak	1,839 (0.3%)	724 (0.1%)	** (0.0%)	2,546 (0.3%)	** (0.0%)	5,108 (0.2%)
Walk	1,743 (0.3%)	3,164 (0.4%)	2,057 (1.4%)	4,205 (0.5%)	249 (1.4%)	11,418 (0.5%)
Bike	356 (0.0%)	527 (0.1%)	226 (0.2%)	2,324 (0.3%)	38 (0.2%)	3,471 (0.1%)
School Bus	563 (0.1%)	802 (0.1%)	29,766 (19.9%)	2,229 (0.3%)	83 (0.5%)	33,442 (1.4%)
Airplane	43,534 (7.0%)	25,116 (3.5%)	** (0.0%)	76,245 (9.5%)	** (0.0%)	144,895 (6.3%)
Taxi	375 (0.1%)	488 (0.1%)	196 (0.1%)	711 (0.1%)	** (0.0%)	1,770 (0.1%)
Other	1,890 (0.3%)	2,334 (0.3%)	181 (0.1%)	16,787 (2.1%)	7 (0.0%)	21,200 (0.9%)
<b>Subtotal—Other</b>	<b>50,300</b> (8.1%)	<b>33,154</b> (4.6%)	<b>32,425</b> (21.7%)	<b>105,047</b> (13.1%)	<b>377</b> (2.1%)	<b>221,304</b> (9.6%)
<b>TOTAL<sup>2</sup></b>	<b>623,536</b> (100.0%)	<b>724,112</b> (100.0%)	<b>149,272</b> (100.0%)	<b>799,675</b> (100.0%)	<b>18,197</b> (100.0%)	<b>2,315,273</b> (100.0%)
<b>Avg. Trip Length (Miles)<sup>4</sup></b>	<b>11.8</b>	<b>7.1</b>	<b>5.4</b>	<b>13.2</b>	<b>10.3</b>	<b>9.5</b>

\*\* Indicates no data reported.

<sup>1</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.

<sup>2</sup> Includes miles of travel where mode of transportation, trip purpose, or both were unreported.

<sup>3</sup> Rail/Subway includes trips by subway, elevated rail and commuter train.

<sup>4</sup> Average trip length is calculated using only those records with trip mile information present.

TABLE 4.45

**NUMBER OF PERSON TRIPS<sup>1</sup> BY MODE OF TRANSPORTATION AND TRIP PURPOSE  
AND AVAILABILITY OF PUBLIC TRANSPORTATION  
1990 NPTS (THOUSANDS)**

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>2</sup> IN CHAPTER 1, SECTION 5

Mode	Earning a Living	Family & Personal Business	Civic, Educational & Religious	Social & Recreational	Other	TOTAL <sup>3</sup>
<b>Where Public Transportation is Available</b>						
Private	27,679,038 (87.4%)	53,710,873 (89.7%)	9,357,772 (59.1%)	30,628,414 (83.4%)	886,601 (76.2%)	122,308,391 (84.2%)
Public	1,956,429 (6.2%)	949,925 (1.6%)	842,434 (5.3%)	673,155 (1.8%)	31,829 (2.7%)	4,454,889 (3.1%)
Other	1,986,497 (6.3%)	5,197,841 (8.7%)	5,629,329 (35.5%)	5,394,212 (14.7%)	238,991 (20.6%)	18,446,870 (12.7%)
<b>TOTAL<sup>3</sup></b>	<b>31,653,116</b> (100.0%)	<b>59,889,701</b> (100.0%)	<b>15,846,647</b> (100.0%)	<b>36,718,891</b> (100.0%)	<b>1,162,944</b> (100.0%)	<b>145,324,821</b> (100.0%)
<b>Average Trip Length (miles)<sup>4</sup></b>	<b>11.2</b>	<b>6.0</b>	<b>4.7</b>	<b>11.9</b>	<b>11.5</b>	<b>8.5</b>
<b>Where Public Transportation is NOT Available</b>						
Private	20,731,913 (96.2%)	41,076,056 (96.5%)	8,041,388 (65.2%)	21,897,970 (90.3%)	588,368 (88.8%)	92,360,009 (91.1%)
Public	121,699 (0.6%)	32,820 (0.1%)	233,537 (1.9%)	43,702 (0.2%)	** (0.0%)	431,757 (0.4%)
Other	678,785 (3.2%)	1,420,471 (3.3%)	4,035,457 (32.7%)	2,277,707 (9.4%)	68,354 (10.3%)	8,480,976 (8.4%)
<b>TOTAL<sup>3</sup></b>	<b>21,543,439</b> (100.0%)	<b>42,544,187</b> (100.0%)	<b>12,334,511</b> (100.0%)	<b>24,240,976</b> (100.0%)	<b>662,343</b> (100.0%)	<b>101,355,913</b> (100.0%)
<b>Average Trip Length (miles)<sup>4</sup></b>	<b>12.6</b>	<b>8.6</b>	<b>6.3</b>	<b>15.0</b>	<b>8.3</b>	<b>10.7</b>
<sup>1</sup> Data on the availability of public transportation were missing for approximately 2.88 million person trips.			<sup>3</sup> Includes trips where mode of transportation, trip purpose, or both were unreported.			
<sup>2</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.			<sup>4</sup> Average trip length is calculated using only those records with trip mile information present.			

**A**VAILABILITY of public transportation means that there is a stop or station for bus, subway, elevated rail, commuter rail or streetcar within 2 miles of the respondent's residence. Where public transportation was available, trip lengths were shorter than those in places without public transportation (Table 4.45). This difference was apparent across all major trip purposes. This pattern probably indicates that building and population density are more concentrated in places with public trans-

portation than those without public transportation. Note that people who reported that public transportation is not available to them at their residence can still make trips using public transportation. The availability of public transportation applies only to the place of residence, so that non-home-based trips could very well be made using public transportation.

Almost three-fourths of all public transit trips were made by people living within 1/4 mile of the nearest transit stop. As expected,

the percentage of trips by privately owned vehicles increased as the distance to the nearest public transportation increased.

**TABLE 4.46**

**NUMBER OF PERSON TRIPS<sup>1</sup> BY MODE OF TRANSPORTATION AND DISTANCE TO THE NEAREST PUBLIC TRANSPORTATION  
1990 NPTS (MILLIONS)**

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>2</sup> IN CHAPTER 1, SECTION 5

Mode	Distance to Nearest Public Transportation					TOTAL <sup>3</sup>
	Less than 1/4 mile	1/4 to 1/2 mile	1/2 to 1 mile	1 to 2 miles	2 or more miles	
Private	65,910 (81.0%)	24,793 (86.6%)	10,936 (88.1%)	8,412 (91.1%)	9,401 (90.0%)	119,453 (84.0%)
Public	3,311 (4.1%)	729 (2.5%)	217 (1.8%)	104 (1.1%)	85 (0.8%)	4,447 (3.1%)
Other	12,190 (15.0%)	3,104 (10.8%)	1,266 (10.2%)	719 (7.8%)	956 (9.2%)	18,236 (12.8%)
<b>TOTAL<sup>3</sup></b>	<b>81,412</b> (100.0%)	<b>28,626</b> (100.0%)	<b>12,419</b> (100.0%)	<b>9,235</b> (100.0%)	<b>10,443</b> (100.0%)	<b>142,135</b> (100.0%)
<b>All Modes</b>	57.3%	20.1%	8.7%	6.5%	7.3%	100.0%

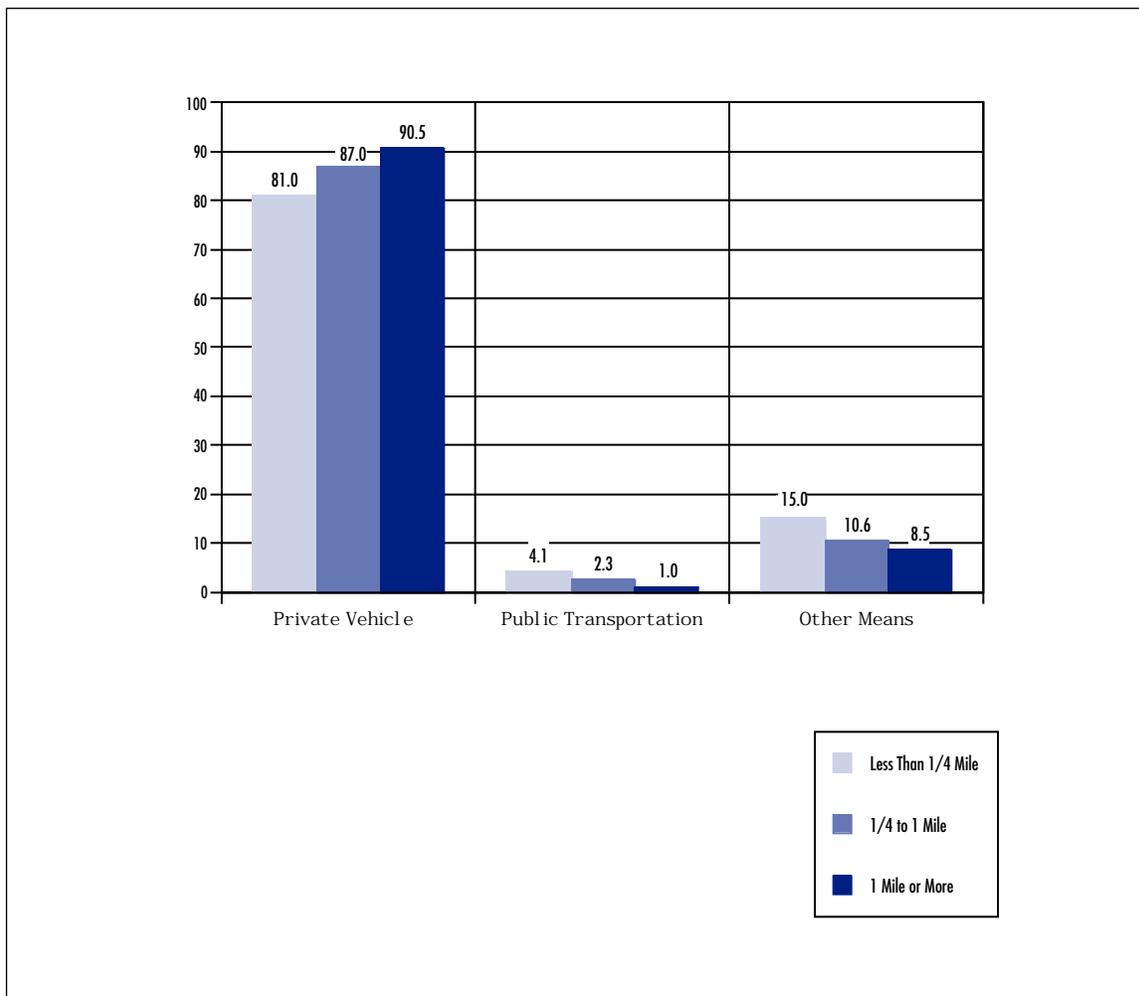
<sup>1</sup> Only includes trips that were taken by persons living in places where public transportation was available.

<sup>2</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.

<sup>3</sup> Does not include trips where mode of transportation or distance to the nearest public transportation was unreported.

FIGURE 4.25

**DISTRIBUTION OF PERSON TRIPS BY MODE OF TRANSPORTATION AND DISTANCE TO THE NEAREST PUBLIC TRANSPORTATION  
1990 NPTS**



**T**HE following six tables present data on personal travel by travel time. More than 70% of the person trips were less than 20 minutes long, and only 4.5% were more than 50 minutes long (Table 4.48). Almost half of the shorter trips (20 miles or less) were for family and personal business, while most of the trips lasting 50 minutes or longer were for social and recreational purposes (Table 4.47). Although trips of more than 50 minutes long accounted for less than 5% of the total person trips, they amounted to more than 35% of the total person miles of travel (Table 4.49), reflecting the longer distance of trips more than 50 minutes long.

For trips less than 30 minutes (Table 4.51), private vehicle was the most common mode, followed by walking. As expected, trips on public transportation tended to take longer than those by other modes. Trips by public transportation comprised 2% of all person trips, but accounted for 10.4% of all trips taking 50 minutes or more. Likewise, in other long trips (more than 50 minutes long), airplane trips accounted for only 1.6% of the total long trips but accounted for more than 16% of the total person miles of travel in long trips (Table 4.52).

TABLE 4.47

**NUMBER OF PERSON TRIPS BY TRAVEL TIME CATEGORY AND TRIP PURPOSE  
1990 NPTS  
(MILLIONS)**

	Travel Time						TOTAL <sup>1</sup>
	0 - 9 Min.	10 - 19 Min.	20 - 29 Min.	30 - 39 Min.	40 - 49 Min.	50+ Min.	
<b>EARNING A LIVING</b>							
To or From Work	12,787 (13.5%)	16,462 (20.4%)	8,996 (28.9%)	5,445 (30.0%)	2,960 (34.5%)	2,923 (26.1%)	50,314 (20.2%)
Work-Related Business	1,292 (1.4%)	960 (1.2%)	427 (1.4%)	232 (1.3%)	154 (1.8%)	395 (3.5%)	3,529 (1.4%)
<b>Subtotal</b>	<b>14,079</b> (14.9%)	<b>17,422</b> (21.6%)	<b>9,423</b> (30.2%)	<b>5,677</b> (31.3%)	<b>3,114</b> (36.3%)	<b>3,318</b> (29.7%)	<b>53,843</b> (21.6%)
<b>FAMILY AND PERSONAL BUSINESS</b>							
Shopping	22,929 (24.3%)	15,140 (18.7%)	4,231 (13.6%)	2,093 (11.5%)	818 (9.5%)	738 (6.6%)	47,057 (18.9%)
Doctor/Dentist	565 (0.6%)	1,004 (1.2%)	524 (1.7%)	324 (1.8%)	158 (1.8%)	124 (1.1%)	2,800 (1.1%)
Other Family or Personal Business	24,234 (25.7%)	17,046 (21.1%)	5,421 (17.4%)	2,969 (16.3%)	1,273 (14.8%)	1,904 (17.0%)	53,752 (21.5%)
<b>Subtotal</b>	<b>47,728</b> (50.6%)	<b>33,190</b> (41.1%)	<b>10,176</b> (32.7%)	<b>5,386</b> (29.7%)	<b>2,249</b> (26.2%)	<b>2,766</b> (24.7%)	<b>103,609</b> (41.5%)
<b>CIVIC, EDUCATIONAL AND RELIGIOUS</b>							
<b>Subtotal</b>	<b>10,203</b> (10.8%)	<b>9,946</b> (12.3%)	<b>3,620</b> (11.6%)	<b>2,017</b> (11.1%)	<b>878</b> (10.2%)	<b>708</b> (6.3%)	<b>28,397</b> (11.4%)
<b>SOCIAL AND RECREATIONAL</b>							
Vacation	43 (0.0%)	42 (0.1%)	34 (0.1%)	33 (0.2%)	23 (0.3%)	281 (2.5%)	518 (0.2%)
Visiting Friends/Relatives	9,046 (9.6%)	7,308 (9.0%)	3,150 (10.1%)	1,895 (10.4%)	818 (9.5%)	1,519 (13.6%)	24,265 (9.7%)
Pleasure Driving	79 (0.1%)	170 (0.2%)	97 (0.3%)	135 (0.7%)	66 (0.8%)	206 (1.8%)	802 (0.3%)
Other Social/Recreational	12,499 (13.3%)	12,065 (14.9%)	4,432 (14.2%)	2,902 (16.0%)	1,379 (16.1%)	2,262 (20.2%)	36,214 (14.5%)
<b>Subtotal</b>	<b>21,667</b> (23.0%)	<b>19,585</b> (24.2%)	<b>7,713</b> (24.8%)	<b>4,965</b> (27.3%)	<b>2,286</b> (26.6%)	<b>4,268</b> (38.2%)	<b>61,799</b> (24.8%)
<b>OTHER</b>							
<b>Subtotal</b>	<b>624</b> (0.7%)	<b>623</b> (0.8%)	<b>220</b> (0.7%)	<b>109</b> (0.6%)	<b>59</b> (0.7%)	<b>120</b> (1.1%)	<b>1,831</b> (0.7%)
<b>TOTAL<sup>1</sup></b>	<b>94,321</b> (100.0%)	<b>80,777</b> (100.0%)	<b>31,154</b> (100.0%)	<b>18,159</b> (100.0%)	<b>8,588</b> (100.0%)	<b>11,186</b> (100.0%)	<b>249,562</b> (100.0%)

<sup>1</sup> Includes trips where travel time, trip purpose, or both were unreported.

**TABLE 4.48**

**DISTRIBUTION OF PERSON TRIPS BY TRAVEL TIME CATEGORY AND TRIP PURPOSE  
1990 NPTS  
(ACROSS TRAVEL TIME)**

	Travel Time						TOTAL <sup>1</sup>
	0 - 9 Min.	10 - 19 Min.	20 - 29 Min.	30 - 39 Min.	40 - 49 Min.	50+ Min.	
<b>EARNING A LIVING</b>							
To or From Work	25.4%	32.7%	17.9%	10.8%	5.9%	5.8%	100.0%
Work-Related Business	36.6%	27.2%	12.1%	6.6%	4.4%	11.2%	100.0%
<b>Subtotal</b>	<b>26.1%</b>	<b>32.4%</b>	<b>17.5%</b>	<b>10.5%</b>	<b>5.8%</b>	<b>6.2%</b>	<b>100.0%</b>
<b>FAMILY AND PERSONAL BUSINESS</b>							
Shopping	48.7%	32.2%	9.0%	4.4%	1.7%	1.6%	100.0%
Doctor/Dentist	20.2%	35.9%	18.7%	11.6%	5.6%	4.4%	100.0%
Other Family or Personal Business	45.1%	31.7%	10.1%	5.5%	2.4%	3.5%	100.0%
<b>Subtotal</b>	<b>46.1%</b>	<b>32.0%</b>	<b>9.8%</b>	<b>5.2%</b>	<b>2.2%</b>	<b>2.7%</b>	<b>100.0%</b>
<b>CIVIC, EDUCATIONAL AND RELIGIOUS</b>							
<b>Subtotal</b>	<b>35.9%</b>	<b>35.0%</b>	<b>12.7%</b>	<b>7.1%</b>	<b>3.1%</b>	<b>2.5%</b>	<b>100.0%</b>
<b>SOCIAL AND RECREATIONAL</b>							
Vacation	8.3%	8.1%	6.6%	6.4%	4.4%	54.2%	100.0%
Visiting Friends/Relatives	37.3%	30.1%	13.0%	7.8%	3.4%	6.3%	100.0%
Pleasure Driving	9.9%	21.2%	12.1%	16.8%	8.2%	25.7%	100.0%
Other Social/Recreational	34.5%	33.3%	12.2%	8.0%	3.8%	6.2%	100.0%
<b>Subtotal</b>	<b>35.1%</b>	<b>31.7%</b>	<b>12.5%</b>	<b>8.0%</b>	<b>3.7%</b>	<b>6.9%</b>	<b>100.0%</b>
<b>OTHER</b>							
<b>Subtotal</b>	<b>34.1%</b>	<b>34.0%</b>	<b>12.0%</b>	<b>6.0%</b>	<b>3.2%</b>	<b>6.6%</b>	<b>100.0%</b>
<b>TOTAL<sup>1</sup></b>	<b>37.8%</b>	<b>32.4%</b>	<b>12.5%</b>	<b>7.3%</b>	<b>3.4%</b>	<b>4.5%</b>	<b>100.0%</b>

<sup>1</sup> Includes trips where travel time, trip purpose, or both were unreported.

TABLE 4.49

**DISTRIBUTION OF PERSON MILES OF TRAVEL BY TRAVEL TIME CATEGORY AND TRIP PURPOSE  
1990 NPTS  
(MILLIONS)**

	Travel Time						TOTAL <sup>1</sup>
	0 - 9 Min.	10 - 19 Min.	20 - 29 Min.	30 - 39 Min.	40 - 49 Min.	50+ Min.	
<b>EARNING A LIVING</b>							
To or From Work	25,146 (15.9%)	98,776 (23.3%)	105,490 (30.9%)	95,153 (32.1%)	72,289 (35.4%)	118,848 (14.5%)	<b>526,156</b> (22.7%)
Work-Related Business	2,323 (1.5%)	5,423 (1.3%)	4,909 (1.4%)	4,309 (1.4%)	4,302 (2.1%)	68,017 (8.3%)	<b>97,380</b> (4.2%)
<b>Subtotal</b>	<b>27,469</b> (17.4%)	<b>104,199</b> (24.6%)	<b>110,399</b> (32.3%)	<b>99,462</b> (33.5%)	<b>76,591</b> (37.5%)	<b>186,865</b> (22.9%)	<b>623,536</b> (26.9%)
<b>FAMILY AND PERSONAL BUSINESS</b>							
Shopping	35,844 (22.6%)	72,241 (17.2%)	44,232 (12.9%)	33,364 (11.2%)	21,235 (10.4%)	36,719 (4.5%)	<b>249,621</b> (10.8%)
Doctor/Dentist	1,145 (0.7%)	5,713 (1.3%)	5,643 (1.7%)	5,338 (1.8%)	4,373 (2.1%)	5,561 (0.7%)	<b>28,314</b> (1.2%)
Other Family or Personal Business	40,490 (25.6%)	89,600 (21.1%)	61,446 (18.0%)	50,966 (17.2%)	32,995 (16.1%)	163,860 (20.0%)	<b>446,178</b> (19.3%)
<b>Subtotal</b>	<b>77,479</b> (49.0%)	<b>168,054</b> (39.6%)	<b>111,321</b> (32.6%)	<b>89,668</b> (30.2%)	<b>58,603</b> (28.7%)	<b>206,140</b> (25.2%)	<b>724,113</b> (31.3%)
<b>CIVIC, EDUCATIONAL AND RELIGIOUS</b>							
<b>Subtotal</b>	<b>16,071</b> (10.2%)	<b>41,497</b> (9.8%)	<b>29,321</b> (8.6%)	<b>20,527</b> (6.9%)	<b>12,726</b> (6.2%)	<b>24,161</b> (3.0%)	<b>149,272</b> (6.4%)
<b>SOCIAL AND RECREATIONAL</b>							
Vacation	113 (0.1%)	331 (0.1%)	447 (0.1%)	659 (0.2%)	2,119 (1.0%)	81,063 (9.9%)	<b>103,589</b> (4.5%)
Visiting Friends/Relatives	14,127 (8.9%)	41,153 (9.7%)	36,698 (10.7%)	35,911 (12.1%)	19,313 (9.4%)	124,486 (15.2%)	<b>279,056</b> (12.0%)
Pleasure Driving	204 (0.1%)	948 (0.2%)	1,216 (0.4%)	2,244 (0.8%)	1,544 (0.8%)	10,009 (1.2%)	<b>17,220</b> (0.7%)
Other Social/Recreational	21,642 (13.7%)	64,733 (15.3%)	49,968 (14.6%)	46,578 (15.7%)	32,604 (15.9%)	175,556 (21.5%)	<b>399,810</b> (17.3%)
<b>Subtotal</b>	<b>36,086</b> (22.8%)	<b>107,165</b> (25.3%)	<b>88,329</b> (25.8%)	<b>85,392</b> (28.8%)	<b>55,580</b> (27.2%)	<b>391,114</b> (47.8%)	<b>799,675</b> (34.5%)
<b>OTHER</b>							
<b>Subtotal</b>	<b>1,133</b> (0.7%)	<b>3,100</b> (0.7%)	<b>2,477</b> (0.7%)	<b>1,368</b> (0.5%)	<b>965</b> (0.5%)	<b>8,985</b> (1.1%)	<b>18,197</b> (0.8%)
<b>TOTAL<sup>1</sup></b>	<b>158,281</b> (100.0%)	<b>424,082</b> (100.0%)	<b>341,861</b> (100.0%)	<b>296,492</b> (100.0%)	<b>204,484</b> (100.0%)	<b>817,527</b> (100.0%)	<b>2,315,273</b> (100.0%)

<sup>1</sup> Includes miles of travel where travel time, trip purpose, or both were unreported.

**TABLE 4.50**

**DISTRIBUTION OF PERSON MILES OF TRAVEL BY TRAVEL TIME CATEGORY AND TRIP PURPOSE  
1990 NPTS  
(ACROSS TRAVEL TIME)**

	Travel Time						TOTAL <sup>1</sup>
	0 - 9 Min.	10 - 19 Min.	20 - 29 Min.	30 - 39 Min.	40 - 49 Min.	50+ Min.	
<b>EARNING A LIVING</b>							
To or From Work	4.8%	18.8%	20.0%	18.1%	13.7%	22.6%	100.0%
Work-Related Business	2.4%	5.6%	5.0%	4.4%	4.4%	69.8%	100.0%
<b>Subtotal</b>	<b>4.4%</b>	<b>16.7%</b>	<b>17.7%</b>	<b>16.0%</b>	<b>12.3%</b>	<b>30.0%</b>	<b>100.0%</b>
<b>FAMILY AND PERSONAL BUSINESS</b>							
Shopping	14.4%	28.9%	17.7%	13.4%	8.5%	14.7%	100.0%
Doctor/Dentist	4.0%	20.2%	19.9%	18.9%	15.4%	19.6%	100.0%
Other Family or Personal Business	9.1%	20.1%	13.8%	11.4%	7.4%	36.7%	100.0%
<b>Subtotal</b>	<b>10.7%</b>	<b>23.2%</b>	<b>15.4%</b>	<b>12.4%</b>	<b>8.1%</b>	<b>28.5%</b>	<b>100.0%</b>
<b>CIVIC, EDUCATIONAL AND RELIGIOUS</b>							
<b>Subtotal</b>	<b>10.8%</b>	<b>27.8%</b>	<b>19.6%</b>	<b>13.8%</b>	<b>8.5%</b>	<b>16.2%</b>	<b>100.0%</b>
<b>SOCIAL AND RECREATIONAL</b>							
Vacation	0.1%	0.3%	0.4%	0.6%	2.0%	78.3%	100.0%
Visiting Friends/Relatives	5.1%	14.7%	13.2%	12.9%	6.9%	44.6%	100.0%
Pleasure Driving	1.2%	5.5%	7.1%	13.0%	9.0%	58.1%	100.0%
Other Social/Recreational	5.4%	16.2%	12.5%	11.7%	8.2%	43.9%	100.0%
<b>Subtotal</b>	<b>4.5%</b>	<b>13.4%</b>	<b>11.0%</b>	<b>10.7%</b>	<b>7.0%</b>	<b>48.9%</b>	<b>100.0%</b>
<b>OTHER</b>							
<b>Subtotal</b>	<b>6.2%</b>	<b>17.0%</b>	<b>13.6%</b>	<b>7.5%</b>	<b>5.3%</b>	<b>49.4%</b>	<b>100.0%</b>
<b>TOTAL<sup>1</sup></b>	<b>6.8%</b>	<b>18.3%</b>	<b>14.8%</b>	<b>12.8%</b>	<b>8.8%</b>	<b>35.3%</b>	<b>100.0%</b>

<sup>1</sup> Includes miles of travel where travel time, trip purpose, or both were unreported.

TABLE 4.51

**NUMBER OF PERSON TRIPS BY TRAVEL TIME CATEGORY AND MODE OF TRANSPORTATION  
1990 NPTS (MILLIONS)**

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>1</sup> IN CHAPTER 1, SECTION 5

	Travel Time						TOTAL <sup>2</sup>
	0 - 9 Min.	10 - 19 Min.	20 - 29 Min.	30 - 39 Min.	40 - 49 Min.	50+ Min.	
<b>PRIVATE VEHICLE</b>	<b>82,552</b>	<b>72,275</b>	<b>27,568</b>	<b>15,340</b>	<b>7,177</b>	<b>9,091</b>	<b>217,393</b>
	(87.5%)	(89.5%)	(88.5%)	(84.5%)	(83.6%)	(81.3%)	(87.1%)
<b>PUBLIC TRANSPORTATION</b>							
Bus, Streetcar	296	785	710	588	325	668	3,543
	(0.3%)	(1.0%)	(2.3%)	(3.2%)	(3.8%)	(6.0%)	(1.4%)
Rail/Subway <sup>3</sup>	29	123	168	241	234	498	1,349
	(0.0%)	(0.2%)	(0.5%)	(1.3%)	(2.7%)	(4.5%)	(0.5%)
<b>Subtotal</b>	<b>325</b>	<b>908</b>	<b>878</b>	<b>829</b>	<b>559</b>	<b>1,166</b>	<b>4,892</b>
	(0.3%)	(1.1%)	(2.8%)	(4.6%)	(6.5%)	(10.4%)	(2.0%)
<b>OTHER MEANS</b>							
Amtrak	4	6	2	17	1	23	54
	(0.0%)	(0.0%)	(0.0%)	(0.1%)	(0.0%)	(0.2%)	(0.0%)
Bike	879	445	146	140	55	42	1,767
	(0.9%)	(0.5%)	(0.5%)	(0.8%)	(0.6%)	(0.4%)	(0.7%)
Walk	9,672	4,754	1,243	833	254	248	18,007
	(10.3%)	(5.9%)	(4.0%)	(4.6%)	(3.0%)	(2.2%)	(7.2%)
School Bus	616	2,077	1,206	925	477	304	6,092
	(0.7%)	(2.6%)	(3.9%)	(5.1%)	(5.6%)	(2.7%)	(2.4%)
Airplane	**	**	1	4	9	176	203
	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.1%)	(1.6%)	(0.1%)
Other	244	301	102	54	54	129	949
	(0.2%)	(0.4%)	(0.3%)	(0.3%)	(0.6%)	(1.1%)	(0.4%)
<b>Subtotal</b>	<b>11,415</b>	<b>7,583</b>	<b>2,700</b>	<b>1,973</b>	<b>850</b>	<b>922</b>	<b>27,072</b>
	(12.1%)	(9.4%)	(8.7%)	(10.9%)	(9.9%)	(8.2%)	(10.8%)
<b>TOTAL<sup>2</sup></b>	<b>94,321</b>	<b>80,777</b>	<b>31,154</b>	<b>18,159</b>	<b>8,588</b>	<b>11,186</b>	<b>249,562</b>
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)

\*\* Indicates no data reported.

<sup>1</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.

<sup>2</sup> Includes trips where travel time, mode of transportation, or both were unreported.

<sup>3</sup> Rail/Subway includes trips by subway, elevated rail and commuter train.

TABLE 4.52

**NUMBER OF PERSON MILES OF TRAVEL BY TRAVEL TIME CATEGORY AND MODE OF TRANSPORTATION  
1990 NPTS (MILLIONS)**

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>1</sup> IN CHAPTER 1, SECTION 5

	Travel Time						TOTAL <sup>2</sup>
	0-9 Min.	10-19 Min.	20-29 Min.	30-39 Min.	40-49 Min.	50+ Min.	
<b>PRIVATE VEHICLE</b>	<b>153,071</b>	<b>409,487</b>	<b>328,020</b>	<b>280,667</b>	<b>190,206</b>	<b>634,126</b>	<b>2,039,982</b>
	(96.7%)	(96.6%)	(96.0%)	(94.7%)	(93.0%)	(77.6%)	(88.1%)
<b>PUBLIC TRANSPORTATION</b>							
Bus, Streetcar	411	2,870	3,472	4,286	2,697	19,756	35,189
	(0.3%)	(0.7%)	(1.0%)	(1.5%)	(1.3%)	(2.4%)	(1.5%)
Rail/Subway <sup>3</sup>	70	469	804	2,276	2,125	10,074	17,858
	(0.0%)	(0.1%)	(0.2%)	(0.8%)	(1.0%)	(1.2%)	(0.8%)
<b>Subtotal</b>	<b>482</b>	<b>3,339</b>	<b>4,276</b>	<b>6,562</b>	<b>4,822</b>	<b>29,829</b>	<b>53,047</b>
	(0.3%)	(0.8%)	(1.3%)	(2.2%)	(2.4%)	(3.6%)	(2.3%)
<b>OTHER MEANS</b>							
Amtrak	7	53	12	235	34	4,767	5,108
	(0.0%)	(0.0%)	(0.0%)	(0.1%)	(0.0%)	(0.6%)	(0.2%)
Bike	543	712	569	547	385	414	3,471
	(0.3%)	(0.2%)	(0.2%)	(0.2%)	(0.2%)	(0.1%)	(0.1%)
Walk	2,863	2,542	1,383	1,247	578	582	11,418
	(1.8%)	(0.6%)	(0.4%)	(0.4%)	(0.3%)	(0.1%)	(0.5%)
School Bus	973	7,034	6,803	6,195	5,085	5,104	33,442
	(0.6%)	(1.6%)	(2.0%)	(2.1%)	(2.5%)	(0.6%)	(1.4%)
Airplane	**	**	**	264	2,560	134,983	144,895
	(0.0%)	(0.0%)	(0.0%)	(0.1%)	(1.2%)	(16.5%)	(6.3%)
Other	299	881	711	537	773	7,410	22,969
	(0.2%)	(0.2%)	(0.2%)	(0.2%)	(0.4%)	(0.9%)	(1.0%)
<b>Subtotal</b>	<b>4,686</b>	<b>11,222</b>	<b>9,478</b>	<b>9,025</b>	<b>9,415</b>	<b>153,260</b>	<b>221,303</b>
	(3.0%)	(2.6%)	(2.8%)	(3.0%)	(4.6%)	(18.7%)	(9.6%)
<b>TOTAL<sup>2</sup></b>	<b>158,281</b>	<b>424,082</b>	<b>341,861</b>	<b>296,492</b>	<b>204,484</b>	<b>817,527</b>	<b>2,315,273</b>
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)

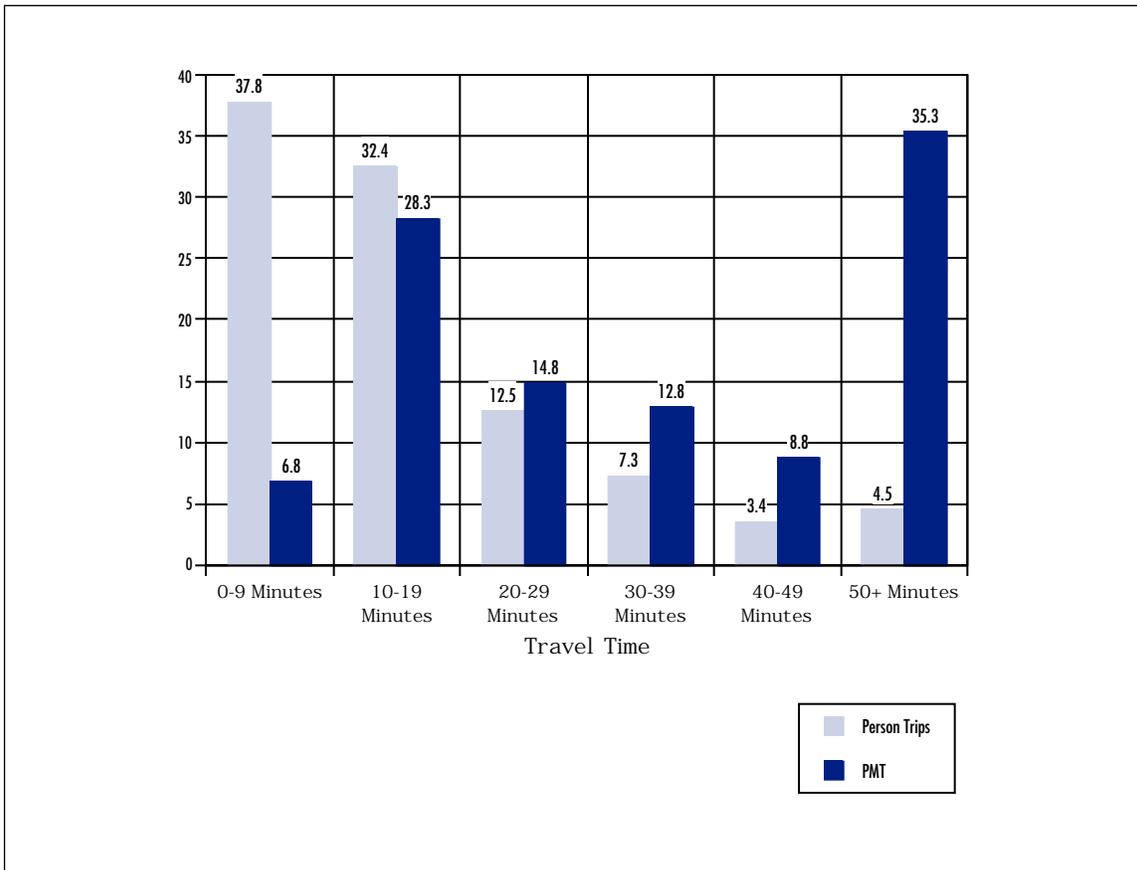
\*\* Indicates no data reported.

<sup>1</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.

<sup>2</sup> Includes miles of travel where travel time, mode of transportation, or both were unreported.

<sup>3</sup> Rail/Subway includes trips by subway, elevated rail and commuter train.

**FIGURE 4.26**  
**DISTRIBUTION OF PERSON TRIPS AND TRAVEL BY TRAVEL TIME CATEGORY**  
**1990 NPTS**



**T**HE number of trips decreased as trip length increased. More than 60% of the person trips were to places less than 5 miles away and only 4.5% were to places more than 30 miles away. As trips got longer than 30 miles, use of privately owned vehicles decreased, and use of trains and airplanes increased.

As expected, people travelled shorter distances for family and personal trips and for civic, educational or religious purposes compared to other trips; and longer distances for recreational purposes. Tables 4.53 through 4.58 present data on person travel by trip length based on the 1990 NPTS data.

TABLE 4.53

**NUMBER OF PERSON TRIPS BY TRIP LENGTH CATEGORY AND MODE OF TRANSPORTATION  
1990 NPTS (MILLIONS)**

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>1</sup> IN CHAPTER 1, SECTION 5

	5 miles or less	6 - 10 miles	11 - 15 miles	16 - 20 miles	21 - 30 miles	> 30 miles	TOTAL <sup>2</sup>
<b>PRIVATE VEHICLE</b>	<b>127,224</b>	<b>38,682</b>	<b>18,270</b>	<b>10,048</b>	<b>9,192</b>	<b>10,583</b>	<b>217,393</b>
	(82.8%)	(94.3%)	(95.1%)	(95.8%)	(97.0%)	(94.9%)	(87.1%)
<b>PUBLIC TRANSPORTATION</b>							
Bus, Streetcar	1,927	647	237	153	89	133	3,543
	(1.2%)	(1.6%)	(1.2%)	(1.5%)	(0.9%)	(1.2%)	(1.4%)
Rail/Subway <sup>3</sup>	427	231	89	92	103	164	1,349
	(0.3%)	(0.6%)	(0.5%)	(0.9%)	(1.1%)	(1.5%)	(0.5%)
<b>Subtotal</b>	<b>2,354</b>	<b>878</b>	<b>326</b>	<b>245</b>	<b>192</b>	<b>297</b>	<b>4,892</b>
	(1.5%)	(2.1%)	(1.7%)	(2.3%)	(2.0%)	(2.7%)	(2.0%)
<b>OTHER MEANS</b>							
Amtrak	6	2	18	0	2	19	54
	(0.0%)	(0.0%)	(0.1%)	(0.0%)	(0.0%)	(0.2%)	(0.0%)
Bike	1,611	88	26	7	7	3	1,767
	(1.0%)	(0.2%)	(0.1%)	(0.1%)	(0.1%)	(0.0%)	(0.7%)
Walk	17,722	82	17	18	1	*	18,007 <sup>4</sup>
	(11.5%)	(0.2%)	(0.1%)	(0.2%)	(0.0%)	(0.0%)	(7.2%)
School Bus	3,997	1,159	484	148	48	46	6,092
	(2.6%)	(2.8%)	(2.5%)	(1.4%)	(0.5%)	(0.4%)	(2.4%)
Airplane	**	**	**	**	2	131	203
	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(1.2%)	(0.1%)
Other	607	116	43	19	26	66	949
	(0.4%)	(0.3%)	(0.2%)	(0.2%)	(0.3%)	(0.6%)	(0.4%)
<b>Subtotal</b>	<b>23,943</b>	<b>1,447</b>	<b>588</b>	<b>192</b>	<b>86</b>	<b>268<sup>4</sup></b>	<b>27,072</b>
	(15.6%)	(3.5%)	(3.1%)	(1.8%)	(0.9%)	(2.4%)	(10.8%)
<b>TOTAL<sup>2</sup></b>	<b>153,570</b>	<b>41,007</b>	<b>19,205</b>	<b>10,486</b>	<b>9,475</b>	<b>11,153</b>	<b>249,562</b>
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)

\* Indicates insufficient data reported.

\*\* Indicates no data reported.

<sup>1</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.

<sup>2</sup> Includes trips where trip length, mode of transportation, or both were unreported.

<sup>3</sup> Rail/Subway includes trips by subway, elevated rail and commuter train.

<sup>4</sup> Includes records where insufficient data were reported in other cells.

TABLE 4.54

**NUMBER OF PERSON MILES OF TRAVEL BY TRIP LENGTH CATEGORY AND MODE OF TRANSPORTATION  
1990 NPTS (MILLIONS)**

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>1</sup> IN CHAPTER 1, SECTION 5

	5 miles or less	6 - 10 miles	11 - 15 miles	16 - 20 miles	21 - 30 miles	> 30 miles	TOTAL
<b>PRIVATE VEHICLE</b>	<b>296,289</b>	<b>315,566</b>	<b>248,892</b>	<b>190,993</b>	<b>243,550</b>	<b>744,691</b>	<b>2,039,982</b>
	(90.8%)	(94.4%)	(95.1%)	(95.7%)	(97.0%)	(79.0%)	(88.1%)
<b>PUBLIC TRANSPORTATION</b>							
Bus, Streetcar	4,687	5,135	3,317	2,951	2,509	16,591	35,189
	(1.4%)	(1.5%)	(1.3%)	(1.5%)	(1.0%)	(1.8%)	(1.5%)
Rail/Subway <sup>2</sup>	1,155	1,929	1,260	1,808	2,768	8,939	17,858
	(0.4%)	(0.6%)	(0.5%)	(0.9%)	(1.1%)	(0.9%)	(0.8%)
<b>Subtotal</b>	<b>5,842</b>	<b>7,064</b>	<b>4,576</b>	<b>4,759</b>	<b>5,277</b>	<b>25,529</b>	<b>53,047</b>
	(1.8%)	(2.1%)	(1.7%)	(2.4%)	(2.1%)	(2.7%)	(2.3%)
<b>OTHER MEANS</b>							
Amtrak	25	12	268	3	60	4,741	5,108
	(0.0%)	(0.0%)	(0.1%)	(0.0%)	(0.0%)	(0.5%)	(0.2%)
Bike	2,007	689	362	116	159	137	3,471
	(0.6%)	(0.2%)	(0.1%)	(0.1%)	(0.1%)	(0.0%)	(0.1%)
Walk	10,058	624	248	346	30	*	11,418 <sup>3</sup>
	(3.1%)	(0.2%)	(0.1%)	(0.2%)	(0.0%)	(0.0%)	(0.5%)
School Bus	10,696	9,268	6,586	2,856	1,235	2,801	33,442
	(3.3%)	(2.8%)	(2.5%)	(1.4%)	(0.5%)	(0.3%)	(1.4%)
Airplane	**	**	**	**	45	144,850	144,895
	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(15.4%)	(6.3%)
Other	1,125	993	591	366	705	19,189	22,969
	(0.3%)	(0.3%)	(0.2%)	(0.2%)	(0.3%)	(2.0%)	(1.0%)
<b>Subtotal</b>	<b>23,911</b>	<b>11,585</b>	<b>8,055</b>	<b>3,687</b>	<b>2,235</b>	<b>171,830<sup>3</sup></b>	<b>221,303</b>
	(7.3%)	(3.5%)	(3.1%)	(1.8%)	(0.9%)	(18.2%)	(9.6%)
<b>TOTAL<sup>4</sup></b>	<b>326,135</b>	<b>334,221</b>	<b>261,770</b>	<b>199,479</b>	<b>251,197</b>	<b>942,471</b>	<b>2,315,273</b>
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)

\* Indicates insufficient data reported.

\*\* Indicates no data reported.

<sup>1</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.

<sup>2</sup> Rail/Subway includes trips by subway, elevated rail and commuter train.

<sup>3</sup> Includes records where insufficient data were reported in other cells.

<sup>4</sup> Includes miles of travel where mode of transportation was unreported.

FIGURE 4.27

DISTRIBUTION OF PERSON MILES OF TRAVEL BY TRIP LENGTH CATEGORY  
AND MODE OF TRANSPORTATION  
(WITHIN TRIP LENGTH CATEGORY)  
1990 NPTS

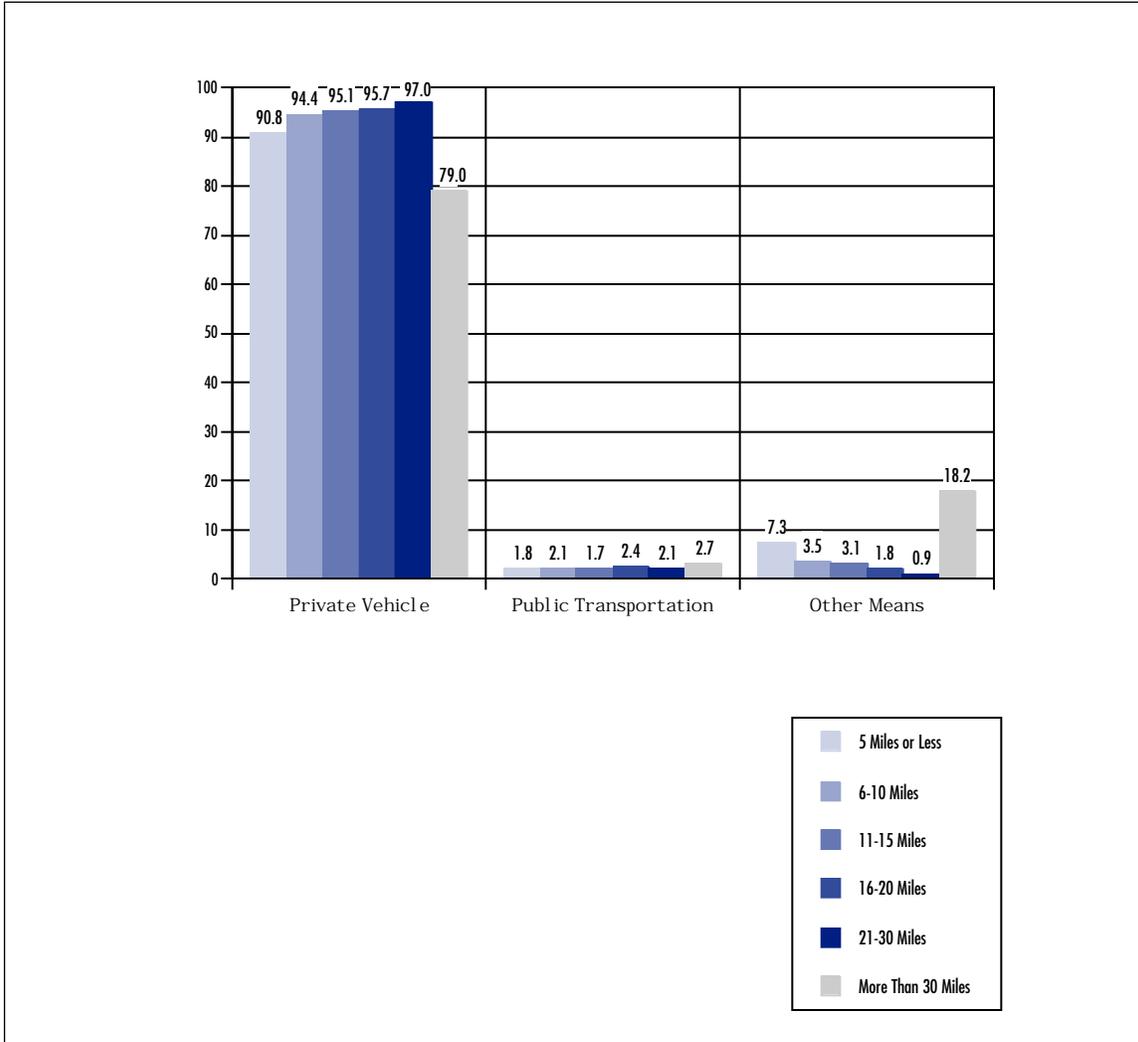


TABLE 4.55

**DISTRIBUTION OF PERSON TRIPS AND TRAVEL BY TRIP LENGTH CATEGORY AND MODE OF TRANSPORTATION  
1990 NPTS (WITHIN MODE)**

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>1</sup> IN CHAPTER 1, SECTION 5

	Person Trips						TOTAL <sup>2</sup>
	5 miles or less	6 - 10 miles	11 - 15 miles	16 - 20 miles	21 - 30 miles	> 30 miles	
<b>PRIVATE VEHICLE</b>	58.5%	17.8%	8.4%	4.6%	4.2%	4.9%	100.0%
<b>PUBLIC TRANSPORTATION</b>							
Bus, Streetcar	54.4%	18.3%	6.7%	4.3%	2.5%	3.8%	100.0%
Rail/Subway <sup>3</sup>	31.6%	17.1%	6.6%	6.8%	7.6%	12.1%	100.0%
<b>Subtotal</b>	48.1%	17.9%	6.7%	5.0%	3.9%	6.1%	100.0%
<b>OTHER MEANS</b>							
Amtrak	11.1%	3.7%	33.3%	0.0%	3.7%	35.2%	100.0%
Bike	91.2%	5.0%	1.5%	0.4%	0.4%	0.2%	100.0%
Walk	98.4%	0.5%	0.1%	0.1%	0.0%	0.0%	100.0%
School Bus	65.6%	19.0%	7.9%	2.4%	0.8%	0.8%	100.0%
Airplane	**	**	**	**	1.0%	64.5%	100.0%
Other	64.0%	12.2%	4.5%	2.0%	2.7%	7.0%	100.0%
<b>Subtotal</b>	88.5%	5.3%	2.2%	0.7%	0.3%	1.0%	100.0%
<b>TOTAL<sup>2</sup></b>	61.5%	16.4%	7.7%	4.2%	3.8%	4.5%	100.0%
	Person Miles of Travel						
<b>PRIVATE VEHICLE</b>	14.5%	15.5%	12.2%	9.4%	11.9%	36.5%	100.0%
<b>PUBLIC TRANSPORTATION</b>							
Bus, Streetcar	13.3%	14.6%	9.4%	8.4%	7.1%	47.1%	100.0%
Rail/Subway <sup>3</sup>	6.5%	10.8%	7.1%	10.1%	15.5%	50.1%	100.0%
<b>Subtotal</b>	11.0%	13.3%	8.6%	9.0%	9.9%	48.1%	100.0%
<b>OTHER MEANS</b>							
Amtrak	0.5%	0.2%	5.2%	0.1%	1.2%	92.8%	100.0%
Bike	57.8%	19.9%	10.4%	3.3%	4.6%	3.9%	100.0%
Walk	88.1%	5.5%	2.2%	3.0%	0.3%	1.0%	100.0%
School Bus	32.0%	27.7%	19.7%	8.5%	3.7%	8.4%	100.0%
Airplane	**	**	**	**	0.0%	100.0%	100.0%
Other	4.9%	4.3%	2.6%	1.6%	3.1%	83.5%	100.0%
<b>Subtotal</b>	10.8%	5.2%	3.6%	1.7%	1.0%	77.6%	100.0%
<b>TOTAL<sup>2</sup></b>	14.1%	14.4%	11.3%	8.6%	10.8%	40.7%	100.0%

\*\* Indicates no data reported.

<sup>1</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.

<sup>2</sup> Includes trips or miles of travel where trip length, mode of transportation, or both were unreported.

<sup>3</sup> Rail/Subway includes trips by subway, elevated rail and commuter train.

FIGURE 4.28

DISTRIBUTION OF PERSON MILES OF TRAVEL BY TRIP LENGTH CATEGORY  
AND SELECTED MODE OF TRANSPORTATION  
1990 NPTS  
(WITHIN MODE)

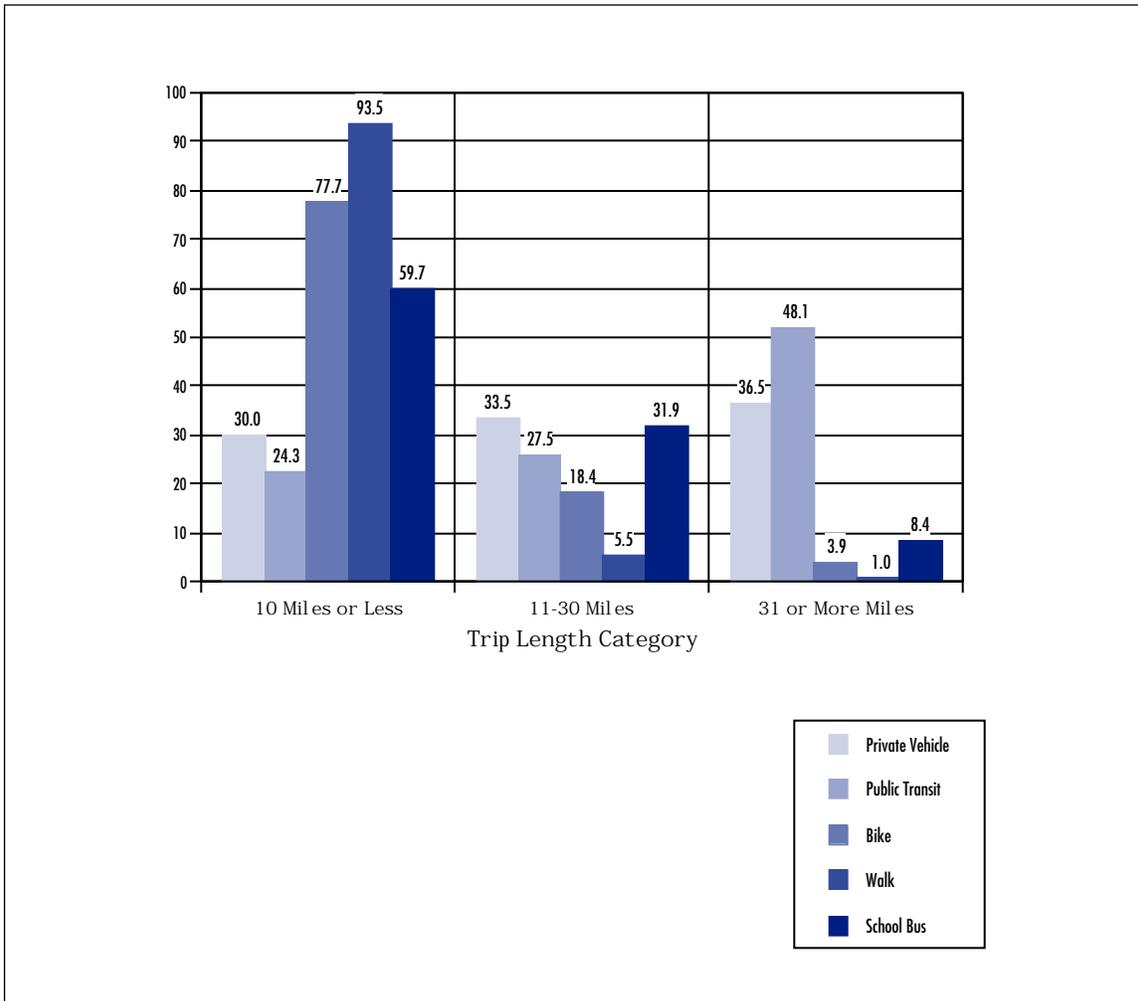


TABLE 4.56

**NUMBER OF PERSON TRIPS BY TRIP LENGTH CATEGORY AND TRIP PURPOSE  
1990 NPTS  
(MILLIONS)**

	5 miles or less	6 - 10 miles	11 - 15 miles	16 - 20 miles	21 - 30 miles	> 30 miles	TOTAL <sup>1</sup>
<b>EARNING A LIVING</b>							
To or From Work	22,937 (14.9%)	10,610 (25.9%)	6,104 (31.8%)	3,511 (33.5%)	3,332 (35.2%)	2,903 (26.0%)	50,314 (20.2%)
Work-Related Business	1,886 (1.2%)	598 (1.4%)	288 (1.5%)	113 (1.1%)	140 (1.5%)	427 (3.8%)	3,529 (1.4%)
<b>Subtotal</b>	<b>24,825</b> (16.2%)	<b>11,208</b> (27.3%)	<b>6,392</b> (33.3%)	<b>3,624</b> (34.6%)	<b>3,472</b> (36.6%)	<b>3,330</b> (29.9%)	<b>53,843</b> (21.6%)
<b>FAMILY AND PERSONAL BUSINESS</b>							
Shopping	34,698 (22.6%)	6,172 (15.1%)	2,446 (12.7%)	1,193 (11.4%)	996 (10.5%)	883 (7.9%)	47,057 (18.9%)
Doctor/Dentist	1,261 (0.8%)	614 (1.5%)	286 (1.5%)	158 (1.5%)	215 (2.3%)	140 (1.3%)	2,800 (1.1%)
Other Family or Personal Business	35,923 (23.4%)	8,120 (19.8%)	3,307 (17.2%)	1,895 (18.1%)	1,566 (16.5%)	2,025 (18.1%)	53,752 (21.5%)
<b>Subtotal</b>	<b>71,882</b> (46.8%)	<b>14,906</b> (36.4%)	<b>6,039</b> (31.4%)	<b>3,246</b> (31.0%)	<b>2,777</b> (29.3%)	<b>3,048</b> (27.3%)	<b>103,609</b> (41.5%)
<b>CIVIC, EDUCATIONAL AND RELIGIOUS</b>							
<b>Subtotal</b>	<b>20,059</b> (13.1%)	<b>4,392</b> (10.7%)	<b>1,735</b> (9.0%)	<b>736</b> (7.0%)	<b>404</b> (4.3%)	<b>382</b> (3.4%)	<b>28,397</b> (11.4%)
<b>SOCIAL AND RECREATIONAL</b>							
Vacation	53 (0.0%)	31 (0.1%)	41 (0.2%)	23 (0.2%)	25 (0.3%)	302 (2.7%)	518 (0.2%)
Visiting Friends/Relatives	13,893 (9.1%)	4,006 (9.8%)	1,963 (10.2%)	1,209 (11.5%)	1,086 (11.4%)	1,631 (14.6%)	24,265 (9.7%)
Pleasure Driving	201 (0.1%)	150 (0.4%)	116 (0.6%)	60 (0.6%)	93 (1.0%)	115 (1.4%)	802 (0.3%)
Other Social/Recreational	21,470 (14.0%)	6,043 (14.7%)	2,766 (14.4%)	1,528 (14.6%)	1,582 (16.7%)	2,203 (19.8%)	36,214 (14.5%)
<b>Subtotal</b>	<b>35,617</b> (23.2%)	<b>10,230</b> (25.0%)	<b>4,886</b> (25.4%)	<b>2,820</b> (26.9%)	<b>2,786</b> (29.4%)	<b>4,291</b> (38.5%)	<b>61,799</b> (24.8%)
<b>OTHER</b>							
<b>Subtotal</b>	<b>1,160</b> (0.8%)	<b>266</b> (0.6%)	<b>146</b> (0.8%)	<b>61</b> (0.6%)	<b>35</b> (0.4%)	<b>99</b> (0.9%)	<b>1,831</b> (0.7%)
<b>TOTAL<sup>1</sup></b>	<b>153,570</b> (100.0%)	<b>41,007</b> (100.0%)	<b>19,205</b> (100.0%)	<b>10,487</b> (100.0%)	<b>9,475</b> (100.0%)	<b>11,153</b> (100.0%)	<b>249,562</b> (100.0%)

<sup>1</sup> Includes trips where trip length, trip purpose, or both were unreported.

Almost 62% of all person trips are to places less than five miles from the origin. The number of trips decreases as the destination is further away from the origin, up to 30 miles away. The increase in the number of

trips to places more than 30 miles away from the origin might be attributed to longer vacationing trips. More than half of all vacationing trips are to places more than 30 miles away from home.

TABLE 4.57

DISTRIBUTION OF PERSON TRIPS BY TRIP LENGTH CATEGORY AND TRIP PURPOSE  
1990 NPTS  
(ACROSS TRIP LENGTH CATEGORY)

	5 miles or less	6 - 10 miles	11 - 15 miles	16 - 20 miles	21 - 30 miles	> 30 miles	TOTAL <sup>1</sup>
<b>EARNING A LIVING</b>							
To or From Work	45.6%	21.1%	12.1%	7.0%	6.6%	5.8%	100.0%
Work-Related Business	53.4%	16.9%	8.2%	3.2%	4.0%	12.1%	100.0%
<b>Subtotal</b>	<b>46.1%</b>	<b>20.8%</b>	<b>11.9%</b>	<b>6.7%</b>	<b>6.4%</b>	<b>6.2%</b>	<b>100.0%</b>
<b>FAMILY AND PERSONAL BUSINESS</b>							
Shopping	73.7%	13.1%	5.2%	2.5%	2.1%	1.9%	100.0%
Doctor/Dentist	45.0%	21.9%	10.2%	5.6%	7.7%	5.0%	100.0%
Other Family or Personal Business	66.8%	15.1%	6.2%	3.5%	2.9%	3.8%	100.0%
<b>Subtotal</b>	<b>69.4%</b>	<b>14.4%</b>	<b>5.8%</b>	<b>3.1%</b>	<b>2.7%</b>	<b>2.9%</b>	<b>100.0%</b>
<b>CIVIC, EDUCATIONAL AND RELIGIOUS</b>							
<b>Subtotal</b>	<b>70.6%</b>	<b>15.5%</b>	<b>6.1%</b>	<b>2.6%</b>	<b>1.4%</b>	<b>1.3%</b>	<b>100.0%</b>
<b>SOCIAL AND RECREATIONAL</b>							
Vacation	10.2%	6.0%	7.9%	4.4%	4.8%	58.3%	100.0%
Visiting Friends/Relatives	57.3%	16.5%	8.1%	5.0%	4.5%	6.7%	100.0%
Pleasure Driving	25.1%	18.7%	14.5%	7.5%	11.6%	14.3%	100.0%
Other Social/Recreational	59.3%	16.7%	7.6%	4.2%	4.4%	6.1%	100.0%
<b>Subtotal</b>	<b>57.6%</b>	<b>16.6%</b>	<b>7.9%</b>	<b>4.6%</b>	<b>4.5%</b>	<b>6.9%</b>	<b>100.0%</b>
<b>OTHER</b>							
<b>Subtotal</b>	<b>63.3%</b>	<b>14.5%</b>	<b>8.0%</b>	<b>3.3%</b>	<b>1.9%</b>	<b>5.4%</b>	<b>100.0%</b>
<b>TOTAL<sup>1</sup></b>	<b>61.5%</b>	<b>16.4%</b>	<b>7.7%</b>	<b>4.2%</b>	<b>3.8%</b>	<b>4.5%</b>	<b>100.0%</b>

<sup>1</sup> Includes trips where trip length, trip purpose, or both were unreported.

TABLE 4.58

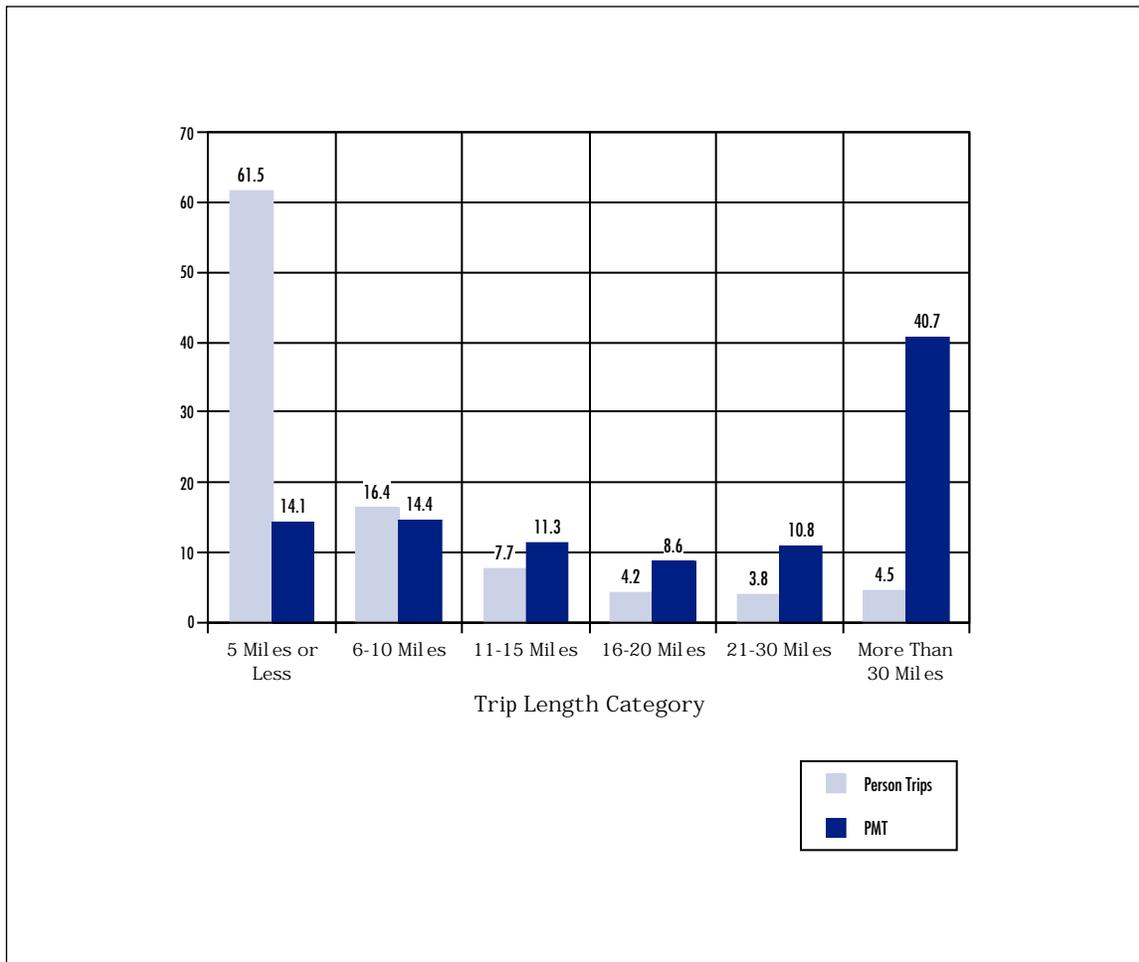
**NUMBER OF PERSON MILES OF TRAVEL BY TRIP LENGTH CATEGORY AND TRIP PURPOSE  
1990 NPTS  
(MILLIONS)**

	5 miles or less	6 - 10 miles	11 - 15 miles	16 - 20 miles	21 - 30 miles	> 30 miles	TOTAL
<b>EARNING A LIVING</b>							
To or From Work	56,843 (17.4%)	87,350 (26.1%)	82,452 (31.5%)	65,850 (33.0%)	87,222 (34.7%)	146,439 (15.5%)	<b>526,156</b> (22.7%)
Work-Related Business	4,180 (1.3%)	4,840 (1.5%)	3,959 (1.5%)	2,115 (1.1%)	3,703 (1.5%)	78,584 (8.3%)	<b>97,380</b> (4.2%)
<b>Subtotal</b>	<b>61,023</b> (18.7%)	<b>92,190</b> (27.6%)	<b>86,411</b> (33.0%)	<b>67,965</b> (34.1%)	<b>90,925</b> (36.2%)	<b>225,023</b> (23.9%)	<b>623,536</b> (26.9%)
<b>FAMILY AND PERSONAL BUSINESS</b>							
Shopping	68,085 (20.9%)	49,988 (15.0%)	33,440 (12.8%)	22,742 (11.4%)	26,829 (10.7%)	48,537 (5.2%)	<b>249,621</b> (10.8%)
Doctor/Dentist	3,266 (1.0%)	5,137 (1.5%)	3,849 (1.5%)	3,035 (1.5%)	5,730 (2.3%)	7,296 (0.8%)	<b>28,314</b> (1.2%)
Other Family or Personal Business	75,220 (23.1%)	65,758 (19.7%)	45,131 (17.2%)	36,303 (18.2%)	41,424 (16.5%)	182,341 (19.3%)	<b>446,178</b> (19.3%)
<b>Subtotal</b>	<b>146,571</b> (44.9%)	<b>120,883</b> (36.2%)	<b>82,420</b> (31.5%)	<b>62,080</b> (31.1%)	<b>73,983</b> (29.5%)	<b>238,174</b> (25.3%)	<b>724,113</b> (31.3%)
<b>CIVIC, EDUCATIONAL AND RELIGIOUS</b>							
<b>Subtotal</b>	<b>40,428</b> (12.4%)	<b>34,802</b> (10.4%)	<b>23,722</b> (9.1%)	<b>14,061</b> (7.0%)	<b>10,658</b> (4.2%)	<b>25,600</b> (2.7%)	<b>149,272</b> (6.4%)
<b>SOCIAL AND RECREATIONAL</b>							
Vacation	98 (0.0%)	261 (0.1%)	558 (0.2%)	422 (0.2%)	693 (0.3%)	101,558 (10.8%)	<b>103,589</b> (4.5%)
Visiting Friends/Relatives	27,940 (8.6%)	32,963 (9.9%)	26,775 (10.2%)	23,103 (11.6%)	28,967 (11.5%)	139,308 (14.8%)	<b>279,056</b> (12.0%)
Pleasure Driving	549 (0.2%)	1,234 (0.4%)	1,590 (0.6%)	1,182 (0.6%)	2,540 (1.0%)	10,125 (1.1%)	<b>17,220</b> (0.7%)
Other Social/Recreational	46,989 (14.4%)	49,704 (14.9%)	38,193 (14.6%)	29,496 (14.8%)	42,440 (16.9%)	192,987 (20.5%)	<b>399,810</b> (17.3%)
<b>Subtotal</b>	<b>75,576</b> (23.2%)	<b>84,162</b> (25.2%)	<b>67,116</b> (25.6%)	<b>54,203</b> (27.2%)	<b>74,640</b> (29.7%)	<b>443,978</b> (47.1%)	<b>799,675</b> (34.5%)
<b>OTHER</b>							
<b>Subtotal</b>	<b>2,471</b> (0.8%)	<b>2,155</b> (0.6%)	<b>2,006</b> (0.8%)	<b>1,169</b> (0.6%)	<b>962</b> (0.4%)	<b>9,433</b> (1.0%)	<b>18,197</b> (0.8%)
<b>TOTAL<sup>1</sup></b>	<b>326,135</b> (100.0%)	<b>334,221</b> (100.0%)	<b>261,770</b> (100.0%)	<b>199,479</b> (100.0%)	<b>251,197</b> (100.0%)	<b>942,471</b> (100.0%)	<b>2,315,273</b> (100.0%)

<sup>1</sup> Includes miles of travel where trip purpose was unreported.

FIGURE 4.29

**DISTRIBUTION OF PERSON TRIPS AND TRAVEL BY TRIP LENGTH CATEGORY  
1990 NPTS**



Contrary to popular perception, the greatest number of person trips and person miles of travel did not take place in the summer. Both person trips and person miles of travel in the spring slightly exceeded that of the summer. This seasonal pattern is probably

due to the decline in trips to work and school over the summer. As expected, winter trips had the shortest average distance compared to trips taken in other seasons. Trip lengths for all seasons increased from 1983 to 1990, except for trips in spring.

TABLE 4.59

STATISTICS ON PERSON TRIPS AND TRAVEL BY SEASONAL VARIATION  
1983 AND 1990 NPTS<sup>1</sup>

Season	Person Trips (000)		Person Miles (000)		Average Trip Length <sup>2</sup> (miles)	
	1983	1990	1983	1990	1983	1990
Winter (Dec - Feb)	53,911,920 (24.0%)	60,384,449 (24.2%)	426,073,942 (21.9%)	537,867,945 (23.2%)	7.9	9.1
Spring (Mar - May)	58,708,838 (26.2%)	68,942,319 (27.6%)	543,010,477 (27.9%)	628,158,333 (27.1%)	9.3	9.3
Summer (June - Aug)	56,750,784 (25.3%)	61,087,922 (24.5%)	533,670,482 (27.4%)	617,551,500 (26.7%)	9.4	10.3
Fall (Sept - Nov)	54,536,414 (24.3%)	59,147,607 (23.7%)	441,223,931 (22.7%)	531,695,586 (23.0%)	8.1	9.2
<b>TOTAL</b>	<b>224,385,000</b> (100.0%)	<b>249,562,297</b> (100.0%)	<b>1,946,661,966<sup>3</sup></b> (100.0%)	<b>2,315,273,365</b> (100.0%)	<b>8.7</b>	<b>9.5</b>

<sup>1</sup> For information on comparing 1983 and 1990 NPTS survey data, see Section 4 of Chapter 1.

<sup>3</sup> Includes miles of travel where season was unreported.

<sup>2</sup> Average trip is calculated only for records where trip mile information is present.

**FIGURE 4.30**

**AVERAGE LENGTH OF PERSON TRIPS BY SEASONAL VARIATION  
1983 AND 1990 NPTS**

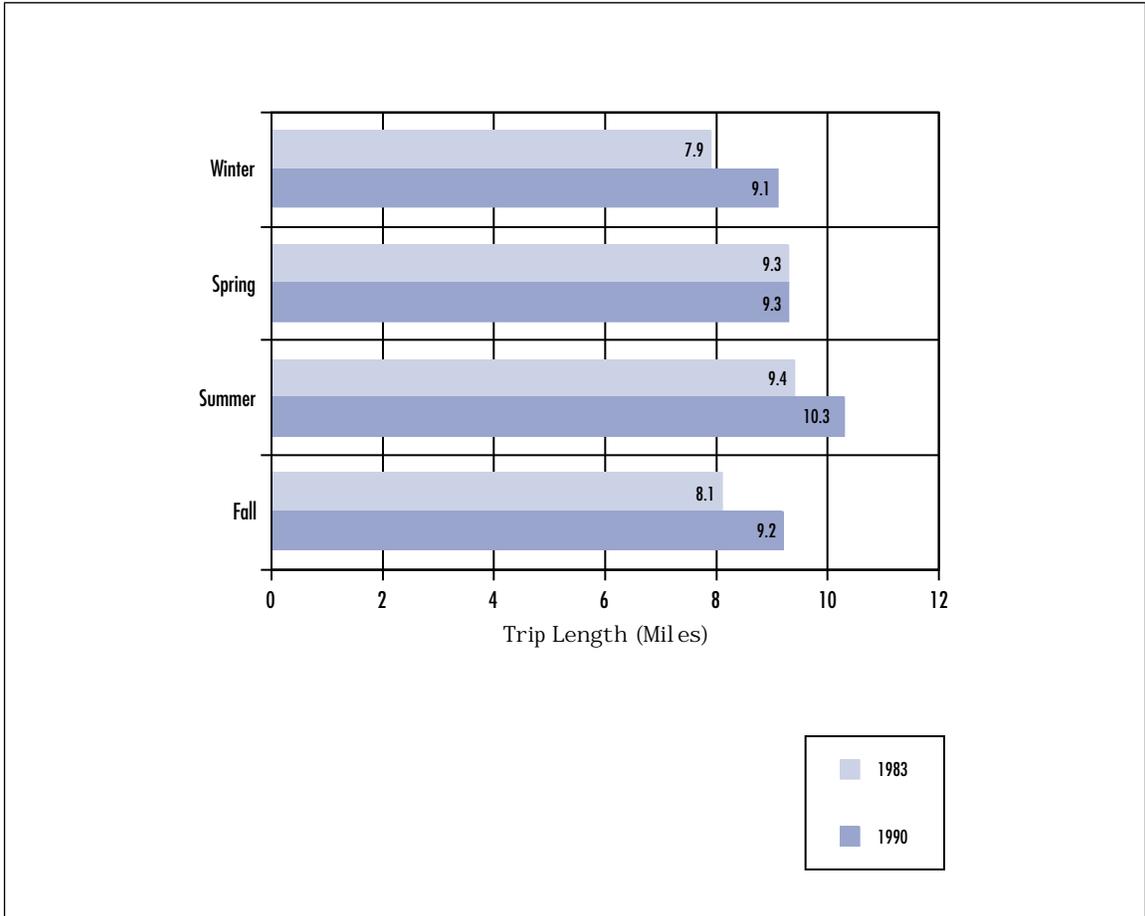


TABLE 4.60

**NUMBER OF PERSON TRIPS BY SEASONAL VARIATION AND MODE OF TRANSPORTATION  
1990 NPTS (THOUSANDS)**

NOTE: SEE LIMITATIONS OF DATA ON TRANSIT<sup>1</sup> IN CHAPTER 1, SECTION 5

Mode	Winter	Spring	Summer	Fall
<b>PRIVATE VEHICLE</b>				
Auto, Van - Driver	33,300,000 (55.1%)	37,900,000 (55.0%)	32,600,000 (53.4%)	32,300,000 (54.6%)
Auto, Van - Passenger	12,938,020 (21.4%)	13,954,340 (20.2%)	14,259,580 (23.3%)	12,226,680 (20.6%)
Pickup Truck	6,144,000 (10.2%)	6,777,000 (9.8%)	6,823,000 (11.2%)	5,889,000 (10.0%)
Other Private Vehicle	468,200 (0.8%)	530,000 (0.8%)	839,200 (1.4%)	396,100 (0.7%)
<b>Subtotal - Private</b>	<b>52,850,220</b> (87.5%)	<b>59,161,340</b> (85.8%)	<b>54,521,780</b> (89.3%)	<b>50,811,780</b> (85.9%)
<b>PUBLIC TRANSPORTATION</b>				
Bus, Streetcar	764,085 (1.3%)	1,230,728 (1.8%)	771,474 (1.3%)	776,901 (1.3%)
Rail/Subway <sup>2</sup>	362,197 (0.6%)	372,066 (0.5%)	349,935 (0.6%)	265,073 (0.4%)
<b>Subtotal - Public</b>	<b>1,126,283</b> (1.9%)	<b>1,602,794</b> (2.3%)	<b>1,121,409</b> (1.8%)	<b>1,041,974</b> (1.8%)
<b>OTHER MEANS</b>				
Amtrak	1,930 (0.0%)	17,275 (0.0%)	5,999 (0.0%)	29,110 (0.0%)
Walk	4,026,000 (6.7%)	5,434,000 (7.9%)	4,020,000 (6.6%)	4,527,000 (7.7%)
Bike	168,400 (0.3%)	495,200 (0.7%)	562,000 (0.9%)	540,900 (0.9%)
School Bus	1,948,000 (3.2%)	1,879,000 (2.7%)	420,300 (0.7%)	1,845,000 (3.1%)
Airplane	43,160 (0.1%)	38,770 (0.1%)	64,570 (0.1%)	56,350 (0.1%)
Other	185,050 (0.3%)	218,250 (0.3%)	317,400 (0.5%)	227,800 (0.4%)
<b>Subtotal - Other</b>	<b>6,372,540</b> (10.6%)	<b>8,082,495</b> (11.7%)	<b>5,390,269</b> (8.8%)	<b>7,226,160</b> (12.2%)
<b>TOTAL<sup>3</sup></b>	<b>60,384,449</b> (100.0%)	<b>68,942,319</b> (100.0%)	<b>61,087,922</b> (100.0%)	<b>59,147,607</b> (100.0%)
<b>ALL MODES</b>	24.2%	27.6%	24.5%	23.7%

<sup>1</sup> Estimates of transit use are based on a total of 2870 travel day trips on transit in the NPTS sample. The NPTS estimate of transit trips is 20% lower than the Federal Transit Administration's Section 15 reporting system.

<sup>2</sup> Rail/Subway includes trips by subway, elevated rail and commuter train.

<sup>3</sup> Includes trips where mode of transportation was unreported.

**T**ABLE 4.60 presents the seasonal distribution of person trips by mode. There is little difference among seasons in number of trips Americans take, except slightly more trips take place in the spring. There are more trips in summer taken as the passengers of automobiles or vans than in other seasons, perhaps reflecting the

increase in vacation trips during summer. There are more trips in summer by the mode labeled as “other private vehicle,” which includes recreational vehicles and motor homes. As expected, the proportion of bike trips in winter is less than one third of that in the other three seasons, and spring and fall see more walking trips.

**TABLE 4.61**

**PERSON TRIPS AND PERSON MILES OF TRAVEL BY DAY OF WEEK  
1983 AND 1990 NPTS<sup>1</sup>**

Day	Person Trips (000)		Person Miles (000)		Average Trip Length <sup>2</sup> (miles)	
	1983	1990	1983	1990	1983	1990
Sunday	28,336,695 (12.6%)	33,478,741 (13.4%)	313,174,252 (16.1%)	398,512,009 (17.2%)	11.1	12.1
Monday	32,549,817 (14.5%)	37,040,514 (14.8%)	273,462,065 (14.0%)	344,493,846 (14.9%)	8.4	9.5
Tuesday	31,724,352 (14.1%)	38,675,871 (15.5%)	245,833,182 (12.6%)	325,792,319 (14.1%)	7.8	8.6
Wednesday	32,872,904 (14.7%)	35,617,883 (14.3%)	244,761,980 (12.6%)	315,697,412 (13.6%)	7.5	9.1
Thursday	33,137,767 (14.8%)	38,200,175 (15.3%)	299,844,148 (15.4%)	300,537,714 (13.0%)	9.1	8.0
Friday	35,261,534 (15.7%)	33,296,806 (13.3%)	279,781,446 (14.4%)	290,550,850 (12.5%)	7.9	8.9
Saturday	30,501,931 (13.6%)	33,252,307 (13.3%)	289,804,893 (14.9%)	339,689,215 (14.7%)	9.5	10.4
<b>TOTAL</b>	<b>224,385,000</b> (100.0%)	<b>249,562,297</b> (100.0%)	<b>1,946,661,966</b> (100.0%)	<b>2,315,273,365</b> (100.0%)	<b>8.7</b>	<b>9.5</b>

<sup>1</sup> For information on comparing 1983 and 1990 NPTS survey data, see Section 4 of Chapter 1.

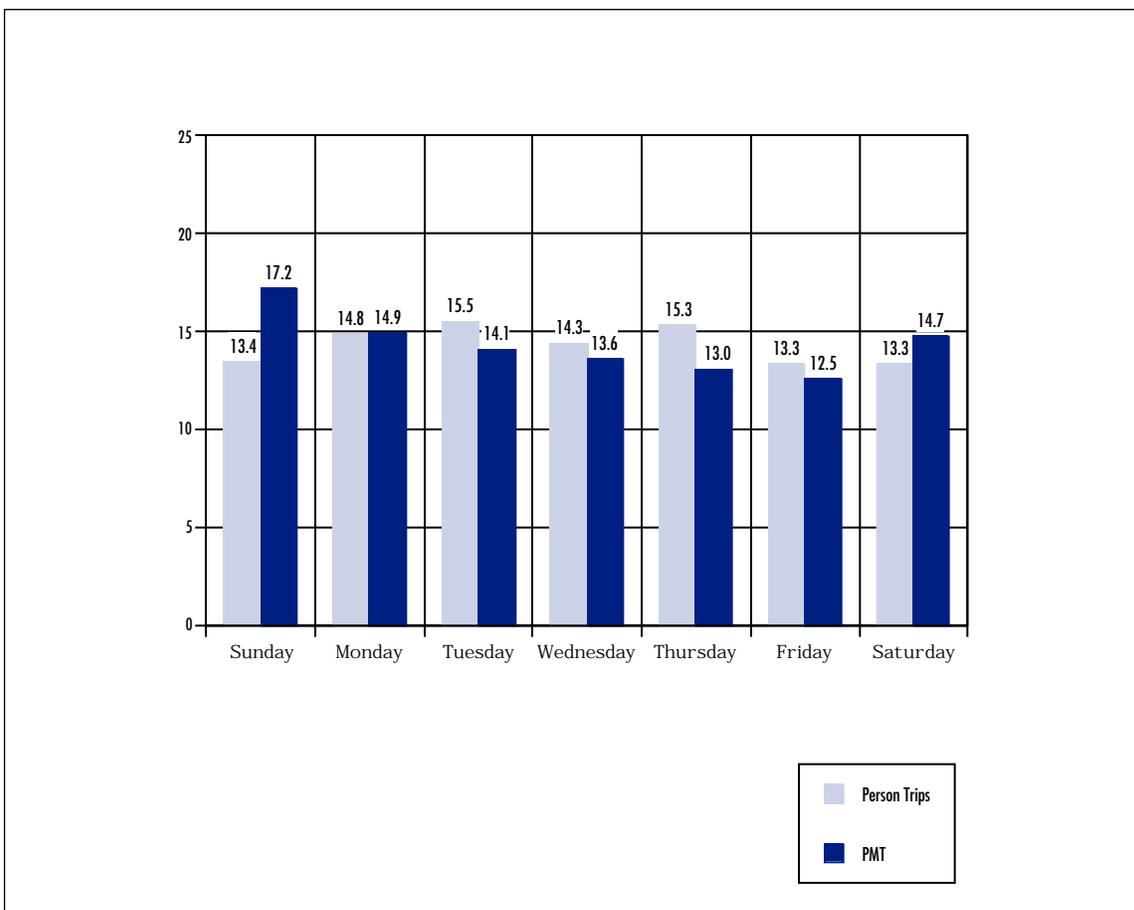
<sup>2</sup> Average trip length is calculated using only those records with trip mile information present.

Although Americans did not take as many trips on Sundays as on other days of the week, Sunday trips accounted for more person miles of travel than trips taken on other

days of the week, indicating Sunday trips were the longest. Trip lengths generally increased from 1983 to 1990 regardless of the day of the week.

**FIGURE 4.31**

**DISTRIBUTION OF PERSON TRAVEL BY DAY OF WEEK  
1990 NPTS**



**TABLE 4.62**  
**NUMBER OF PERSON TRIPS BY DAY OF WEEK AND TRIP PURPOSE**  
**1990 NPTS**  
**(THOUSANDS)**

Purpose	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>Earning a Living</b>	<b>2,301,300</b>	<b>9,764,200</b>	<b>10,350,400</b>	<b>9,683,400</b>	<b>10,157,200</b>	<b>8,164,700</b>	<b>3,422,500</b>
	(6.9%)	(26.4%)	(26.8%)	(27.2%)	(26.6%)	(24.5%)	(10.3%)
<b>Family &amp; Personal Business</b>	<b>12,244,340</b>	<b>15,494,400</b>	<b>15,937,000</b>	<b>14,203,800</b>	<b>15,521,700</b>	<b>14,072,500</b>	<b>16,131,000</b>
	(36.6%)	(41.8%)	(41.2%)	(39.8%)	(40.6%)	(42.3%)	(48.5%)
<b>Civic, Educational &amp; Religious</b>	<b>6,318,000</b>	<b>4,316,000</b>	<b>4,833,000</b>	<b>4,512,000</b>	<b>4,819,000</b>	<b>2,801,000</b>	<b>797,300</b>
	(18.9%)	(11.6%)	(12.5%)	(12.7%)	(12.6%)	(8.4%)	(2.4%)
<b>Social and Recreational</b>	<b>12,348,800</b>	<b>7,155,990</b>	<b>7,287,050</b>	<b>6,942,640</b>	<b>7,363,090</b>	<b>8,070,140</b>	<b>12,632,260</b>
	(36.9%)	(19.3%)	(18.8%)	(19.5%)	(19.3%)	(24.2%)	(38.0%)
<b>Other</b>	<b>223,000</b>	<b>300,900</b>	<b>259,100</b>	<b>271,400</b>	<b>328,900</b>	<b>187,800</b>	<b>259,800</b>
	(0.7%)	(0.8%)	(0.7%)	(0.8%)	(0.9%)	(0.6%)	(0.8%)
<b>TOTAL<sup>1</sup></b>	<b>33,478,741</b>	<b>37,040,514</b>	<b>38,675,871</b>	<b>35,617,883</b>	<b>38,200,175</b>	<b>33,296,806</b>	<b>33,252,307</b>
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)

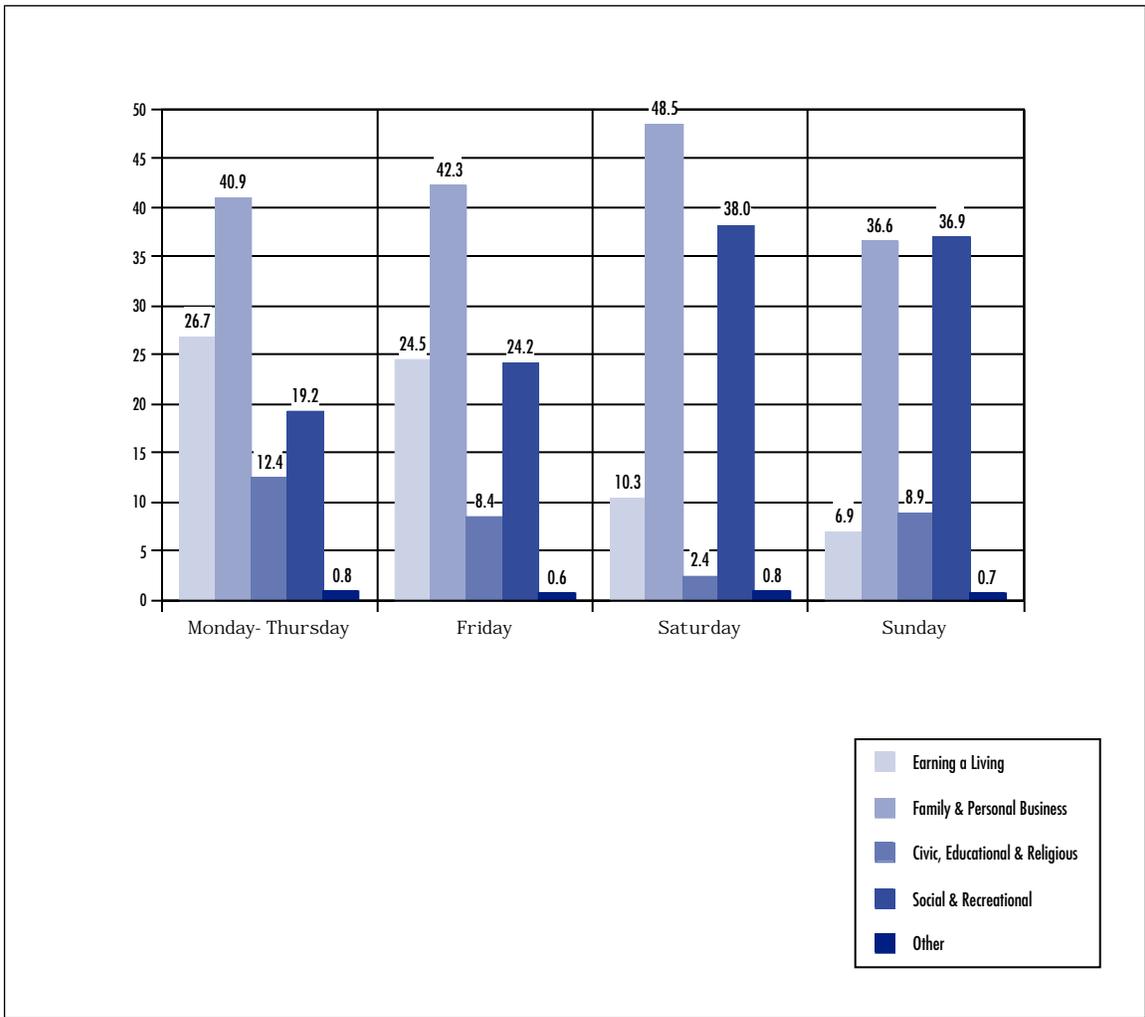
<sup>1</sup> Includes trips where trip purpose was unreported.

Family and personal business was the most common reason for travel regardless of the day of the week. During the weekdays, earning a living was the second most com-

mon reason to travel. However, the second most common reason to travel on Saturday and Sunday was for social and recreational purposes.

**FIGURE 4.32**

**DISTRIBUTION OF PERSON TRIPS BY DAY OF WEEK AND TRIP PURPOSE  
1990 NPTS**



As expected, the shares of all trips for earning a living were considerably higher from Mondays through Thursdays than those for Fridays and weekends. In contrast to earning-a-living trips, social and recreational

trips peaked on weekends. The Sunday share of civic, education or religious trips was almost one-and-a-half times greater than those on other days of the week.

**TABLE 4.63**  
**DISTRIBUTION OF PERSON TRIPS BY DAY OF WEEK AND TRIP PURPOSE**  
**1990 NPTS**  
**(WITHIN PURPOSE)**

Purpose	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	TOTAL
Earning a Living	4.3%	18.1%	19.2%	18.0%	18.9%	15.2%	6.4%	100.0%
Family & Personal Business	11.8%	15.0%	15.4%	13.7%	15.0%	13.6%	15.6%	100.0%
Civic, Educational & Religious	22.2%	15.2%	17.0%	15.9%	17.0%	9.9%	2.8%	100.0%
Social and Recreational	20.0%	11.6%	11.8%	11.2%	11.9%	13.1%	20.4%	100.0%
Other	12.2%	16.4%	14.2%	14.8%	18.0%	10.3%	14.2%	100.0%
<b>ALL PURPOSES</b>	13.4%	14.8%	15.5%	14.3%	15.3%	13.3%	13.3%	100.0%

The distribution of person trips by time of day shows that the “peak period” has widened to a ten-hour span, from nine o'clock in the morning to seven o'clock at night. Furthermore, the NPTS data show, contrary to much of public opinion, that only 47% of all trips were for commuting to work or work-related travel during the morning “peak period” from 6 to 9 a.m. These data suggest that the traditional concept of “peak

period” may no longer be appropriate. In the morning period from 6 to 9 a.m., commuting to work and work-related travel still accounted for the majority of the morning travel. However, trips for family and personal business, perhaps in an attempt to avoid the morning traffic congestion, have altered the traditional morning and afternoon peaks to a 10-hour “peak.”

**TABLE 4.64**  
**NUMBER OF PERSON TRIPS BY TIME OF DAY AND TRIP PURPOSE**  
**1990 NPTS**  
**(MILLION)**

	1:00 a.m. to 6:00 a.m.	6:00 a.m. to 9:00 a.m.	9:00 a.m. to 1:00 p.m.	1:00 p.m. to 4:00 p.m.	4:00 p.m. to 7:00 p.m.	7:00 p.m. to 10:00 p.m.	10:00 p.m. to 1:00 a.m.	TOTAL <sup>1</sup>
<b>Earning a Living</b>	2,902 (60.0%)	16,410 (47.4%)	5,765 (11.5%)	7,437 (14.6%)	14,189 (24.9%)	3,823 (12.0%)	2,209 (22.2%)	<b>53,843</b> (21.6%)
<b>Family and Personal Business</b>	679 (14.0%)	6,986 (20.2%)	27,856 (55.6%)	25,234 (49.5%)	23,091 (40.5%)	11,383 (35.6%)	2,453 (24.7%)	<b>103,608</b> (41.5%)
<b>Civic, Educational, &amp; Religious</b>	50 (1.0%)	8,831 (25.5%)	5,736 (11.5%)	7,165 (14.1%)	3,277 (5.8%)	2,395 (7.5%)	394 (4.0%)	<b>28,397</b> (11.4%)
<b>Social and Recreational</b>	1,183 (24.5%)	2,168 (6.3%)	10,255 (20.5%)	10,726 (21.0%)	16,023 (28.1%)	14,129 (44.2%)	4,789 (48.2%)	<b>61,799</b> (24.8%)
<b>Other</b>	23 (0.5%)	212 (0.6%)	448 (0.9%)	413 (0.8%)	367 (0.6%)	199 (0.6%)	73 (0.7%)	<b>1,831</b> (0.7%)
<b>TOTAL<sup>1</sup></b>	<b>4,837</b> (100.0%)	<b>34,614</b> (100.0%)	<b>50,064</b> (100.0%)	<b>50,984</b> (100.0%)	<b>56,956</b> (100.0%)	<b>31,933</b> (100.0%)	<b>9,927</b> (100.0%)	<b>249,562</b> (100.0%)
<b>ALL PURPOSES</b>	1.9%	13.9%	20.1%	20.4%	22.8%	12.8%	4.0%	100.0%

<sup>1</sup> Includes trips where trip purpose, time of day, or both were unreported.



TABLE 4.66

 NUMBER OF WEEKEND<sup>1</sup> PERSON TRIPS<sup>2</sup> BY TIME OF DAY AND TRIP PURPOSE  
 1990 NPTS  
 (MILLIONS)

	1:00 a.m. to 6:00 a.m.	6:00 a.m. to 9:00 a.m.	9:00 a.m. to 1:00 p.m.	1:00 p.m. to 4:00 p.m.	4:00 p.m. to 7:00 p.m.	7:00 p.m. to 10:00 p.m.	10:00 p.m. to 1:00 a.m.	TOTAL <sup>3</sup>
Earning a Living	346 (33.0%)	1,199 (28.4%)	1,090 (5.9%)	970 (6.6%)	1,605 (10.0%)	1,046 (8.2%)	608 (13.3%)	<b>7,012</b> (9.3%)
Family and Personal Business	176 (16.8%)	1,287 (30.5%)	8,703 (46.8%)	7,570 (51.4%)	6,400 (39.9%)	4,191 (32.8%)	1,134 (24.8%)	<b>31,302</b> (41.7%)
Civic, Educational, & Religious	11 (1.0%)	750 (17.8%)	3,793 (20.4%)	684 (4.6%)	995 (6.2%)	785 (6.1%)	182 (4.0%)	<b>7,352</b> (9.8%)
Social and Recreational	507 (48.4%)	937 (22.2%)	4,858 (26.1%)	5,359 (36.4%)	6,959 (43.4%)	6,718 (52.6%)	2,615 (57.1%)	<b>28,861</b> (38.4%)
Other	8 (0.7%)	51 (1.2%)	159 (0.9%)	135 (0.9%)	70 (0.4%)	41 (0.3%)	28 (0.6%)	<b>525</b> (0.7%)
<b>TOTAL<sup>3</sup></b>	<b>1,049</b> (100.0%)	<b>4,224</b> (100.0%)	<b>18,605</b> (100.0%)	<b>14,722</b> (100.0%)	<b>16,032</b> (100.0%)	<b>12,783</b> (100.0%)	<b>4,576</b> (100.0%)	<b>75,104</b> (100.0%)
<b>ALL PURPOSES</b>	1.4%	5.6%	24.8%	19.6%	21.3%	17.0%	6.1%	100.0%

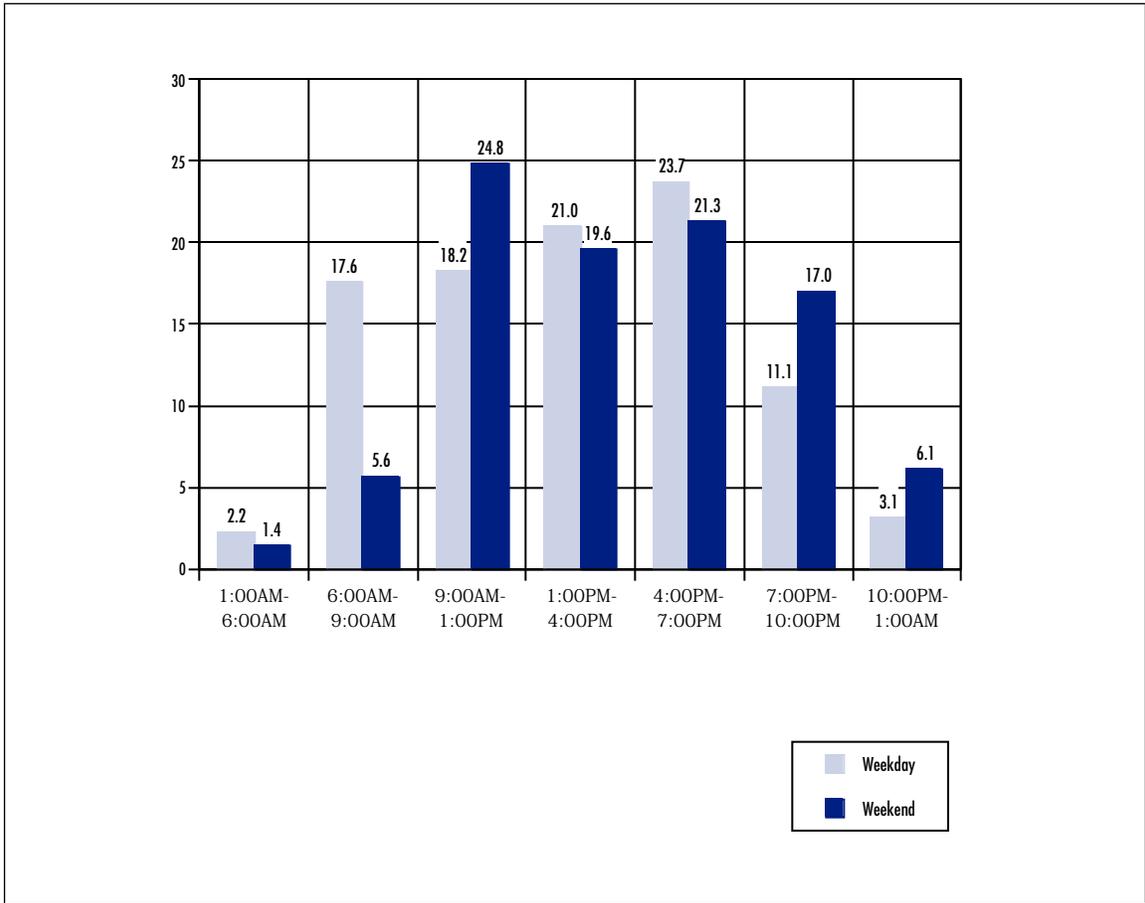
<sup>1</sup> "Weekend" is defined as the time between 6:00 p.m. Friday and midnight Sunday.

<sup>2</sup> Does not include trips where weekday/weekend status is unknown.

<sup>3</sup> Includes trips where trip purpose, start time of trip, or both were unreported.

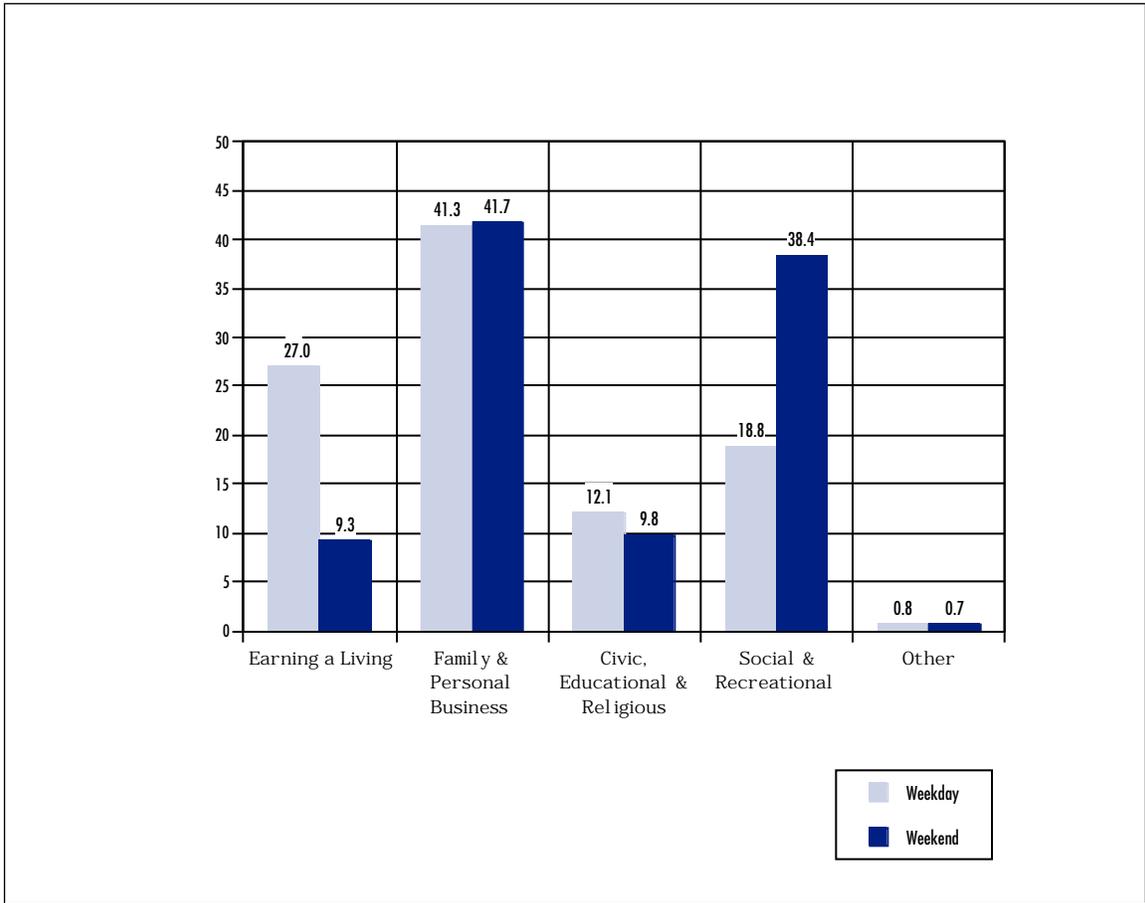
**FIGURE 4.33**

**DISTRIBUTION OF PERSON TRIPS BY DAY OF WEEK AND TIME OF DAY  
1990 NPTS**



**FIGURE 4.34**

**DISTRIBUTION OF PERSON TRIPS BY DAY OF WEEK AND TRIP PURPOSE  
1990 NPTS**





1. LINDSEY HARRIS, 2. JENNIFER HARRIS, 3. LINDSEY HARRIS, 4. JENNIFER HARRIS, 5. LINDSEY HARRIS, 6. JENNIFER HARRIS, 7. LINDSEY HARRIS, 8. JENNIFER HARRIS, 9. LINDSEY HARRIS, 10. JENNIFER HARRIS, 11. LINDSEY HARRIS, 12. JENNIFER HARRIS, 13. LINDSEY HARRIS, 14. JENNIFER HARRIS, 15. LINDSEY HARRIS, 16. JENNIFER HARRIS, 17. LINDSEY HARRIS, 18. JENNIFER HARRIS, 19. LINDSEY HARRIS, 20. JENNIFER HARRIS, 21. LINDSEY HARRIS, 22. JENNIFER HARRIS, 23. LINDSEY HARRIS, 24. JENNIFER HARRIS, 25. LINDSEY HARRIS, 26. JENNIFER HARRIS, 27. LINDSEY HARRIS, 28. JENNIFER HARRIS, 29. LINDSEY HARRIS, 30. JENNIFER HARRIS, 31. LINDSEY HARRIS, 32. JENNIFER HARRIS, 33. LINDSEY HARRIS, 34. JENNIFER HARRIS, 35. LINDSEY HARRIS, 36. JENNIFER HARRIS, 37. LINDSEY HARRIS, 38. JENNIFER HARRIS, 39. LINDSEY HARRIS, 40. JENNIFER HARRIS, 41. LINDSEY HARRIS, 42. JENNIFER HARRIS, 43. LINDSEY HARRIS, 44. JENNIFER HARRIS, 45. LINDSEY HARRIS, 46. JENNIFER HARRIS, 47. LINDSEY HARRIS, 48. JENNIFER HARRIS, 49. LINDSEY HARRIS, 50. JENNIFER HARRIS, 51. LINDSEY HARRIS, 52. JENNIFER HARRIS, 53. LINDSEY HARRIS, 54. JENNIFER HARRIS, 55. LINDSEY HARRIS, 56. JENNIFER HARRIS, 57. LINDSEY HARRIS, 58. JENNIFER HARRIS, 59. LINDSEY HARRIS, 60. JENNIFER HARRIS, 61. LINDSEY HARRIS, 62. JENNIFER HARRIS, 63. LINDSEY HARRIS, 64. JENNIFER HARRIS, 65. LINDSEY HARRIS, 66. JENNIFER HARRIS, 67. LINDSEY HARRIS, 68. JENNIFER HARRIS, 69. LINDSEY HARRIS, 70. JENNIFER HARRIS, 71. LINDSEY HARRIS, 72. JENNIFER HARRIS, 73. LINDSEY HARRIS, 74. JENNIFER HARRIS, 75. LINDSEY HARRIS, 76. JENNIFER HARRIS, 77. LINDSEY HARRIS, 78. JENNIFER HARRIS, 79. LINDSEY HARRIS, 80. JENNIFER HARRIS, 81. LINDSEY HARRIS, 82. JENNIFER HARRIS, 83. LINDSEY HARRIS, 84. JENNIFER HARRIS, 85. LINDSEY HARRIS, 86. JENNIFER HARRIS, 87. LINDSEY HARRIS, 88. JENNIFER HARRIS, 89. LINDSEY HARRIS, 90. JENNIFER HARRIS, 91. LINDSEY HARRIS, 92. JENNIFER HARRIS, 93. LINDSEY HARRIS, 94. JENNIFER HARRIS, 95. LINDSEY HARRIS, 96. JENNIFER HARRIS, 97. LINDSEY HARRIS, 98. JENNIFER HARRIS, 99. LINDSEY HARRIS, 100. JENNIFER HARRIS

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Chapters belonging to Volume 1 appear dimmed.

1990 NPTS Publications Series:

User's Guide for the Public Use Tape  
(for tape or diskette users)

Summary of Travel Trends

Travel Behavior Issues in the 90's

1990 NPTS Databook

NPTS Urban Travel Patterns

NPTS Special Subject Reports

Abbreviations used in this report:

MSA—metropolitan statistical area

NPTS—Nationwide Personal Transportation Survey

PMT—person miles of travel

POV—personally operated vehicle/privately owned vehicle

VMT— vehicle miles of travel

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U.S. Department of Transportation  
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# 1990 NPTS Data book Volume II

Based on Data from the  
1990 Nationwide Personal Transportation Survey (NPTS)

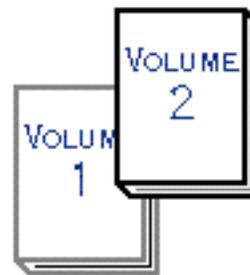
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October 1994



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5-97, 5-98, 5-99, 5-100, 5-101, 5-102, 5-103, 6-41,  
6-42, 6-44, 6-61, 6-62, 7-2, 7-36, 7-37, 7-38, 7-39,  
7-40, 7-41, 7-42, 8-26, 8-27, 8-28, 8-29, 8-30, 8-31,  
8-32, 8-33, 8-34, 8-35, 8-36

### Trip Purpose

2-7, 2-8, 2-12, 2-14, 2-15, 4-iii, 4-18, 4-19, 4-20,  
4-21, 4-23, 4-24, 4-25, 4-30, 4-31, 4-36, 4-37, 4-39,  
4-42, 4-43, 4-54, 4-55, 4-56, 4-68, 4-69, 4-70, 4-71,  
4-72, 4-73, 4-74, 4-75, 4-76, 4-81, 4-82, 4-83, 4-84,  
4-94, 4-95, 4-96, 4-104, 4-105, 4-106, 4-107, 4-108,  
4-109, 4-111, 5-ii, 5-6, 5-7, 5-8, 5-9, 5-10, 5-11, 5-14,  
5-16, 5-17, 5-19, 5-20, 5-27, 5-28, 5-32, 5-33, 5-37,  
5-38, 5-39, 5-41, 5-46, 5-47, 5-48, 5-49, 5-50, 5-51,  
5-52, 5-53, 5-54, 5-55, 5-57, 5-58, 5-59, 5-60, 5-61,  
5-62, 5-63, 5-64, 5-65, 5-66, 5-68, 5-69, 5-70, 5-75,  
5-76, 5-77, 5-83, 5-84, 5-85, 5-86, 5-87, 5-88, 5-89,  
5-90, 5-92, 5-98, 5-99, 5-100, 5-101, 6-2, 6-48, 6-49,  
6-50, 7-ii, 7-1, 7-13, 7-14, 7-22, 7-23, 7-24, 7-25,  
7-26, 7-27, 7-29, 7-30, 7-31, 7-35, 8-iii, 8-v, 8-3,  
8-12, 8-20, 8-21, 8-22, 8-23, 8-24, 8-25, 8-34, 8-35,  
8-36, 8-38, 8-39, 8-40, 8-41, 8-42, 8-45

### Type of Origin and Destination

8-47, 8-48, 8-49, 8-50, 8-51, 8-52, 8-53, 8-54, 8-55

### Urbanized Area Size

4-44, 4-45, 4-46, 4-47, 4-48, 4-49, 4-51, 4-52, 4-53,  
4-64, 4-66, 4-67, 5-32, 5-33, 5-34, 5-35, 5-36, 5-78,  
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### Vehicle Age

3-40, 3-41, 3-42, 3-43, 3-50, 3-51, 3-52, 3-53, 5-43,  
5-44, 5-45

### Vehicle Involvement

10-7, 10-10, 10-11, 10-13, 10-17, 10-18, 10-19, 10-20

### Vehicle Type

3-iv, 3-38, 3-39, 3-42, 3-48, 3-49, 3-50, 3-51, 3-52,  
3-54, 5-52, 5-53, 5-54, 5-55, 5-56, 5-59, 6-iv, 6-29,  
6-58, 7-iii, 7-iv, 7-5, 7-6, 7-28, 7-29, 7-30, 7-31, 7-32,  
7-33, 7-34, 7-35, 8-iv, 8-24, 8-37, 8-40, 8-41, 8-42,  
8-43, 9-ii, 9-3, 9-4, 9-15, 9-16, 9-17, 10-6, 10-10

### Weekday

4-108, 4-109, 5-69, 5-76, 5-83, 5-86, 5-87, 5-90, 5-91,  
5-92, 5-93, 5-94, 5-95, 5-98, 5-100, 5-102, 6-4, 6-48,  
6-49, 6-50, 6-51, 6-53, 6-55, 6-56

### Weekend

4-108, 4-109, 5-69, 5-76, 5-83, 5-88, 5-89, 5-90, 5-91,  
5-92, 5-93, 5-96, 5-97, 5-99, 5-101, 5-103, 6-4, 6-48,  
6-50, 6-51, 6-54, 6-55, 6-56

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3-4, 3-19, 6-ii, 6-1, 6-3, 6-5, 6-6, 6-7, 6-8, 6-9, 6-10,  
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