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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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16. Abstract  This report presents data on the amount, nature and characteristics of personal (non-commercial) travel by all modes of transportation in the U.S. The data is from a survey of individuals conducted throughout 1990. A large number of data relationships are presented and, therefore, the report is printed in two volumes.  Volume I contains information on the survey itself, a comparison of estimates of miles of travel taken from different portions of the survey, data on households, drivers and vehicles, and an extensive chapter on person trips and person miles of travel by all modes of transportation.  Volume II includes data on vehicle trips and vehicle miles of travel, journey-to-work trips, vehicle occupancy, long trips, commercial driving and highway accidents.  To the degree possible, each chapter within the report is organized to present results in the order of:					
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# 1990 NPTS Data book Volume II

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

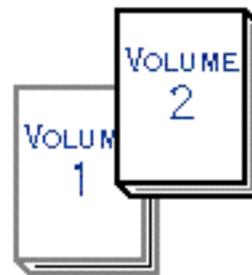
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October 1994



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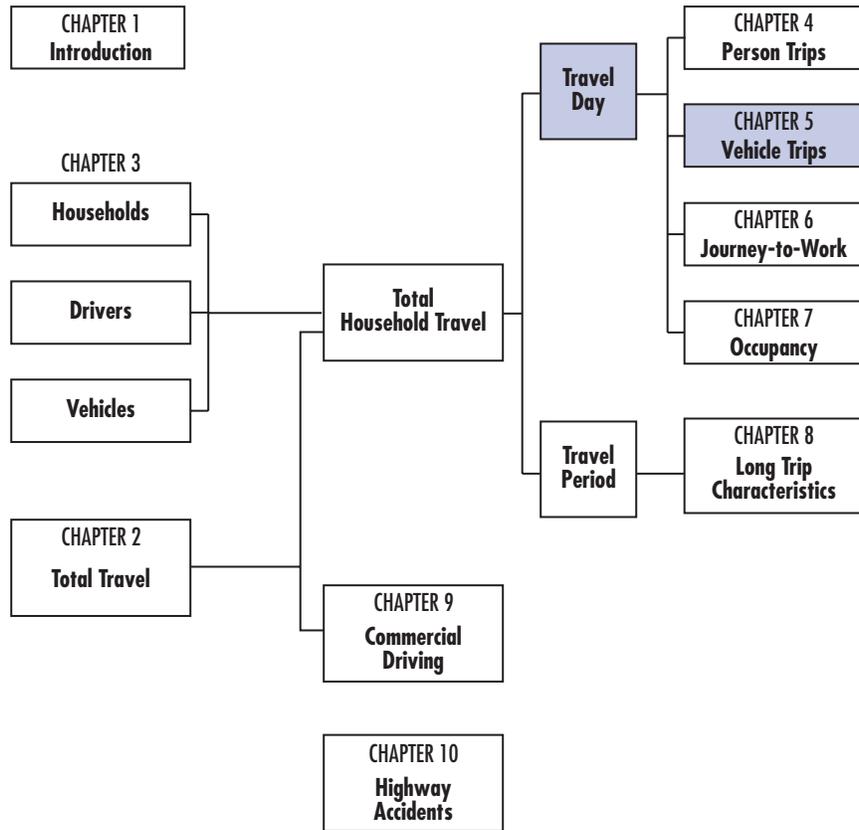
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# Chapter 5

## Vehicle Trips and Vehicle Miles of Travel

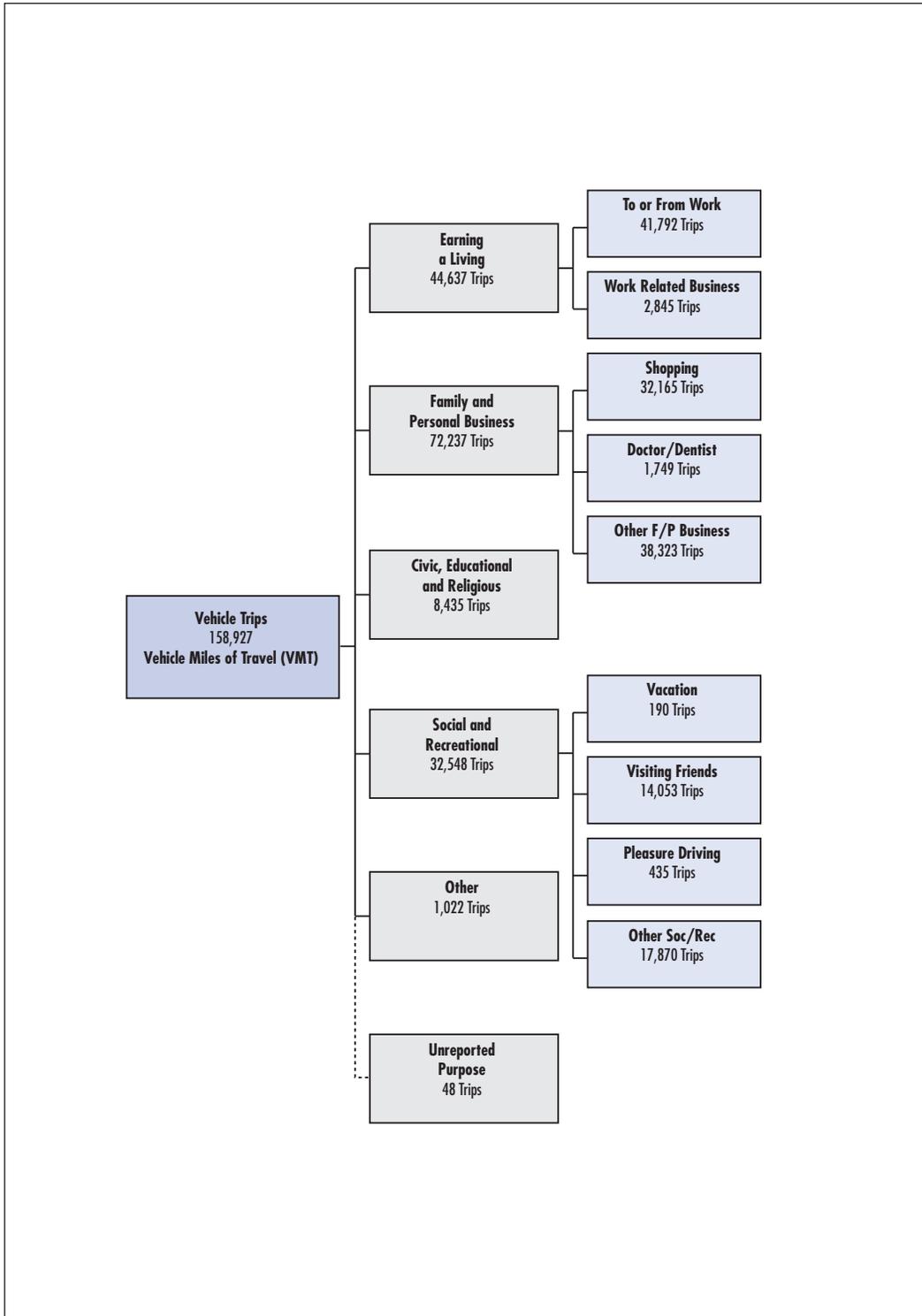


From 1969 to 1990, vehicle miles of travel (VMT) increased by 82% due to the following factors:

- **More vehicles:** The increase in household vehicles outpaced the increase in drivers, resulting in more vehicles than drivers.
- **More women employed:** The percent of women in the labor force doubled.
- **More woman drivers:** There was a 84% increase in women with a driver's license.
- **More mobile:** Every age cohort drove at least 30% more.
- **More elderly licensed to drive:** The proportion of individuals 65 years or older licensed to drive grew from 44% to 75%.

1990 VEHICLE TRIPS AND VEHICLE MILES BY PURPOSE

(MILLIONS)



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# Chapter 5 Vehicle Trips and Vehicle Miles of Travel

Statistics on vehicle trips and vehicle miles of travel (VMT) are presented in this chapter. A vehicle trip is a trip by a single vehicle regardless of the number of people in the vehicle. The number of vehicle trips increased 82 percent from 87,284 million in 1969 to 158,927 million in 1990. Although average length of vehicle trips was the same in 1990 as it had been in 1969, the increase in the number of trips resulted in an 82 percent increase in the number of vehicle miles of travel during the same period. The changes in demographic characteristics and vehicle travel are as shown below.

## Person Characteristics

In 1983, drivers in the age group 20 to 29 took more vehicle trips than drivers in other age groups. With the population getting older, the number of individuals between 20 and 29 years old in 1990 decreased by 6 percent and the number of individuals between 30 and 39 years old

increased. Consequently, the percentage of vehicle trips by drivers between 30 and 39 years old in 1990 became the highest compared to other age groups.

Men in all age groups took longer trips than women in the comparable age groups, except for the age group under 16. Although men took, on average, more vehicle trips than women, women between 30 and 50 years old took more vehicle trips than men in the same age group. The increased participation of women in the labor force contributed to increased driving by women. However, women still drove more for family and personal matters than men, and less for earning a living.

## Household Characteristics

In 1990, households took an average of more than 1,700 vehicle trips per year — an increase of 15 percent from 1983. Households with two or more adults and with the youngest child 16 years or older took more vehicle trips per household

	1969	1977	1983	1990	Percent Change 69-90
<b>LICENSED DRIVERS (000)</b>					
TOTAL	102,986	127,552	147,015	163,025	58
Male	57,981	66,199	75,639	80,289	38
Female	45,005	61,353	71,376	82,707	84
<b>HOUSEHOLD VEHICLES (000)</b>					
	72,500	120,098	143,714	165,221	128
<b>HOUSEHOLD VEHICLE TRIPS (000,000)</b>					
	87,284	108,826	126,874	158,927	82
<b>HOUSEHOLD VMT (000,000)</b>					
	775,940	907,603	1,002,139	1,409,600	82

than any other type of household. This might be due to the fact that with children over 16 years old, these households were more likely to have more drivers available.

The percentage of vehicle trips by various household income groups increased as household income increased. On a per-household basis, an average household in 1983 with an income greater than \$40,000 took two and a half times more vehicle trips than an average household with an income less than \$10,000. Comparing the proportion of trips taken for earning a living, households with an annual income greater than \$40,000 showed 30 percent of their trips for this purpose, while the corresponding percentage for households with an income less than \$10,000 was only 17 percent. Not only did the number of vehicle trips per household increase with household income, annual vehicle miles of travel per household increased as well. On average, a household drove 15,100 miles per year in 1990 — an increase of 29 percent from 1983.

### Trip Characteristics

In 1969, earning a living was the major reason to travel. However, since 1977 family and personal matters became the major reason to travel; and trips for these purposes continued to increase. Trips that were classified as for “family and personal reasons” included shopping trips, trips for medical treatment, and trips for errand-running, including the purchase of services such as dry-cleaning, haircut and banking. From 1969 to 1983, shopping trips accounted for most of the trips that were classified as for family and personal reasons. By 1990, errand-running trips accounted for most of the family and personal business trips.

TABLE 5.1

NUMBER OF VEHICLE TRIPS, VEHICLE MILES OF TRAVEL, AND AVERAGE TRIP LENGTH  
BY DRIVER'S AGE AND SEX, 1990 NPTS

Age	% Licensed Drivers	Vehicle Trips (000)		Vehicle Miles of Travel (000)		Average Trip Length <sup>1</sup> (miles)
<b>Under 16<sup>2</sup></b>						
Male	0.0	97,600	(0.0%)	469,066	(0.0%)	4.9
Female	0.0	99,510	(0.1%)	831,853	(0.1%)	8.5
<b>SUBTOTAL</b>	0.0	<b>197,110</b>	<b>(0.1%)</b>	<b>1,300,919</b>	<b>(0.1%)</b>	<b>6.7</b>
<b>16-19</b>						
Male	2.9	4,550,000	(2.8%)	38,204,999	(2.7%)	8.5
Female	3.0	4,098,000	(2.6%)	28,580,092	(2.0%)	7.2
<b>SUBTOTAL</b>	5.9	<b>8,648,000</b>	<b>(5.4%)</b>	<b>66,785,091</b>	<b>(4.7%)</b>	<b>7.9</b>
<b>20-29</b>						
Male	10.5	18,600,000	(11.7%)	200,714,982	(14.3%)	10.9
Female	10.9	17,600,000	(11.1%)	146,814,723	(10.4%)	8.5
<b>SUBTOTAL</b>	21.4	<b>36,200,000</b>	<b>(22.8%)</b>	<b>347,529,705</b>	<b>(24.7%)</b>	<b>9.7</b>
<b>30-39</b>						
Male	11.6	20,900,000	(13.1%)	230,882,297	(16.4%)	11.2
Female	12.2	23,000,000	(14.5%)	166,372,246	(11.8%)	7.3
<b>SUBTOTAL</b>	23.8	<b>43,900,000</b>	<b>(27.6%)</b>	<b>397,254,543</b>	<b>(28.2%)</b>	<b>9.2</b>
<b>40-49</b>						
Male	8.9	15,200,000	(9.5%)	174,278,583	(12.4%)	11.6
Female	9.0	15,700,000	(9.9%)	109,071,273	(7.7%)	7.0
<b>SUBTOTAL</b>	17.9	<b>30,900,000</b>	<b>(19.4%)</b>	<b>283,369,856</b>	<b>(20.1%)</b>	<b>9.3</b>
<b>50-59</b>						
Male	6.1	9,539,000	(6.0%)	102,464,054	(7.3%)	10.8
Female	6.0	7,750,000	(4.9%)	56,612,741	(4.0%)	7.4
<b>SUBTOTAL</b>	12.1	<b>17,289,000</b>	<b>(10.9%)</b>	<b>159,076,795</b>	<b>(11.3%)</b>	<b>9.3</b>
<b>60-64</b>						
Male	2.7	4,229,000	(2.7%)	38,070,561	(2.7%)	9.1
Female	2.7	3,184,000	(2.0%)	19,391,855	(1.4%)	6.2
<b>SUBTOTAL</b>	5.4	<b>7,413,000</b>	<b>(4.7%)</b>	<b>57,462,416</b>	<b>(4.1%)</b>	<b>7.8</b>
<b>65+</b>						
Male	6.1	7,618,000	(4.8%)	58,109,760	(4.1%)	7.7
Female	6.3	5,542,000	(3.5%)	27,010,986	(1.9%)	5.0
<b>SUBTOTAL</b>	12.4	<b>13,160,000</b>	<b>(8.3%)</b>	<b>85,120,746</b>	<b>(6.0%)</b>	<b>6.6</b>
<b>TOTAL MALE<sup>3</sup></b>	49.2	<b>81,079,165</b>	<b>(51.0%)</b>	<b>849,621,708</b>	<b>(60.3%)</b>	<b>10.7</b>
<b>TOTAL FEMALE<sup>3</sup></b>	50.7	<b>77,831,823</b>	<b>(49.0%)</b>	<b>559,868,442</b>	<b>(39.7%)</b>	<b>7.3</b>
<b>TOTAL</b>	100.0	<b>158,927,000</b>	<b>(100.0%)</b>	<b>1,409,576,000</b>	<b>(100.0%)</b>	<b>9.0</b>

<sup>1</sup> Average trip length is calculated using only those trips where trip mileage information is available.

<sup>2</sup> Some states issue learner permits to individuals at age 14 or 15. The "under 16" category reflects these drivers.

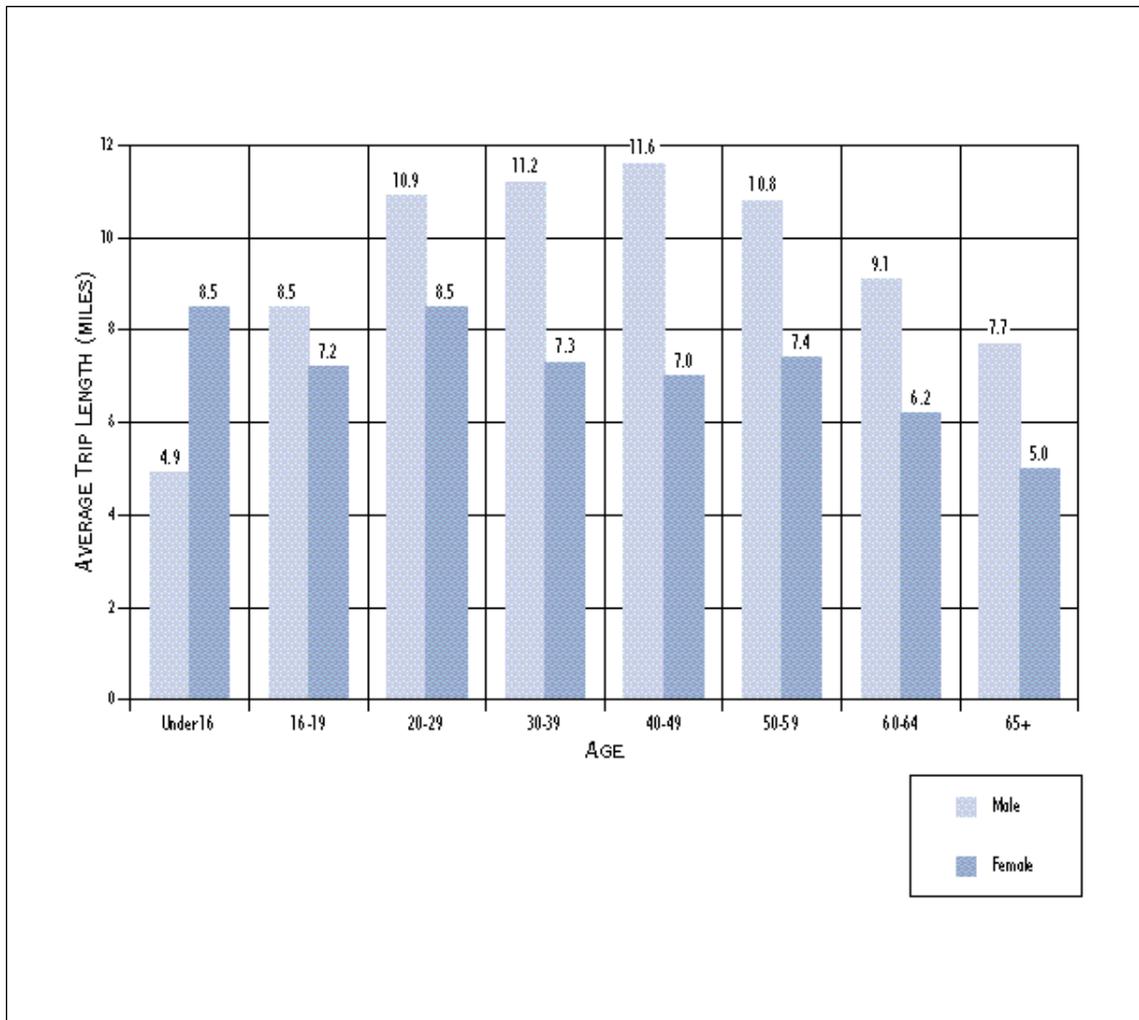
<sup>3</sup> Includes travel or drivers where age, sex, or both were unreported.

On a per-trip basis, men in all age groups took longer trips than women in comparable age groups, except for the age group younger

than 16. The difference in the length of trips taken by men and women was the greatest for the age group between 40 and 49.

FIGURE 5.1

AVERAGE VEHICLE TRIP LENGTH BY DRIVER'S SEX AND AGE  
1990 NPTS



The 1983 NPTS estimated that drivers in the age group 20 to 29 took more vehicle trips than drivers in other age groups. However, by 1990 drivers in the age group 20 to 29 reduced their share of trips from 1983, while drivers in the age groups 30 to 39 and 40 to 49 increased their share of trips during the

same period. This probably reflects the aging of the baby boomers over this time. These changes resulted in the percentage of vehicle trips by drivers between the ages of 30 to 39 being the highest among all age groups. There was also growth in trip making in the 65 and older group.

TABLE 5.2

**DISTRIBUTION OF DRIVERS AND VEHICLE TRIPS BY DRIVER'S AGE  
1983 AND 1990 NPTS'  
(PERCENTAGE)**

Age	1983		1990	
	Vehicle Trips	Drivers	Vehicle Trips	Drivers
Under 16 <sup>2</sup>	1.4	0.0	0.1	0.0
16-19	6.0	6.6	5.4	5.9
20-29	25.6	24.6	22.8	21.4
30-39	25.2	22.7	27.6	23.8
40-49	15.9	15.1	19.4	17.9
50-59	13.1	14.0	10.9	12.1
60-64	5.3	6.6	4.7	5.4
65+	7.4	10.4	8.3	12.4
Unreported Age	0.0	0.0	0.8	1.1
<b>TOTAL</b>	100.0	100.0	100.0	100.0

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

<sup>2</sup> Some states issue learner permits to individuals at age 14 or 15. The "under 16" category reflects these drivers.

**TABLE 5.3**

**NUMBER OF VEHICLE TRIPS BY DRIVER'S AGE AND TRIP PURPOSE  
1990 NPTS  
(THOUSANDS)**

Age	Earning a Living	Family and Personal Business	Civic, Educational and Religious	Social and Recreational	Other	TOTAL <sup>2</sup>
<b>Under 16<sup>1</sup></b>	<b>13,272</b>	<b>56,951</b>	<b>52,972</b>	<b>63,955</b>	<b>9,965</b>	<b>197,116</b>
	(0.7%)	(28.9%)	(26.9%)	(32.4%)	(5.1%)	(100.0%)
<b>16-19</b>	<b>1,684,696</b>	<b>2,787,707</b>	<b>1,496,029</b>	<b>2,604,084</b>	<b>75,563</b>	<b>8,648,269</b>
	(19.5%)	(32.2%)	(17.3%)	(30.1%)	(0.9%)	(100.0%)
<b>20-29</b>	<b>11,052,537</b>	<b>14,372,835</b>	<b>1,681,783</b>	<b>8,858,549</b>	<b>240,240</b>	<b>36,218,344</b>
	(30.5%)	(39.7%)	(4.6%)	(24.5%)	(0.7%)	(100.0%)
<b>30-39</b>	<b>13,523,033</b>	<b>20,299,284</b>	<b>1,919,720</b>	<b>7,877,922</b>	<b>215,445</b>	<b>43,851,583</b>
	(30.8%)	(46.3%)	(4.4%)	(18.0%)	(0.5%)	(100.0%)
<b>40-49</b>	<b>10,201,754</b>	<b>14,101,919</b>	<b>1,240,709</b>	<b>5,170,568</b>	<b>146,449</b>	<b>30,874,580</b>
	(33.0%)	(45.7%)	(4.0%)	(16.7%)	(0.5%)	(100.0%)
<b>50-59</b>	<b>5,485,214</b>	<b>7,962,657</b>	<b>676,937</b>	<b>3,039,590</b>	<b>121,666</b>	<b>17,288,642</b>
	(31.7%)	(46.1%)	(3.9%)	(17.6%)	(0.7%)	(100.0%)
<b>60-64</b>	<b>1,452,803</b>	<b>3,964,847</b>	<b>378,431</b>	<b>1,566,411</b>	<b>51,202</b>	<b>7,413,801</b>
	(19.6%)	(53.5%)	(5.1%)	(21.1%)	(0.7%)	(100.0%)
<b>65+</b>	<b>837,029</b>	<b>8,137,421</b>	<b>914,233</b>	<b>3,114,021</b>	<b>153,028</b>	<b>13,160,483</b>
	(6.4%)	(61.8%)	(6.9%)	(23.7%)	(1.2%)	(100.0%)
<b>TOTAL<sup>2</sup></b>	<b>44,637,479</b>	<b>72,236,579</b>	<b>8,434,633</b>	<b>32,547,726</b>	<b>1,021,713</b>	<b>158,927,467</b>
	(28.1%)	(45.5%)	(5.3%)	(20.5%)	(0.6%)	(100.0%)

<sup>1</sup> Some states issue learner permits to individuals at age 14 or 15. The "under 16" category reflects these drivers.

<sup>2</sup> Includes trips where driver's age, trip purpose, or both were unreported.

For drivers between the ages of 20 and 59, the percentage of earning a living and civic, educational and religious trips remained basically similar across age categories, while

the percentage of family and personal business trips rose with the driver's age and the percentage of social and recreational trips decreased.

**FIGURE 5.2**

**DISTRIBUTION OF VEHICLE TRIPS BY TRIP PURPOSE AND DRIVER'S AGE  
1990 NPTS**

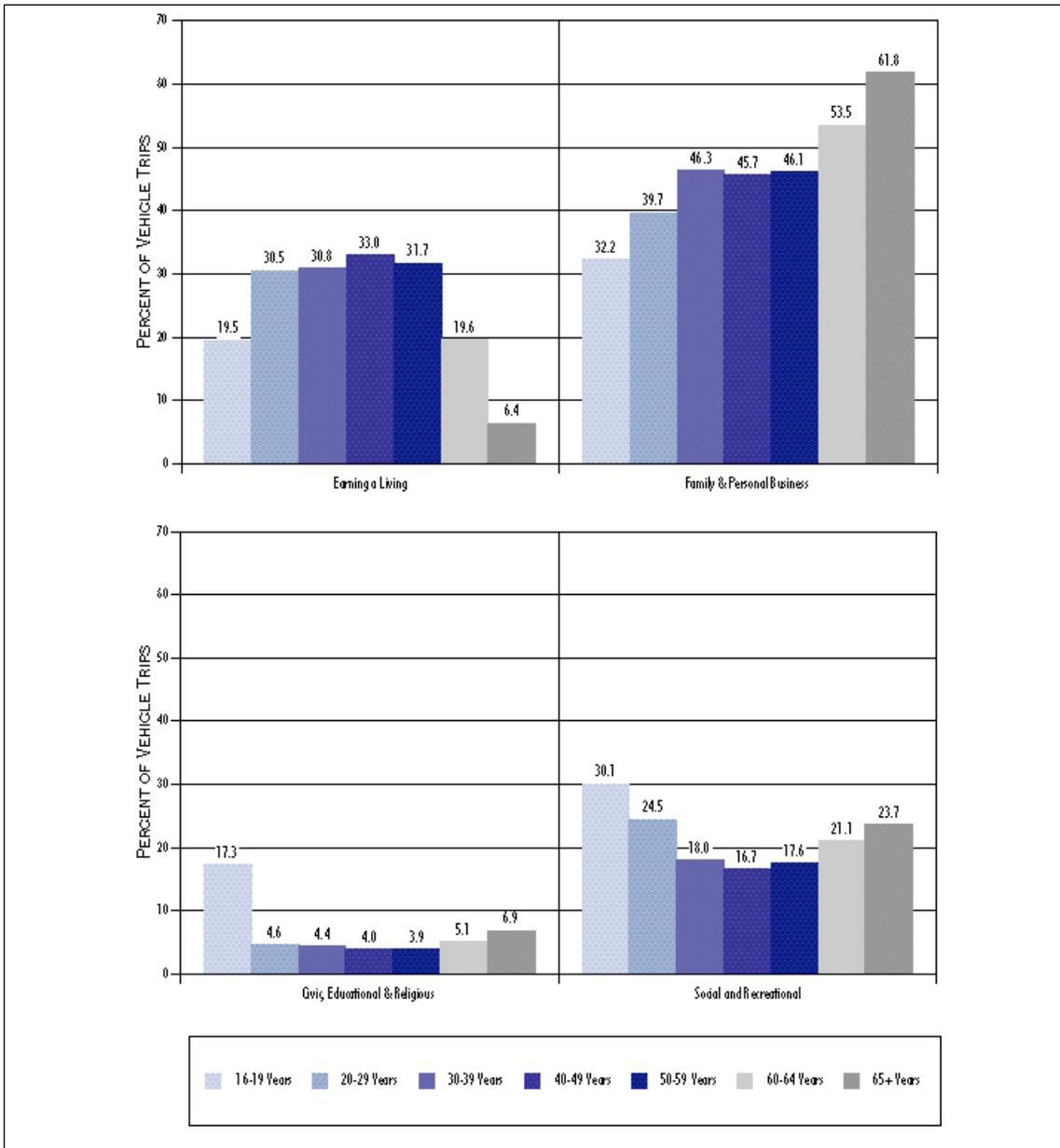


TABLE 5.4

**NUMBER OF VEHICLE TRIPS TAKEN BY WOMEN<sup>1</sup> CATEGORIZED BY DRIVER'S AGE AND TRIP PURPOSE  
1990 NPTS  
(THOUSANDS)**

Age	Earning a Living	Family and Personal Business	Civic, Educational and Religious	Social and Recreational	Other	TOTAL <sup>3</sup>
<b>Under 16<sup>2</sup></b>	<b>5,843</b> (5.9%)	<b>26,170</b> (26.3%)	<b>24,073</b> (24.2%)	<b>33,463</b> (33.6%)	<b>9,965</b> (10.0%)	<b>99,514</b> (100.0%)
<b>16-19</b>	<b>760,012</b> (18.5%)	<b>1,509,339</b> (36.8%)	<b>688,323</b> (16.8%)	<b>1,111,229</b> (27.1%)	<b>29,484</b> (0.7%)	<b>4,098,387</b> (100.0%)
<b>20-29</b>	<b>5,030,193</b> (28.5%)	<b>7,844,279</b> (44.5%)	<b>918,195</b> (5.2%)	<b>3,727,976</b> (21.1%)	<b>106,241</b> (0.6%)	<b>17,633,880</b> (100.0%)
<b>30-39</b>	<b>5,849,807</b> (25.4%)	<b>12,227,659</b> (53.2%)	<b>1,129,417</b> (4.9%)	<b>3,664,367</b> (15.9%)	<b>122,059</b> (0.5%)	<b>22,995,910</b> (100.0%)
<b>40-49</b>	<b>4,514,290</b> (28.8%)	<b>8,194,034</b> (52.1%)	<b>736,342</b> (4.7%)	<b>2,198,310</b> (14.0%)	<b>69,470</b> (0.4%)	<b>15,714,897</b> (100.0%)
<b>50-59</b>	<b>2,123,216</b> (27.4%)	<b>3,998,361</b> (51.6%)	<b>324,795</b> (4.2%)	<b>1,245,338</b> (16.1%)	<b>58,082</b> (0.7%)	<b>7,749,793</b> (100.0%)
<b>60-64</b>	<b>580,447</b> (18.2%)	<b>1,840,172</b> (57.8%)	<b>158,212</b> (5.0%)	<b>586,469</b> (18.4%)	<b>19,192</b> (0.6%)	<b>3,184,492</b> (100.0%)
<b>65+</b>	<b>284,123</b> (5.1%)	<b>3,624,456</b> (65.4%)	<b>436,069</b> (7.9%)	<b>1,100,568</b> (19.9%)	<b>92,400</b> (1.7%)	<b>5,542,367</b> (100.0%)
<b>TOTAL<sup>3</sup></b>	<b>19,375,935</b> (24.9%)	<b>39,642,779</b> (50.9%)	<b>4,465,174</b> (5.7%)	<b>13,816,136</b> (17.8%)	<b>514,997</b> (0.7%)	<b>77,831,823</b> (100.0%)

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

<sup>2</sup> Some states issue learner permits to individuals at age 14 or 15. The "under 16" category reflects these drivers.

<sup>3</sup> Includes trips where driver's age, trip purpose, or both were unreported.

**TABLE 5.5**  
**NUMBER OF VEHICLE TRIPS TAKEN BY MEN<sup>1</sup> CATEGORIZED BY DRIVER'S AGE AND TRIP PURPOSE**  
**1990 NPTS**  
**(THOUSANDS)**

Age	Earning a Living	Family and Personal Business	Civic, Educational and Religious	Social and Recreational	Other	TOTAL <sup>3</sup>
Under 16 <sup>2</sup>	7,429 (7.6%)	30,782 (31.5%)	28,899 (29.6%)	30,492 (31.2%)	0 (0.0%)	97,602 (100.0%)
16-19	924,684 (20.3%)	1,278,368 (28.1%)	807,706 (17.8%)	1,492,855 (32.8%)	46,079 (1.0%)	4,549,882 (100.0%)
20-29	6,022,344 (32.4%)	6,528,556 (35.1%)	763,588 (4.1%)	5,130,574 (27.6%)	133,999 (0.7%)	18,584,463 (100.0%)
30-39	7,673,226 (36.8%)	8,071,625 (38.7%)	790,303 (3.8%)	4,213,555 (20.2%)	93,386 (0.4%)	20,855,673 (100.0%)
40-49	5,687,464 (37.5%)	5,907,885 (39.0%)	504,367 (3.3%)	2,972,258 (19.6%)	77,029 (0.5%)	15,159,683 (100.0%)
50-59	3,361,997 (35.2%)	3,964,296 (41.6%)	352,142 (3.7%)	1,794,252 (18.8%)	63,584 (0.7%)	9,538,849 (100.0%)
60-64	872,356 (20.6%)	2,124,675 (50.2%)	220,219 (5.2%)	979,942 (23.2%)	32,010 (0.8%)	4,229,310 (100.0%)
65+	552,906 (7.3%)	4,512,965 (59.2%)	478,165 (6.3%)	2,013,453 (26.4%)	60,628 (0.8%)	7,618,116 (100.0%)
<b>TOTAL<sup>3</sup></b>	<b>25,257,225</b> (31.2%)	<b>32,583,973</b> (40.2%)	<b>3,967,126</b> (4.9%)	<b>18,731,590</b> (23.1%)	<b>506,716</b> (0.6%)	<b>81,079,165</b> (100.0%)

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

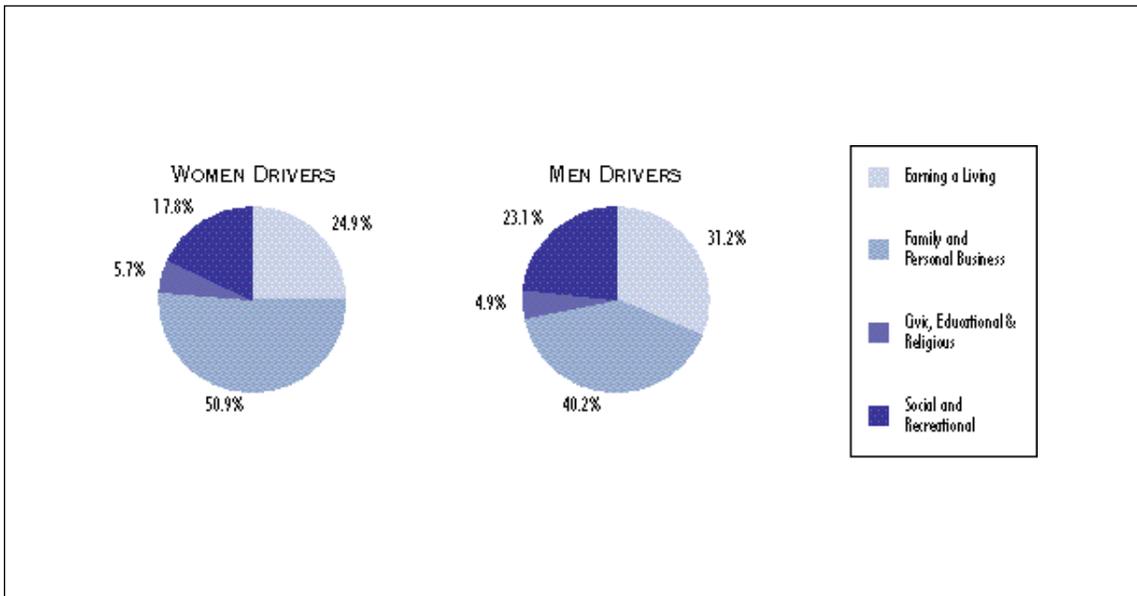
<sup>2</sup> Some states issue learner permits to individuals at age 14 or 15. The "under 16" category reflects these drivers.

<sup>3</sup> Includes trips where driver's age, trip purpose, or both were unreported.

The percentage of vehicle trips for family and personal business by women drivers was significantly higher than for men drivers. On the other hand, the percentage of vehicle trips for earning a living and for social and recreational purposes by men drivers was significantly

higher than the percentage by women drivers. The difference in the percentage of family and personal trips between men and women was most prominent for the age groups from 30 to 50 (Table 5.5).

**FIGURE 5.3**  
**TRIP PURPOSE COMPARISON BETWEEN WOMEN DRIVERS AND MEN DRIVERS**  
**1990 NPTS**



As expected, an obvious difference was observed between drivers 65 years and older and those younger than 65—older drivers

drove predominantly for family and personal business, while younger drivers drove mainly for earning a living.

**TABLE 5.6**

**NUMBER OF VEHICLE MILES OF TRAVEL DRIVEN BY  
INDIVIDUALS 65 OR OLDER VS. INDIVIDUALS UNDER 65 AND TRIP PURPOSE  
1990 NPTS  
(MILLIONS)**

Purpose	Individuals under 65 years	Individuals 65 years or older	TOTAL <sup>1</sup>
Earning a Living	485,564 (37.0%)	6,950 (8.2%)	495,378 (35.1%)
Family and Personal Business	413,954 (31.5%)	42,300 (49.7%)	461,866 (32.8%)
Civic, Educational, and Religious	58,100 (4.4%)	3,713 (4.4%)	62,201 (4.4%)
Social and Recreational	344,696 (26.3%)	31,496 (37.0%)	378,988 (26.9%)
Other	10,320 (0.8%)	657 (0.7%)	10,996 (0.7%)
<b>TOTAL<sup>1</sup></b>	<b>1,312,779</b> (100.0%)	<b>85,121</b> (100.0%)	<b>1,409,600</b> (100.0%)
<b>Number of Drivers (000)</b>	<b>140,937</b> (86.5%)	<b>20,281</b> (12.4%)	<b>163,025</b> (100.0%)

<sup>1</sup> Includes VMT or drivers where trip purpose, age, or both were unreported.

TABLE 5.7

**VEHICLE TRIPS AND VEHICLE MILES OF TRAVEL BY HOUSEHOLD COMPOSITION  
1990 NPTS**

Household Composition	Number of Households (000)	Vehicle Trips (000)	Vehicle Miles (000)	Average Trip Length <sup>1</sup> (miles)
Single Adult, No Children	15,505 (16.6%)	16,418,589 (10.3%)	148,191,387 (10.5%)	9.1
Two or More Adults, No Children	24,182 (25.9%)	44,612,626 (28.1%)	436,160,614 (30.9%)	9.9
Single Adult, Youngest Child under 6	1,698 (1.8%)	1,993,716 (1.3%)	12,581,271 (0.9%)	6.5
Two or More Adults, Youngest Child under 6	13,791 (14.8%)	29,965,811 (18.9%)	272,453,225 (19.3%)	9.2
Single Adult, Youngest Child 6-15	2,382 (2.6%)	3,729,570 (2.4%)	26,458,688 (1.9%)	7.3
Two or More Adults, Youngest Child 6-15	12,332 (13.2%)	30,378,025 (19.1%)	259,491,800 (18.4%)	8.6
Single Adult, Youngest Child 16 or Older	819 (0.9%)	1,650,114 (1.0%)	12,274,831 (0.9%)	7.6
Two or More Adults, Youngest Child 16 or Older	4,444 (4.8%)	12,591,251 (7.9%)	116,409,238 (8.3%)	9.4
Single Adult, Retired, No Children	7,642 (8.2%)	4,260,045 (2.7%)	21,820,300 (1.6%)	5.2
Two or More Adults, Retired, No Children	9,777 (10.5%)	12,527,002 (7.9%)	97,542,590 (6.9%)	7.9
<b>TOTAL<sup>2</sup></b>	<b>93,347</b> (100.0%)	<b>158,927,466</b> (100.0%)	<b>1,409,600,000</b> (100.0%)	<b>9.0</b>
<sup>1</sup> Average trip length is calculated using only those records where trip mile information is available.		<sup>2</sup> Includes travel where household composition was unreported.		

Compared with other groups, households with two or more adults and no children took the greatest number of vehicle trips. This group also took the longest trips.

**FIGURE 5.4**

**DISTRIBUTION OF VEHICLE TRIPS AND LICENSED DRIVERS BY HOUSEHOLD COMPOSITION  
1990 NPTS**

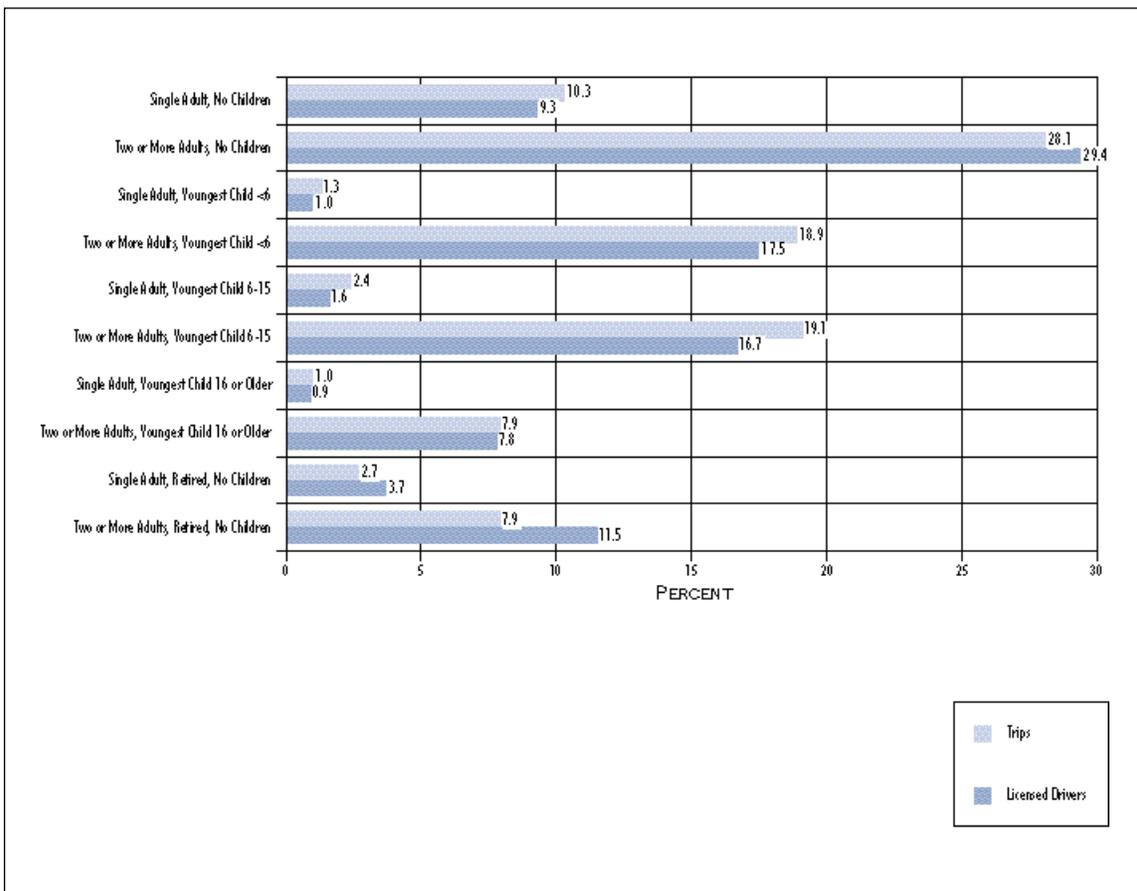


TABLE 5.8

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

Household Composition	Earning a Living	Family and Personal Business	Civic, Educational and Religious	Social and Recreational	Other	TOTAL
Single Adult, No Children	299	448	35	271	6	1,059
Two or More Adults, No Children	623	741	80	389	12	1,845
Single Adult, Youngest Child under 6	216	610	75	257	16	1,174
Two or More Adults, Youngest Child under 6	643	1,070	104	346	10	2,173
Single Adult, Youngest Child 6-15	365	788	88	322	3	1,566
Two or More Adults, Youngest Child 6-15	726	1,125	158	435	18	2,462
Single Adult, Youngest Child 16 or Older	448	821	183	557	6	2,015
Two or More Adults, Youngest Child 16 or Older	882	1,084	228	627	12	2,833
Single Adult, Retired, No Children	9	355	42	144	8	558
Two or More Adults, Retired, No Children	133	742	75	317	13	1,280
<b>ALL HOUSEHOLDS</b>	<b>478</b>	<b>774</b>	<b>90</b>	<b>349</b>	<b>11</b>	<b>1,702</b>

In 1990, households took an average of more than 1,700 vehicle trips per year. Households with two or more adults and with the youngest child 16 years or older took the greatest number of vehicle trips per year.

This might be attributable to the fact that households with children over 16 years were more likely to have more drivers than other households.

FIGURE 5.5

ANNUAL VEHICLE TRIPS PER HOUSEHOLD BY HOUSEHOLD COMPOSITION  
1990 NPTS

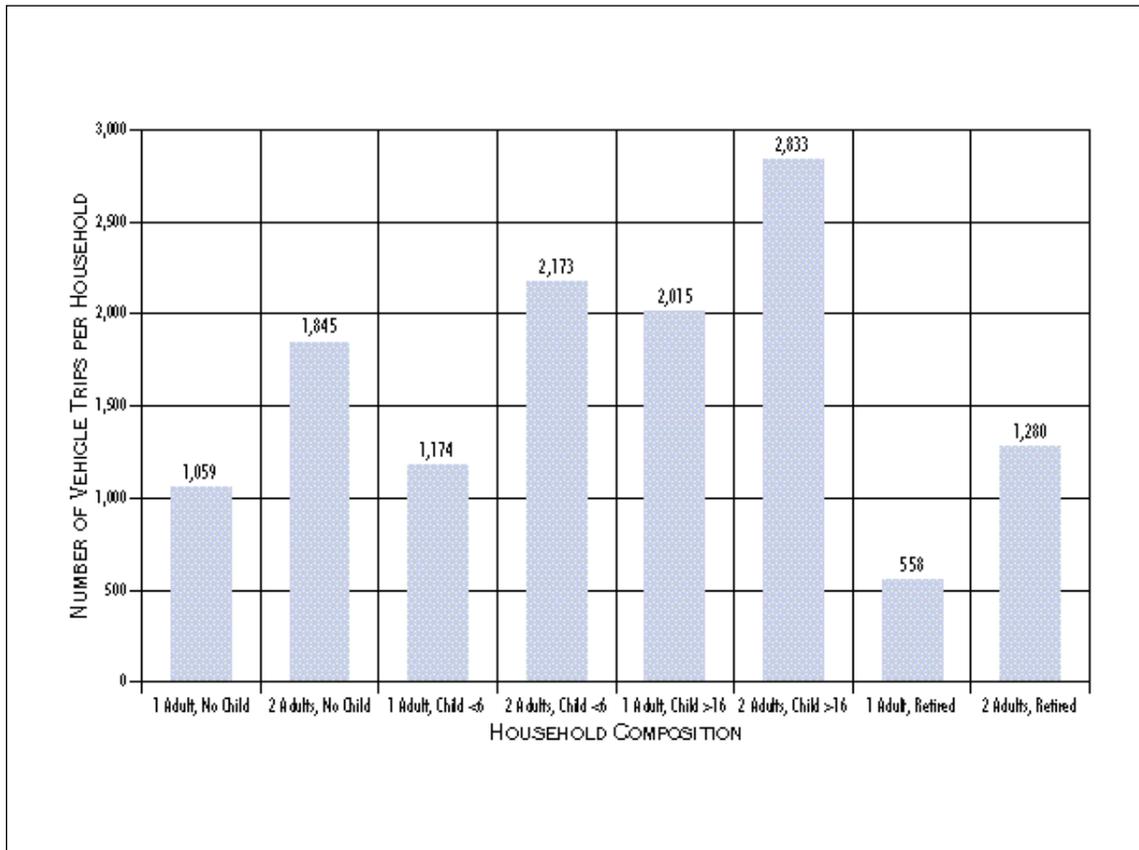


TABLE 5.9

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

Household Composition	Earning a Living	Family and Personal Business	Civic, Educational and Religious	Social and Recreational	Other	TOTAL
Single Adult, No Children	2,912	2,786	384	3,319	157	9,558
Two or More Adults, No Children	6,998	5,292	623	4,977	145	18,035
Single Adult, Youngest Child under 6	1,470	3,453	364	2,023	101	7,411
Two or More Adults, Youngest Child under 6	7,825	6,823	683	4,326	95	19,752
Single Adult, Youngest Child 6-15	3,127	4,413	825	2,726	17	11,108
Two or More Adults, Youngest Child 6-15	8,392	6,843	1,256	4,435	113	21,039
Single Adult, Youngest Child 16 or Older	4,576	5,466	965	3,885	102	14,994
Two or More Adults, Youngest Child 16 or Older	9,293	7,864	1,983	6,945	104	26,189
Single Adult, Retired, No Children	59	1,636	119	1,015	25	2,854
Two or More Adults, Retired, No Children	1,229	4,269	295	4,070	113	9,976
<b>ALL HOUSEHOLDS</b>	<b>5,307</b>	<b>4,958</b>	<b>666</b>	<b>4,060</b>	<b>118</b>	<b>15,101</b>

TABLE 5.10

**VEHICLE TRIPS AND VEHICLE MILES OF TRAVEL BY PLACE OF RESIDENCE AND TRIP PURPOSE  
1990 NPTS**

	<u>MSA, Within Central City</u>		<u>MSA, Not in Central City</u>		<u>Not in MSA</u>		<u>TOTAL</u>	
	Vehicle Trip (000)	VMT (000,000)	Vehicle Trip (000)	VMT (000,000)	Vehicle Trip (000)	VMT (000,000)	Vehicle Trip (000)	VMT (000,000)
<b>Earning a Living</b>	<b>14,679,857</b>	<b>136,656</b>	<b>20,314,471</b>	<b>247,320</b>	<b>9,643,150</b>	<b>111,400</b>	<b>44,637,478</b>	<b>495,378</b>
	(27.7%)	(33.7%)	(29.0%)	(37.4%)	(26.9%)	(32.5%)	(28.1%)	(35.1%)
<b>Family and Personal Business</b>	<b>24,079,845</b>	<b>130,272</b>	<b>31,508,523</b>	<b>212,545</b>	<b>16,648,211</b>	<b>119,049</b>	<b>72,236,579</b>	<b>461,866</b>
	(45.4%)	(32.1%)	(45.0%)	(32.1%)	(46.4%)	(34.8%)	(45.5%)	(32.8%)
<b>Civic, Educational, and Religious</b>	<b>2,846,803</b>	<b>17,716</b>	<b>3,488,735</b>	<b>27,253</b>	<b>2,099,095</b>	<b>17,232</b>	<b>8,434,633</b>	<b>62,201</b>
	(5.4%)	(4.4%)	(5.0%)	(4.1%)	(5.8%)	(5.0%)	(5.3%)	(4.4%)
<b>Social and Recreational</b>	<b>11,108,919</b>	<b>115,203</b>	<b>14,199,580</b>	<b>170,856</b>	<b>7,239,227</b>	<b>92,929</b>	<b>32,547,726</b>	<b>378,988</b>
	(20.9%)	(28.4%)	(20.3%)	(25.8%)	(20.2%)	(27.1%)	(20.5%)	(26.9%)
<b>Other</b>	<b>319,999</b>	<b>5,384</b>	<b>441,111</b>	<b>3,758</b>	<b>260,603</b>	<b>1,855</b>	<b>1,021,713</b>	<b>10,996</b>
	(0.6%)	(1.3%)	(0.6%)	(0.6%)	(0.7%)	(0.5%)	(0.6%)	(0.8%)
<b>TOTAL<sup>1</sup></b>	<b>53,053,726</b>	<b>405,278</b>	<b>69,973,368</b>	<b>661,826</b>	<b>35,900,373</b>	<b>342,472</b>	<b>158,927,467</b>	<b>1,409,576</b>
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)
<sup>1</sup> Includes trips where trip purpose was unreported.								

Drivers residing inside the central city boundary of metropolitan areas accounted for 33.4% of the total vehicle trips but only

28.7% of the total vehicle miles of travel, indicating their trips tended to be shorter than those by other drivers.

FIGURE 5.6

DISTRIBUTION OF VEHICLE TRAVEL BY PLACE OF RESIDENCE  
1990 NPTS

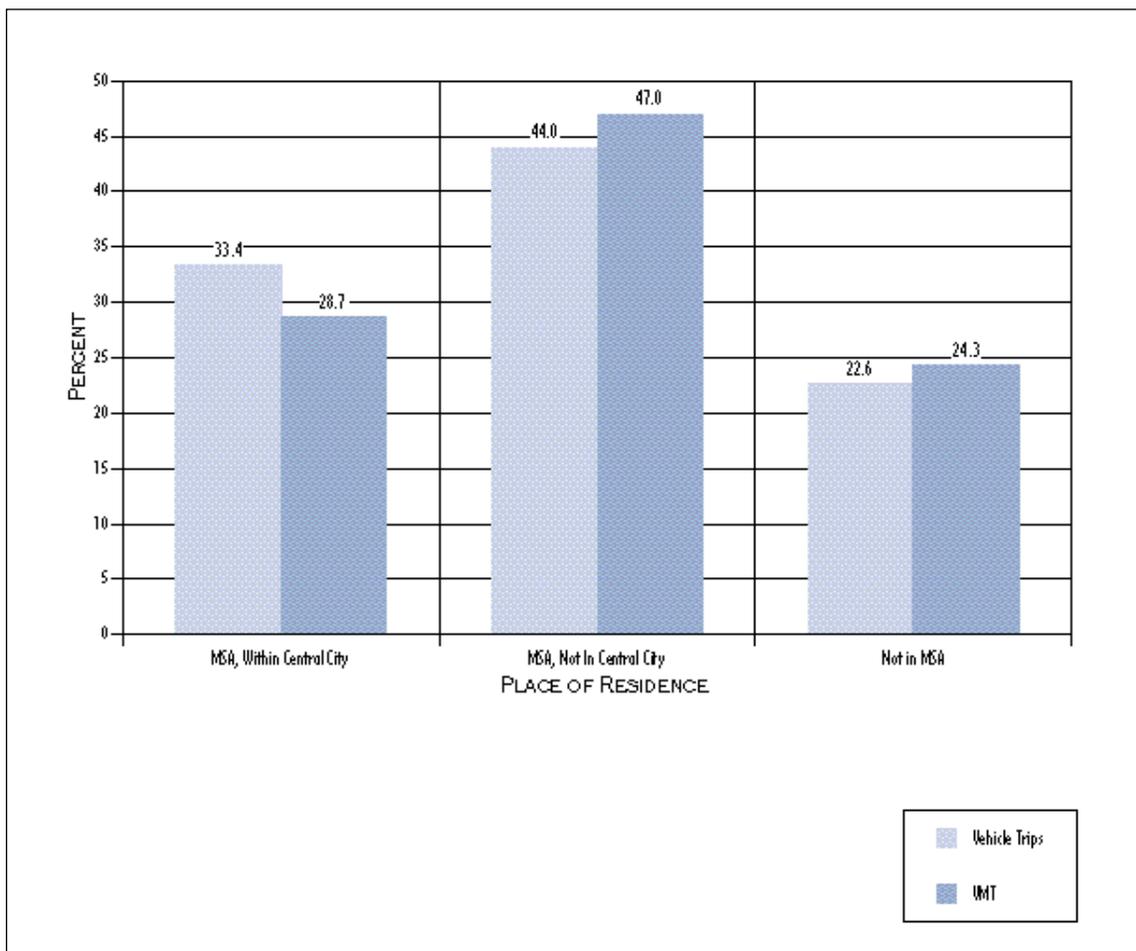


TABLE 5.11

**ANNUAL VEHICLE TRIPS, VEHICLE MILES OF TRAVEL, AND AVERAGE TRIP LENGTH PER HOUSEHOLD  
BY TRIP PURPOSE AND PLACE OF RESIDENCE  
1990 NPTS**

	<u>MSA, Within Central City</u>	<u>MSA, Not in Central City</u>	<u>Not in MSA</u>	<u>TOTAL</u>
<b>Vehicle Trips</b>				
Earning a Living	425	544	450	<b>478</b>
Family and Personal Business	696	844	777	<b>774</b>
Civic, Educational, and Religious	82	93	98	<b>90</b>
Social and Recreational	321	380	338	<b>349</b>
Other	9	12	12	<b>11</b>
<b>TOTAL</b>	<b>1,533</b>	<b>1,873</b>	<b>1,675</b>	<b>1,702</b>
<b>Vehicle Miles of Travel</b>				
Earning a Living	3,592	6,621	5,202	<b>5,307</b>
Family and Personal Business	3,767	5,690	5,559	<b>4,948</b>
Civic, Educational, and Religious	512	730	805	<b>666</b>
Social and Recreational	3,332	4,574	4,339	<b>4,060</b>
Other	156	101	86	<b>118</b>
<b>TOTAL</b>	<b>11,359</b>	<b>17,716</b>	<b>15,991</b>	<b>15,100</b>
<b>Average Trip Length<sup>1</sup> (miles)</b>				
Earning a Living	9.5	12.3	11.6	<b>11.2</b>
Family and Personal Business	5.5	6.8	7.2	<b>6.5</b>
Civic, Educational, and Religious	6.4	7.9	8.3	<b>7.5</b>
Social and Recreational	10.6	12.2	12.9	<b>11.8</b>
Other	16.8	8.5	7.2	<b>10.8</b>
<b>ALL</b>	<b>7.8</b>	<b>9.6</b>	<b>9.6</b>	<b>9.0</b>
<b>Number of Households (000)</b>	<b>34,579</b>	<b>37,353</b>	<b>21,415</b>	<b>93,347</b>

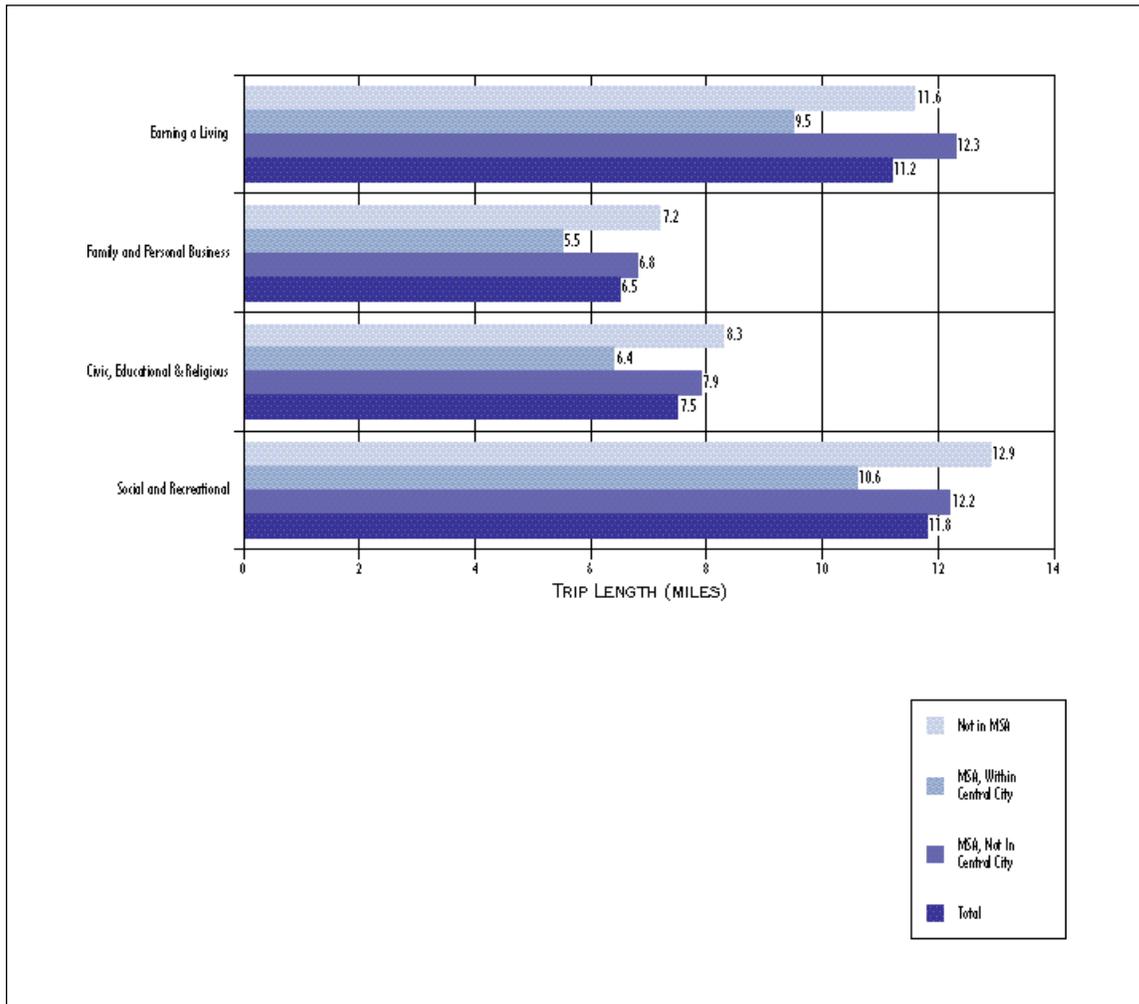
<sup>1</sup> Average trip length is calculated using only those records where trip mileage information is available.

In 1990, the average trip length was about nine miles. Trips for earning a living and for social and recreational purposes were longer on average. Trips for other purposes were sig-

nificantly shorter than the average. Trip lengths were much shorter for residents inside the central city of metropolitan areas, compared with trips taken by other residents.

FIGURE 5.7

AVERAGE LENGTH OF VEHICLE TRIPS PER HOUSEHOLD BY TRIP PURPOSE AND PLACE OF RESIDENCE  
1990 NPTS



The traditional morning and late afternoon peak periods of traffic were not as prominent as one might expect.

**TABLE 5.12**  
**NUMBER OF VEHICLE TRIPS BY PLACE OF RESIDENCE AND TIME OF DAY**  
**1990 NPTS**  
**(THOUSANDS)**

	MSA, Within Central City	MSA, Not in Central City	Not in MSA	TOTAL
1:00 a.m. - 6:00 a.m.	1,295,508 (2.4%)	1,625,568 (2.3%)	713,426 (2.0%)	<b>3,634,502</b> (2.3%)
6:00 a.m. - 9:00 a.m.	7,280,336 (13.7%)	10,041,440 (14.4%)	5,136,747 (14.3%)	<b>22,458,523</b> (14.1%)
9:00 a.m. - 1:00 p.m.	10,799,990 (20.4%)	14,658,219 (20.9%)	7,891,374 (22.0%)	<b>33,349,583</b> (21.0%)
1:00 p.m. - 4:00 p.m.	10,202,020 (19.2%)	13,237,963 (18.9%)	7,230,428 (20.1%)	<b>30,670,411</b> (19.3%)
4:00 p.m. - 7:00 p.m.	12,270,461 (23.1%)	16,600,193 (23.7%)	8,306,354 (23.1%)	<b>37,177,009</b> (23.4%)
7:00 p.m. - 10:00 p.m.	6,538,526 (12.3%)	8,579,150 (12.3%)	3,939,018 (11.0%)	<b>19,056,694</b> (12.0%)
10:00 p.m. - 1:00 a.m.	2,339,014 (4.4%)	2,772,899 (4.0%)	1,319,440 (3.7%)	<b>6,431,353</b> (4.0%)
<b>TOTAL<sup>1</sup></b>	<b>53,053,726</b> (100.0%)	<b>69,973,368</b> (100.0%)	<b>35,900,373</b> (100.0%)	<b>158,927,467</b> (100.0%)

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

FIGURE 5.8

**DISTRIBUTION OF VEHICLE TRIPS BY PLACE OF RESIDENCE AND TIME OF DAY  
1990 NPTS**

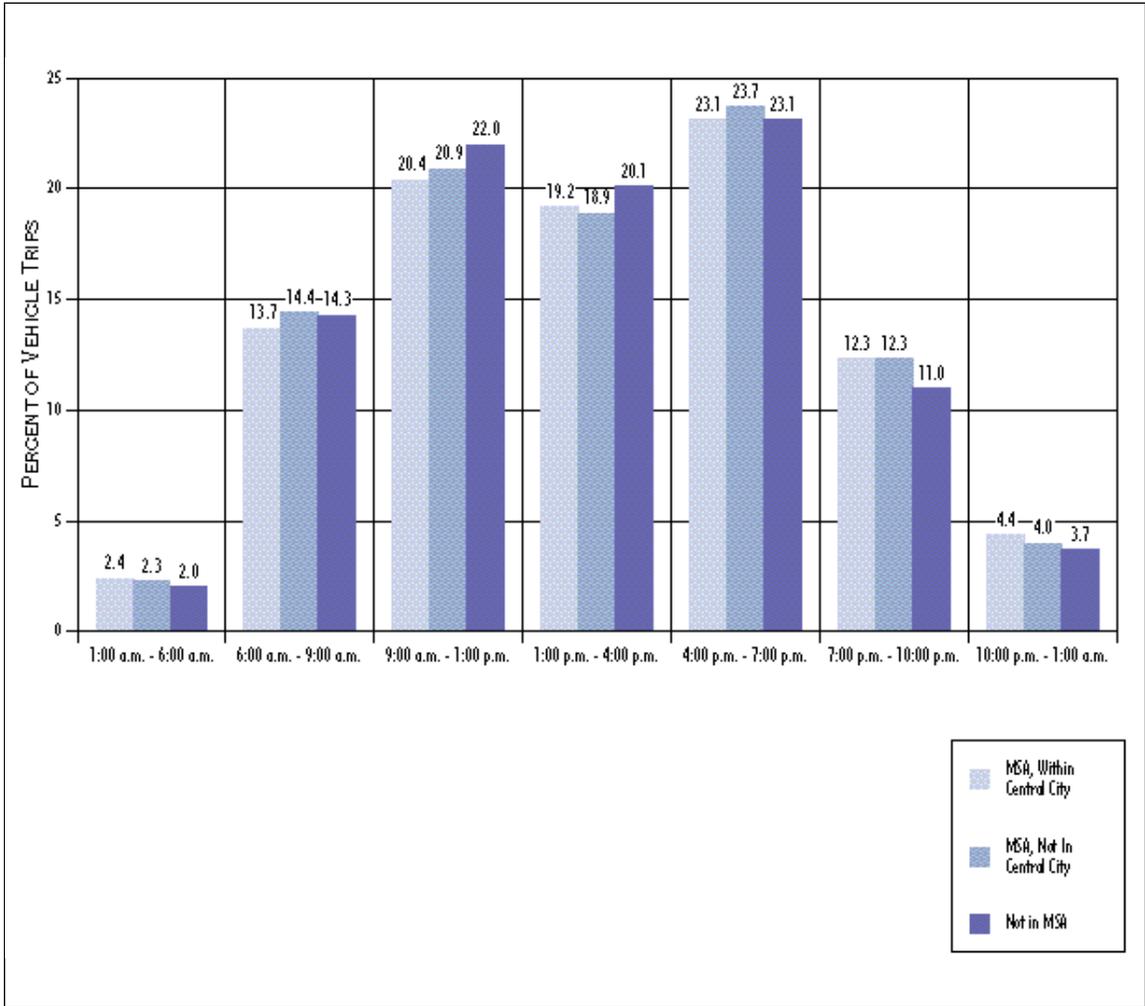


TABLE 5.13

**NUMBER OF VEHICLE MILES OF TRAVEL BY PLACE OF RESIDENCE AND TIME OF DAY  
1990 NPTS  
(THOUSANDS)**

	MSA, Within Central City	MSA, Not in Central City	Not in MSA	<b>TOTAL</b>
1:00 a.m. - 6:00 a.m.	14,111,979 (3.5%)	28,222,434 (4.3%)	14,758,140 (4.3%)	<b>57,092,553</b> (4.1%)
6:00 a.m. - 9:00 a.m.	62,815,378 (15.5%)	117,859,551 (17.8%)	59,094,846 (17.3%)	<b>239,769,775</b> (17.0%)
9:00 a.m. - 1:00 p.m.	80,179,731 (19.8%)	117,629,219 (17.8%)	64,157,491 (18.7%)	<b>261,966,441</b> (18.6%)
1:00 p.m. - 4:00 p.m.	74,660,583 (18.4%)	120,290,780 (18.2%)	66,359,461 (19.4%)	<b>261,310,824</b> (18.5%)
4:00 p.m. - 7:00 p.m.	92,950,153 (22.9%)	155,390,208 (23.5%)	75,195,507 (22.0%)	<b>323,535,868</b> (23.0%)
7:00 p.m. - 10:00 p.m.	48,816,994 (12.0%)	74,775,667 (11.3%)	37,864,376 (11.1%)	<b>161,457,037</b> (11.5%)
10:00 p.m. - 1:00 a.m.	19,335,130 (4.8%)	30,354,157 (4.6%)	14,802,796 (4.3%)	<b>64,492,083</b> (4.6%)
<b>TOTAL<sup>1</sup></b>	<b>405,277,854</b> (100.0%)	<b>661,826,323</b> (100.0%)	<b>342,472,170</b> (100.0%)	<b>1,409,576,347</b> (100.0%)
<sup>1</sup> Includes miles of travel where start time of the trip was unreported.				

Almost 60% of vehicle trips were less than five miles long. People living outside the central city of metropolitan areas tend to take longer trips than those inside the central city.

TABLE 5.14

NUMBER OF VEHICLE TRIPS BY PLACE OF RESIDENCE AND TRIP LENGTH  
1990 NPTS  
(THOUSANDS)

	MSA, Within Central City	MSA, Not in Central City	Not in MSA	TOTAL
5 miles or less	33,411,853 (63.0%)	38,595,614 (55.2%)	21,804,799 (60.7%)	93,812,266 (59.0%)
6 to 10 miles	9,704,585 (18.3%)	13,366,573 (19.1%)	5,526,648 (15.4%)	28,597,806 (18.0%)
11 to 15 miles	3,992,878 (7.5%)	6,690,568 (9.6%)	3,006,301 (8.4%)	13,689,747 (8.6%)
16 to 20 miles	1,792,770 (3.4%)	3,917,227 (5.6%)	1,635,702 (4.6%)	7,345,699 (4.6%)
21 to 30 miles	1,643,136 (3.1%)	3,471,394 (5.0%)	1,597,026 (4.4%)	6,711,556 (4.2%)
31 miles and over	1,630,082 (3.1%)	3,183,411 (4.5%)	2,042,593 (5.7%)	6,856,086 (4.3%)
<b>TOTAL<sup>1</sup></b>	<b>53,053,726</b> (100.0%)	<b>69,973,368</b> (100.0%)	<b>35,900,373</b> (100.0%)	<b>158,927,467</b> (100.0%)

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

TABLE 5.15

**NUMBER OF VEHICLE MILES OF TRAVEL BY PLACE OF RESIDENCE AND TRIP LENGTH  
1990 NPTS  
(THOUSANDS)**

	MSA, Within Central City	MSA, Not in Central City	Not in MSA	<b>TOTAL</b>
<b>5 miles or less</b>	<b>77,884,410</b> (19.2%)	<b>93,371,631</b> (14.1%)	<b>46,561,715</b> (13.6%)	<b>217,817,756</b> (15.5%)
<b>6 to 10 miles</b>	<b>79,759,044</b> (19.7%)	<b>109,063,077</b> (16.5%)	<b>44,749,732</b> (13.1%)	<b>233,571,853</b> (16.6%)
<b>11 to 15 miles</b>	<b>54,682,277</b> (13.5%)	<b>90,841,875</b> (13.7%)	<b>40,374,236</b> (11.8%)	<b>185,898,388</b> (13.2%)
<b>16 to 20 miles</b>	<b>34,223,144</b> (8.4%)	<b>74,406,482</b> (11.2%)	<b>30,565,087</b> (8.9%)	<b>139,194,713</b> (9.9%)
<b>21 to 30 miles</b>	<b>43,515,964</b> (10.7%)	<b>91,368,665</b> (13.8%)	<b>42,321,952</b> (12.4%)	<b>177,206,581</b> (12.6%)
<b>31 miles and over</b>	<b>115,213,014</b> (28.4%)	<b>202,774,592</b> (30.6%)	<b>137,899,449</b> (40.3%)	<b>455,887,055</b> (32.3%)
<b>TOTAL</b>	<b>405,277,854</b> (100.0%)	<b>661,826,323</b> (100.0%)	<b>342,472,170</b> (100.0%)	<b>1,409,576,347</b> (100.0%)

**FIGURE 5.9**  
**DISTRIBUTION OF VEHICLE MILES OF TRAVEL BY PLACE OF RESIDENCE AND TRIP LENGTH**  
**1990 NPTS**

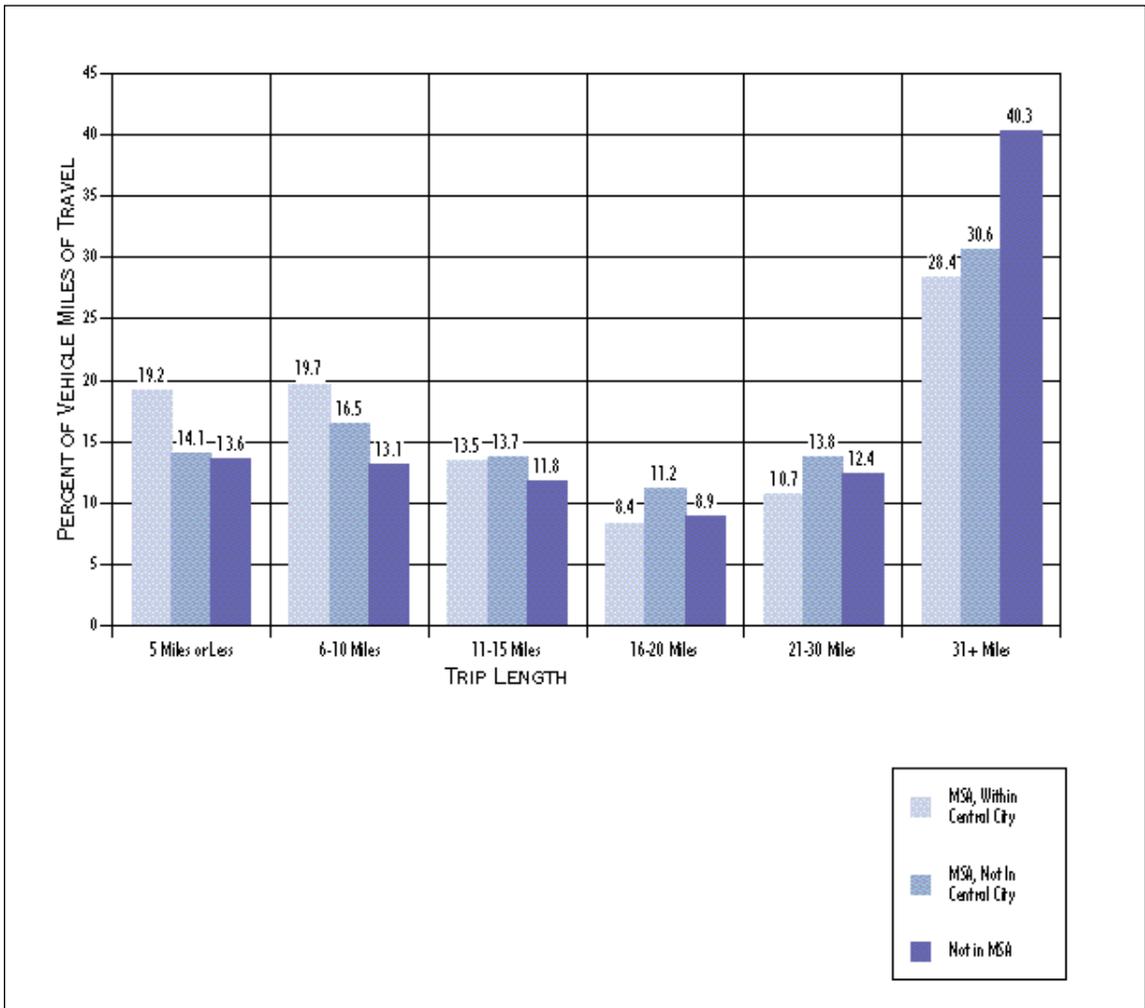


TABLE 5.16

**NUMBER OF VEHICLE TRIPS BY MSA SIZE AND TRIP PURPOSE  
1990 NPTS  
(THOUSANDS)**

	MSA Size					Not in MSA	TOTAL
	Less than 250,000	250,000 499,999	500,000 - 999,999	1,000,000 - 2,999,999	3,000,000 and over		
<b>Earning a Living</b>	<b>4,509,994</b>	<b>4,061,861</b>	<b>4,486,340</b>	<b>9,273,891</b>	<b>12,662,242</b>	<b>9,643,150</b>	<b>44,637,478</b>
	(27.4%)	(28.1%)	(29.0%)	(28.6%)	(28.6%)	(26.9%)	(28.1%)
<b>Family &amp; Personal Business</b>	<b>7,346,569</b>	<b>6,577,814</b>	<b>6,999,236</b>	<b>14,686,688</b>	<b>19,978,061</b>	<b>16,648,211</b>	<b>72,236,579</b>
	(44.6%)	(45.5%)	(45.3%)	(45.2%)	(45.2%)	(46.4%)	(45.5%)
<b>Civic, Educational, &amp; Religious</b>	<b>944,663</b>	<b>750,993</b>	<b>900,455</b>	<b>1,569,858</b>	<b>2,169,569</b>	<b>2,099,095</b>	<b>8,434,633</b>
	(5.7%)	(5.2%)	(5.8%)	(4.8%)	(4.9%)	(5.8%)	(5.3%)
<b>Social and Recreational</b>	<b>3,559,298</b>	<b>2,994,146</b>	<b>2,892,829</b>	<b>6,678,024</b>	<b>9,184,202</b>	<b>7,239,227</b>	<b>32,547,726</b>
	(21.6%)	(20.7%)	(18.7%)	(20.6%)	(20.8%)	(20.2%)	(20.5%)
<b>Other</b>	<b>83,464</b>	<b>59,849</b>	<b>167,377</b>	<b>242,796</b>	<b>207,624</b>	<b>260,603</b>	<b>1,021,713</b>
	(0.5%)	(0.4%)	(1.1%)	(0.7%)	(0.5%)	(0.7%)	(0.6%)
<b>TOTAL<sup>1</sup></b>	<b>16,452,475</b>	<b>14,446,454</b>	<b>15,446,435</b>	<b>32,463,690</b>	<b>44,218,040</b>	<b>35,900,373</b>	<b>158,927,467</b>
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)
<b>No. of Persons (000)</b>	<b>21,048</b>	<b>18,851</b>	<b>20,429</b>	<b>43,693</b>	<b>68,260</b>	<b>67,135</b>	<b>239,416</b>
	(8.8%)	(7.9%)	(8.5%)	(18.3%)	(28.5%)	(28.0%)	(100.0%)

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

**TABLE 5.17**

**NUMBER OF VEHICLE MILES OF TRAVEL BY MSA SIZE AND TRIP PURPOSE  
1990 NPTS  
(THOUSANDS)**

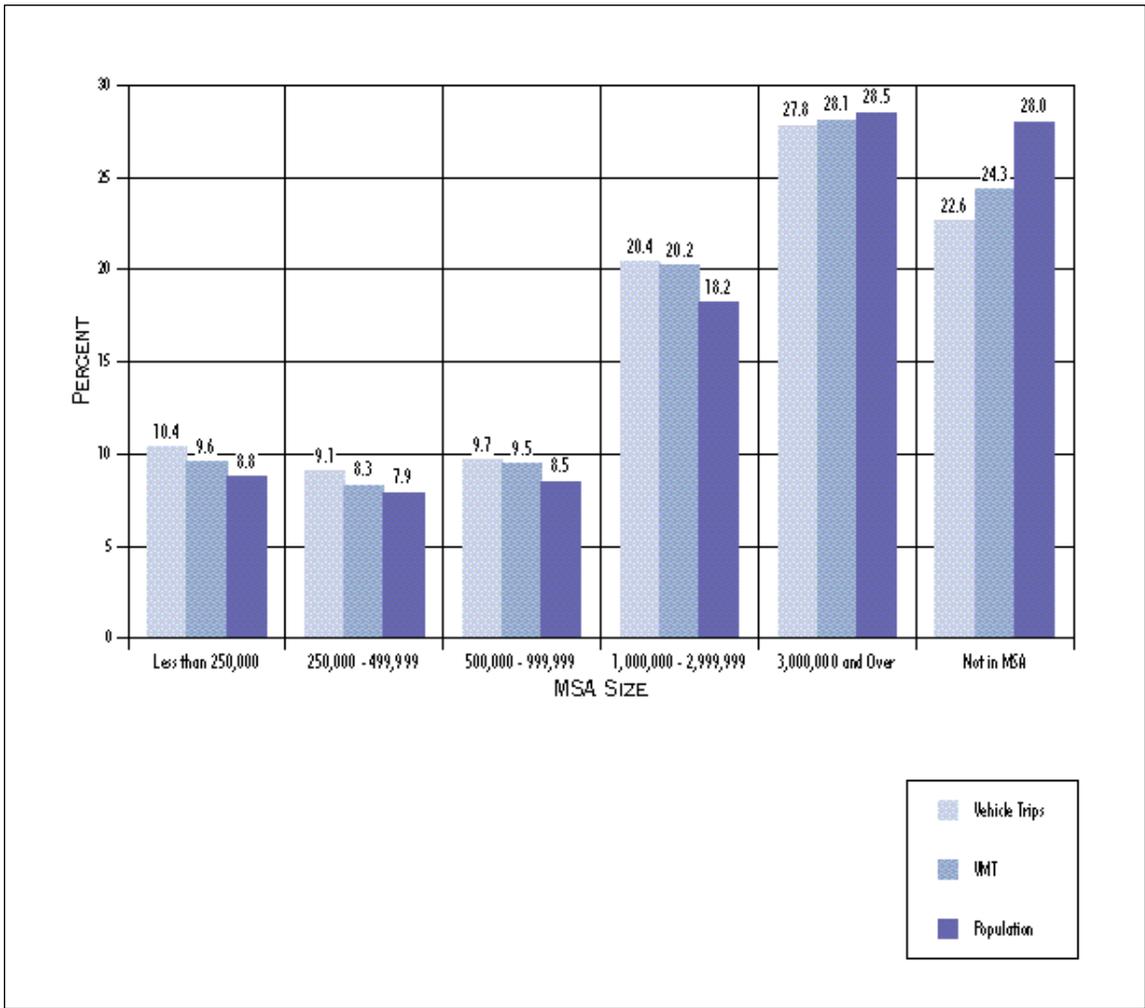
	MSA Size					Not in MSA	TOTAL
	Less than 250,000	250,000 - 499,999	500,000 - 999,999	1,000,000 - 2,999,999	3,000,000 and over		
<b>Earning a Living</b>	<b>43,893,605</b>	<b>40,137,245</b>	<b>48,284,181</b>	<b>99,683,037</b>	<b>151,979,904</b>	<b>111,399,688</b>	<b>495,377,660</b>
	(32.6%)	(34.2%)	(35.9%)	(35.1%)	(38.3%)	(32.5%)	(35.1%)
<b>Family &amp; Personal Business</b>	<b>42,452,827</b>	<b>39,463,294</b>	<b>46,136,789</b>	<b>92,106,655</b>	<b>122,657,493</b>	<b>119,048,885</b>	<b>461,865,943</b>
	(31.5%)	(33.7%)	(34.4%)	(32.4%)	(30.9%)	(34.8%)	(32.8%)
<b>Civic, Educational, &amp; Religious</b>	<b>5,542,790</b>	<b>5,279,414</b>	<b>6,518,341</b>	<b>11,049,637</b>	<b>16,578,774</b>	<b>17,232,245</b>	<b>62,201,201</b>
	(4.1%)	(4.5%)	(4.9%)	(3.9%)	(4.2%)	(5.0%)	(4.4%)
<b>Social and Recreational</b>	<b>42,258,546</b>	<b>32,089,257</b>	<b>31,590,847</b>	<b>78,953,550</b>	<b>101,167,407</b>	<b>92,928,615</b>	<b>378,988,222</b>
	(31.3%)	(27.4%)	(23.5%)	(27.8%)	(25.5%)	(27.1%)	(26.9%)
<b>Other</b>	<b>640,879</b>	<b>251,612</b>	<b>1,772,769</b>	<b>2,165,612</b>	<b>4,310,806</b>	<b>1,854,623</b>	<b>10,996,301</b>
	(0.5%)	(0.2%)	(1.3%)	(0.8%)	(1.1%)	(0.5%)	(0.8%)
<b>TOTAL<sup>1</sup></b>	<b>134,826,750</b>	<b>117,224,403</b>	<b>134,305,892</b>	<b>283,996,460</b>	<b>396,750,671</b>	<b>342,472,170</b>	<b>1,409,576,346</b>
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)
<b>No. of Persons (000)</b>	<b>21,048</b>	<b>18,851</b>	<b>20,429</b>	<b>43,693</b>	<b>68,260</b>	<b>67,135</b>	<b>239,416</b>
	(8.8%)	(7.9%)	(8.5%)	(18.3%)	(28.5%)	(28.0%)	(100.0%)

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

On a per person basis, people living in metropolitan areas with a population of more than three million and those in non-MSA areas took fewer vehicle trips than people living in other areas. Their trips also tended to be longer than those by people living in other areas.

**FIGURE 5.10**

**DISTRIBUTION OF POPULATION AND VEHICLE TRAVEL BY MSA SIZE  
1990 NPTS**



**TABLE 5.18**  
**NUMBER OF VEHICLE TRIPS BY MSA SIZE AND TRIP LENGTH**  
**1990 NPTS**  
**(THOUSANDS)**

	MSA Size					Not in MSA	TOTAL
	Less than 250,000	250,000 - 499,999	500,000 - 999,999	1,000,000 - 2,999,999	3,000,000 and over		
<b>5 miles or less</b>	<b>10,566,578</b>	<b>8,788,986</b>	<b>8,832,594</b>	<b>18,131,094</b>	<b>25,688,216</b>	<b>21,804,798</b>	<b>93,812,266</b>
	(64.2%)	(60.8%)	(57.2%)	(55.9%)	(58.1%)	(60.7%)	(59.0%)
<b>6 to 10 miles</b>	<b>2,984,378</b>	<b>2,830,147</b>	<b>2,960,046</b>	<b>6,388,703</b>	<b>7,907,884</b>	<b>5,526,648</b>	<b>28,597,806</b>
	(18.1%)	(19.6%)	(19.2%)	(19.7%)	(17.9%)	(15.4%)	(18.0%)
<b>11 to 15 miles</b>	<b>1,076,728</b>	<b>1,208,841</b>	<b>1,532,043</b>	<b>3,230,042</b>	<b>3,635,791</b>	<b>3,006,302</b>	<b>13,689,747</b>
	(6.5%)	(8.4%)	(9.9%)	(9.9%)	(8.2%)	(8.4%)	(8.6%)
<b>16 to 20 miles</b>	<b>495,103</b>	<b>590,048</b>	<b>721,093</b>	<b>1,741,643</b>	<b>2,162,110</b>	<b>1,635,702</b>	<b>7,345,699</b>
	(3.0%)	(4.1%)	(4.7%)	(5.4%)	(4.9%)	(4.6%)	(4.6%)
<b>21 to 30 miles</b>	<b>455,152</b>	<b>471,110</b>	<b>619,518</b>	<b>1,403,604</b>	<b>2,165,146</b>	<b>1,597,026</b>	<b>6,711,556</b>
	(2.8%)	(3.3%)	(4.0%)	(4.3%)	(4.9%)	(4.4%)	(4.2%)
<b>31 miles and over</b>	<b>695,994</b>	<b>470,864</b>	<b>589,073</b>	<b>1,123,618</b>	<b>1,933,944</b>	<b>2,042,593</b>	<b>6,856,086</b>
	(4.2%)	(3.3%)	(3.8%)	(3.5%)	(4.4%)	(5.7%)	(4.3%)
<b>TOTAL<sup>1</sup></b>	<b>16,452,475</b>	<b>14,446,454</b>	<b>15,446,435</b>	<b>32,463,690</b>	<b>44,218,040</b>	<b>35,900,373</b>	<b>158,927,467</b>
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)

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

**TABLE 5.19**  
**NUMBER OF VEHICLE MILES OF TRAVEL BY MSA SIZE AND TRIP LENGTH**  
**1990 NPTS**  
**(THOUSANDS)**

	MSA Size					Not in MSA	TOTAL
	Less than 250,000	250,000 - 499,999	500,000 - 999,999	1,000,000 - 2,999,999	3,000,000 and over		
5 miles or less	25,175,835 (18.7%)	21,239,735 (18.1%)	21,547,211 (16.0%)	43,148,802 (15.2%)	60,144,458 (15.2%)	46,561,715 (13.6%)	217,817,756 (15.5%)
6 to 10 miles	23,719,460 (17.6%)	22,861,580 (19.5%)	24,196,973 (18.0%)	52,689,501 (18.6%)	65,354,607 (16.5%)	44,749,732 (13.1%)	233,571,853 (16.6%)
11 to 15 miles	14,586,896 (10.8%)	16,380,919 (14.0%)	20,737,530 (15.4%)	44,118,052 (15.5%)	49,700,755 (12.5%)	40,374,236 (11.8%)	185,898,388 (13.2%)
16 to 20 miles	9,361,657 (6.9%)	11,237,693 (9.6%)	13,547,776 (10.1%)	33,275,389 (11.7%)	41,207,111 (10.4%)	30,565,087 (8.9%)	139,194,713 (9.9%)
21 to 30 miles	12,100,346 (9.0%)	12,552,940 (10.7%)	16,173,196 (12.0%)	36,746,675 (12.9%)	57,311,472 (14.4%)	42,321,952 (12.4%)	177,206,581 (12.6%)
31 miles and over	49,882,556 (37.0%)	32,951,537 (28.1%)	38,103,206 (28.4%)	74,018,040 (26.1%)	123,032,267 (31.0%)	137,899,449 (40.3%)	455,887,055 (32.3%)
<b>TOTAL</b>	<b>134,826,750</b> (100.0%)	<b>117,224,403</b> (100.0%)	<b>134,305,892</b> (100.0%)	<b>283,996,460</b> (100.0%)	<b>396,750,671</b> (100.0%)	<b>342,472,170</b> (100.0%)	<b>1,409,576,347</b> (100.0%)

**TABLE 5.20**  
**NUMBER OF VEHICLE TRIPS BY URBANIZED AREA SIZE AND TRIP PURPOSE**  
**1990 NPTS**  
**(THOUSANDS)**

	Urbanized Area Size <sup>1</sup>					Not in Urbanized Area	<b>TOTAL</b>
	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		
<b>Earning a Living</b>	<b>3,897,300</b>	<b>3,165,700</b>	<b>3,055,201</b>	<b>9,395,233</b>	<b>8,241,504</b>	<b>16,882,540</b>	<b>44,637,478</b>
	(26.7%)	(27.4%)	(28.6%)	(28.7%)	(28.7%)	(27.8%)	(28.1%)
<b>Family &amp; Personal Business</b>	<b>6,516,034</b>	<b>5,144,553</b>	<b>4,736,328</b>	<b>14,885,337</b>	<b>12,718,522</b>	<b>28,235,805</b>	<b>72,236,579</b>
	(44.7%)	(44.6%)	(44.4%)	(45.5%)	(44.3%)	(46.5%)	(45.5%)
<b>Civic, Educational, &amp; Religious</b>	<b>905,015</b>	<b>621,212</b>	<b>618,409</b>	<b>1,622,368</b>	<b>1,394,579</b>	<b>3,273,050</b>	<b>8,434,633</b>
	(6.2%)	(5.4%)	(5.8%)	(5.0%)	(4.9%)	(5.4%)	(5.3%)
<b>Social and Recreational</b>	<b>3,183,577</b>	<b>2,521,805</b>	<b>2,170,525</b>	<b>6,551,182</b>	<b>6,229,753</b>	<b>11,890,884</b>	<b>32,547,726</b>
	(21.8%)	(21.8%)	(20.3%)	(20.0%)	(21.7%)	(19.6%)	(20.5%)
<b>Other</b>	<b>84,818</b>	<b>88,253</b>	<b>91,913</b>	<b>237,508</b>	<b>115,417</b>	<b>403,804</b>	<b>1,021,713</b>
	(0.6%)	(0.8%)	(0.9%)	(0.7%)	(0.4%)	(0.7%)	(0.6%)
<b>TOTAL<sup>2</sup></b>	<b>14,591,495</b>	<b>11,543,315</b>	<b>10,672,563</b>	<b>32,706,962</b>	<b>28,705,127</b>	<b>60,708,005</b>	<b>158,927,467</b>
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)
<b>No. of Persons (000)</b>	<b>18,544</b>	<b>14,733</b>	<b>14,228</b>	<b>44,045</b>	<b>47,360</b>	<b>83,191</b>	<b>222,101</b>
	(8.3%)	(6.6%)	(6.4%)	(19.8%)	(21.3%)	(37.5%)	(100.0%)

<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> Includes trips where trip purpose was unreported.

**TABLE 5.21**  
**NUMBER OF VEHICLE MILES OF TRAVEL BY URBANIZED AREA SIZE AND TRIP PURPOSE**  
**1990 NPTS**  
**(THOUSANDS)**

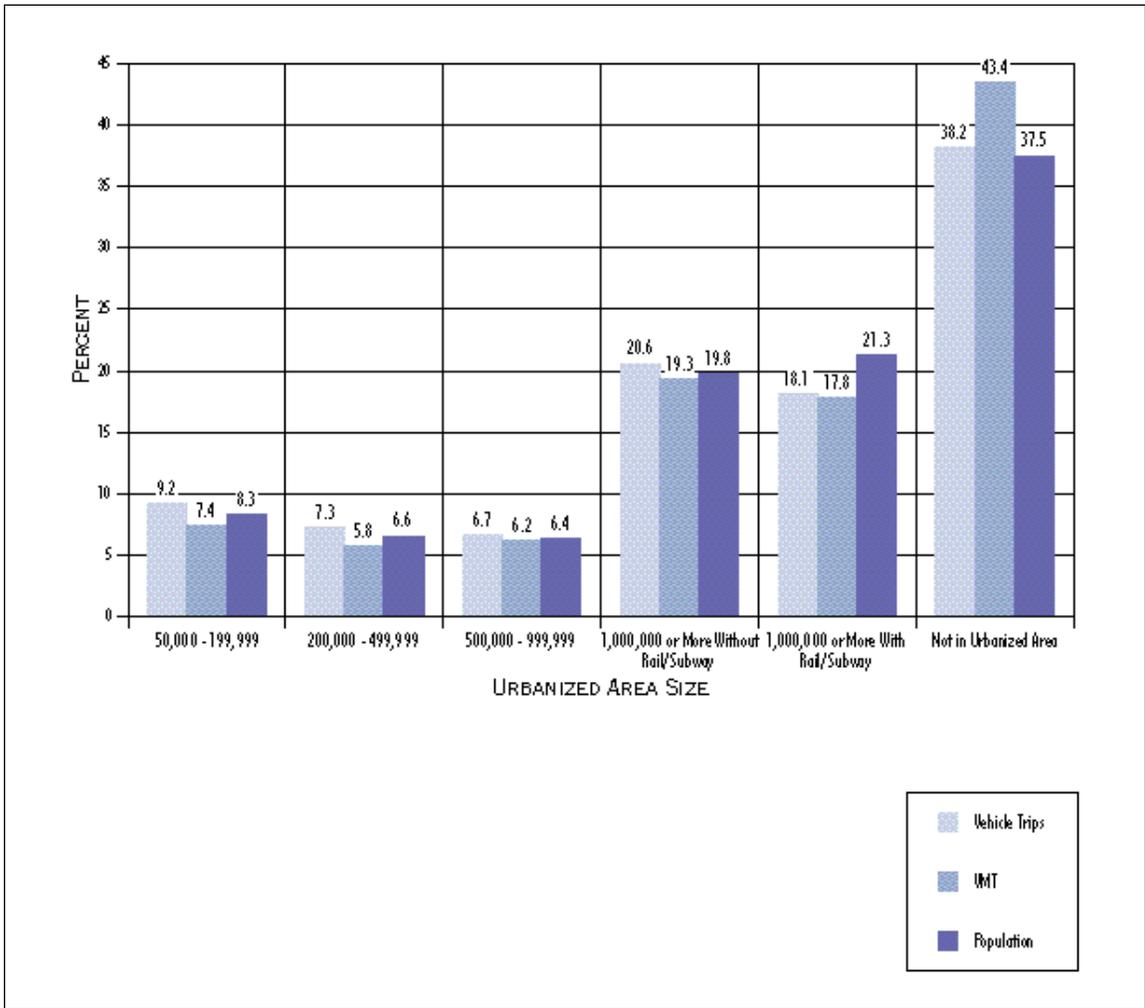
	Urbanized Area Size <sup>1</sup>						TOTAL
	50,000-199,999	200,000-499,999	500,000-999,999	1,000,000 or more without rail/subway	1,000,000 or more with rail/subway	Not in Urbanized Area	
<b>Earning a Living</b>	<b>31,438,054</b>	<b>28,248,223</b>	<b>28,528,095</b>	<b>100,262,105</b>	<b>95,815,456</b>	<b>211,085,727</b>	<b>495,377,660</b>
	(30.2%)	(34.5%)	(32.6%)	(36.8%)	(38.1%)	(34.5%)	(35.1%)
<b>Family &amp; Personal Business</b>	<b>32,405,626</b>	<b>26,960,474</b>	<b>27,781,444</b>	<b>87,459,888</b>	<b>72,723,489</b>	<b>214,535,022</b>	<b>461,865,943</b>
	(31.2%)	(32.9%)	(31.8%)	(32.1%)	(28.9%)	(35.0%)	(32.8%)
<b>Civic, Educational, &amp; Religious</b>	<b>4,564,436</b>	<b>3,342,136</b>	<b>4,908,630</b>	<b>11,337,747</b>	<b>10,580,330</b>	<b>27,467,922</b>	<b>62,201,201</b>
	(4.4%)	(4.1%)	(5.6%)	(4.2%)	(4.2%)	(4.5%)	(4.4%)
<b>Social and Recreational</b>	<b>34,778,618</b>	<b>22,627,968</b>	<b>25,424,047</b>	<b>69,442,313</b>	<b>70,590,782</b>	<b>156,124,494</b>	<b>378,988,222</b>
	(33.4%)	(27.6%)	(29.1%)	(25.5%)	(28.1%)	(25.5%)	(26.9%)
<b>Other</b>	<b>788,916</b>	<b>739,705</b>	<b>806,028</b>	<b>3,924,213</b>	<b>1,718,948</b>	<b>3,018,491</b>	<b>10,996,301</b>
	(0.8%)	(0.9%)	(0.9%)	(1.4%)	(0.7%)	(0.5%)	(0.8%)
<b>TOTAL<sup>2</sup></b>	<b>103,977,562</b>	<b>81,922,087</b>	<b>87,450,251</b>	<b>272,438,523</b>	<b>251,485,293</b>	<b>612,302,631</b>	<b>1,409,576,347</b>
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)
<b>No. of Persons (000)</b>	<b>18,544</b>	<b>14,733</b>	<b>14,228</b>	<b>44,045</b>	<b>47,360</b>	<b>83,191</b>	<b>222,101</b>
	(8.3%)	(6.6%)	(6.4%)	(19.8%)	(21.3%)	(37.5%)	(100.0%)

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

**FIGURE 5.11**

**DISTRIBUTION OF POPULATION AND VEHICLE TRAVEL BY URBANIZED AREA SIZE  
1990 NPTS**



Residents in large metropolitan areas with rail/subway services took more trips shorter than five miles and more trips greater than 30 miles than did those residing in areas of similar size but without rail/subway facilities. Otherwise, there is no significant differ-

ence in trip length between trips by these two groups of people. Compared with other people, those in non-urbanized areas took more than the average share of trips longer than 15 miles.

TABLE 5.22

**NUMBER OF VEHICLE TRIPS BY URBANIZED AREA SIZE AND TRIP LENGTH  
1990 NPTS  
(THOUSANDS)**

	Urbanized Area Size <sup>1</sup>					Not in Urbanized Area	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		
5 miles or less	10,099,032 (69.2%)	7,348,273 (63.7%)	6,269,358 (58.7%)	18,932,970 (57.9%)	16,772,270 (58.4%)	34,390,363 (56.6%)	<b>93,812,266</b> (59.0%)
6 to 10 miles	2,491,631 (17.1%)	2,347,199 (20.3%)	2,172,855 (20.4%)	6,185,924 (18.9%)	5,193,037 (18.1%)	10,207,160 (16.8%)	<b>28,597,806</b> (18.0%)
11 to 15 miles	795,202 (5.4%)	851,961 (7.4%)	1,015,701 (9.5%)	3,084,082 (9.4%)	2,377,391 (8.3%)	5,565,410 (9.2%)	<b>13,689,747</b> (8.6%)
16 to 20 miles	315,768 (2.2%)	307,342 (2.7%)	456,569 (4.3%)	1,635,495 (5.0%)	1,330,350 (4.6%)	3,300,175 (5.4%)	<b>7,345,699</b> (4.6%)
21 to 30 miles	276,757 (1.9%)	287,425 (2.5%)	276,165 (2.6%)	1,466,631 (4.5%)	1,269,195 (4.4%)	3,135,383 (5.2%)	<b>6,711,556</b> (4.2%)
31 miles and over	475,208 (3.3%)	292,671 (2.5%)	325,433 (3.0%)	989,605 (3.0%)	1,203,760 (4.2%)	3,569,409 (5.9%)	<b>6,856,086</b> (4.3%)
<b>TOTAL<sup>2</sup></b>	<b>14,591,495</b> (100.0%)	<b>11,543,315</b> (100.0%)	<b>10,672,563</b> (100.0%)	<b>32,706,962</b> (100.0%)	<b>28,705,127</b> (100.0%)	<b>60,708,005</b> (100.0%)	<b>158,927,467</b> (100.0%)

<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> Includes trips where trip length was unreported.

**TABLE 5.23**  
**NUMBER OF VEHICLE MILES OF TRAVEL BY URBANIZED AREA SIZE AND TRIP LENGTH**  
**1990 NPTS**  
**(THOUSANDS)**

	Urbanized Area Size <sup>1</sup>						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	
5 miles or less	23,621,524 (22.7%)	18,209,766 (22.2%)	15,239,923 (17.4%)	44,628,572 (16.4%)	38,790,113 (15.4%)	77,327,858 (12.6%)	<b>217,817,756</b> (15.5%)
6 to 10 miles	19,804,802 (19.0%)	19,093,858 (23.3%)	17,978,912 (20.6%)	51,022,990 (18.7%)	42,849,016 (17.0%)	82,822,276 (13.5%)	<b>233,571,853</b> (16.6%)
11 to 15 miles	10,705,331 (10.3%)	11,520,245 (14.1%)	13,803,150 (15.8%)	42,311,479 (15.5%)	32,538,474 (12.9%)	75,019,709 (12.3%)	<b>185,898,388</b> (13.2%)
16 to 20 miles	6,102,084 (5.9%)	5,806,800 (7.1%)	8,646,587 (9.9%)	31,069,449 (11.4%)	25,455,107 (10.1%)	62,114,685 (10.1%)	<b>139,194,713</b> (9.9%)
21 to 30 miles	7,399,864 (7.1%)	7,507,752 (9.2%)	7,144,654 (8.2%)	38,857,810 (14.3%)	33,456,635 (13.3%)	82,839,866 (13.5%)	<b>177,206,581</b> (12.6%)
31 miles and over	36,343,957 (35.0%)	19,783,666 (24.1%)	24,637,025 (28.2%)	64,548,223 (23.7%)	78,395,947 (31.2%)	232,178,237 (37.9%)	<b>455,887,055</b> (32.3%)
<b>TOTAL<sup>2</sup></b>	<b>103,977,562</b> (100.0%)	<b>81,922,087</b> (100.0%)	<b>87,450,251</b> (100.0%)	<b>272,438,523</b> (100.0%)	<b>251,485,293</b> (100.0%)	<b>612,302,631</b> (100.0%)	<b>1,409,576,347</b> (100.0%)

<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> Includes miles of travel where trip length was unreported.

As expected, the number of vehicle trips increased as household income increased. The proportion of trips for earning a living taken by households with an income greater than \$40,000 was almost twice that of those with incomes less than \$10,000, probably

because the former group is much more likely to have two or more workers. Regardless of income, most households made 45%-50% of their vehicle trips for family and personal business, and another 20% for social and recreational purposes.

TABLE 5.24

NUMBER OF VEHICLE TRIPS BY TRIP PURPOSE AND HOUSEHOLD INCOME  
1990 NPTS  
(THOUSANDS)

Purpose	Under \$10,000	\$10,000-19,999	\$20,000-29,999	\$30,000-39,000	\$40,000 and Over	Unreported	TOTAL
Earning a Living	1,312,838 (16.9%)	4,381,329 (25.0%)	5,982,095 (27.2%)	6,783,102 (29.0%)	16,285,535 (30.1%)	9,892,580 (28.9%)	44,637,479 (28.1%)
Family & Personal Business	3,979,038 (51.2%)	8,294,965 (47.3%)	10,075,426 (45.8%)	10,790,899 (46.1%)	23,803,177 (44.1%)	15,293,075 (44.8%)	72,236,579 (45.5%)
Civic, Educational, & Religious	650,183 (8.4%)	1,023,161 (5.8%)	1,069,596 (4.9%)	1,071,359 (4.6%)	2,677,040 (5.0%)	1,943,294 (5.7%)	8,434,633 (5.3%)
Social & Recreational	1,770,595 (22.8%)	3,747,565 (21.4%)	4,703,833 (21.4%)	4,643,894 (19.8%)	10,880,494 (20.1%)	6,801,344 (19.9%)	32,547,726 (20.5)
Other	52,804 (0.7%)	94,461 (0.5%)	159,082 (0.7%)	120,826 (0.5%)	362,774 (0.8%)	231,765 (0.7%)	1,021,713 (0.6%)
<b>TOTAL<sup>1</sup></b>	<b>7,768,401</b> (100.0%)	<b>17,552,482</b> (100.0%)	<b>22,002,187</b> (100.0%)	<b>23,410,160</b> (100.0%)	<b>54,023,181</b> (100.0%)	<b>34,171,056</b> (100.0%)	<b>158,927,467</b> (100.0%)
<b>ALL PURPOSES</b>	(4.9%)	(11.0%)	(13.8%)	(14.7%)	(34.0%)	(21.5%)	(100.0%)

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

**TABLE 5.25**

**NUMBER OF VEHICLE MILES OF TRAVEL BY TRIP PURPOSE AND HOUSEHOLD INCOME  
1990 NPTS  
(THOUSANDS)**

Purpose	Under \$10,000	\$10,000-19,999	\$20,000-29,999	\$30,000-39,000	\$40,000 and Over	Unreported	TOTAL
<b>Earning a Living</b>	<b>12,324,190</b> (22.2%)	<b>40,087,097</b> (31.0%)	<b>59,122,496</b> (31.2%)	<b>75,589,201</b> (35.1%)	<b>203,290,341</b> (38.7%)	<b>104,964,335</b> (35.6%)	<b>495,377,660</b> (35.1%)
<b>Family &amp; Personal Business</b>	<b>21,814,580</b> (39.2%)	<b>45,265,975</b> (35.1%)	<b>65,721,885</b> (34.7%)	<b>70,060,343</b> (32.5%)	<b>158,542,380</b> (30.2%)	<b>100,460,781</b> (34.0%)	<b>461,865,944</b> (32.8%)
<b>Civic, Educational, &amp; Religious</b>	<b>4,062,432</b> (7.3%)	<b>6,304,259</b> (4.9%)	<b>8,285,051</b> (4.4%)	<b>9,123,265</b> (4.2%)	<b>19,902,460</b> (3.8%)	<b>14,523,734</b> (4.9%)	<b>62,201,201</b> (4.4%)
<b>Social &amp; Recreational</b>	<b>16,955,335</b> (30.5%)	<b>36,699,587</b> (28.4%)	<b>52,887,933</b> (27.9%)	<b>59,425,626</b> (27.6%)	<b>140,437,821</b> (26.8%)	<b>72,581,920</b> (24.6%)	<b>378,988,222</b> (26.9%)
<b>Other</b>	<b>426,379</b> (0.8%)	<b>724,268</b> (0.6%)	<b>3,567,583</b> (1.9%)	<b>1,072,033</b> (0.5%)	<b>2,586,359</b> (0.5%)	<b>2,619,679</b> (0.9%)	<b>10,996,301</b> (0.8%)
<b>TOTAL<sup>1</sup></b>	<b>55,583,914</b> (100.0%)	<b>129,118,263</b> (100.0%)	<b>189,604,626</b> (100.0%)	<b>215,272,474</b> (100.0%)	<b>524,842,286</b> (100.0%)	<b>295,154,737</b> (100.0%)	<b>1,409,576,300</b> (100.0%)
<b>ALL PURPOSES</b>	<b>(3.9%)</b>	<b>(9.2%)</b>	<b>(13.5%)</b>	<b>(15.3%)</b>	<b>(37.2%)</b>	<b>(20.9%)</b>	<b>(100.0%)</b>

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

The number of trips per household made for the purpose of earning a living decreased in every income group between 1983 and 1990.

On the other hand, the number of trips for family and personal business increased over the same period for every income group.

TABLE 5.26

ANNUAL NUMBER OF VEHICLE TRIPS PER HOUSEHOLD BY TRIP PURPOSE AND HOUSEHOLD INCOME  
1983 AND 1990 NPTS<sup>1</sup>  
(INCOME IN 1990 DOLLARS)

Purpose	Under \$10,000	\$10,000-19,999	\$20,000-39,999	\$40,000 and over	TOTAL
<b>1983</b>					
Earning a Living	152	404	639	763	<b>514</b>
Family & Personal Business	241	422	587	747	<b>520</b>
Civic, Educational, & Religious	51	80	123	171	<b>109</b>
Social & Recreational	159	286	362	464	<b>330</b>
Other	6	9	15	22	<b>13</b>
<b>TOTAL</b>	<b>609</b>	<b>1,201</b>	<b>1,726</b>	<b>2,167</b>	<b>1,486</b>
<b>NO. OF HOUSEHOLDS (000)</b>	<b>18,014</b>	<b>18,435</b>	<b>27,757</b>	<b>21,165</b>	<b>85,371</b>
<b>PERCENT OF HOUSEHOLDS</b>	21.1	21.6	32.5	24.8	100.0
<b>1990</b>					
Earning a Living	142	337	540	750	<b>478</b>
Family & Personal Business	430	638	883	1,096	<b>774</b>
Civic, Educational, & Religious	70	79	91	123	<b>90</b>
Social & Recreational	191	288	396	501	<b>349</b>
Other	6	7	12	17	<b>11</b>
<b>TOTAL</b>	<b>839</b>	<b>1,349</b>	<b>1,922</b>	<b>2,487</b>	<b>1,702</b>
<b>NO. OF HOUSEHOLDS (000)</b>	<b>9,252</b>	<b>13,011</b>	<b>23,618</b>	<b>21,704</b>	<b>93,347<sup>2</sup></b>
<b>PERCENT OF HOUSEHOLDS</b>	9.9	13.9	25.3	23.3	100.0 <sup>2</sup>

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

<sup>2</sup> Includes 25,762 thousand (27.6%) households where household income was unreported.

On a per-household basis, a household in 1983 with an annual income greater than \$40,000 took an average of 256% more vehicle trips than a household with an income less than \$10,000. The gap in the number of vehicle trips per year between households in

the highest income category and those in the lowest narrowed in 1990. Highest-income households only took an average of 196% more vehicle trips than lowest-income households in 1990.

FIGURE 5.12

ANNUAL NUMBER OF VEHICLE TRIPS PER HOUSEHOLD BY HOUSEHOLD INCOME  
1983 AND 1990 NPTS  
(INCOME IN 1990 DOLLARS)

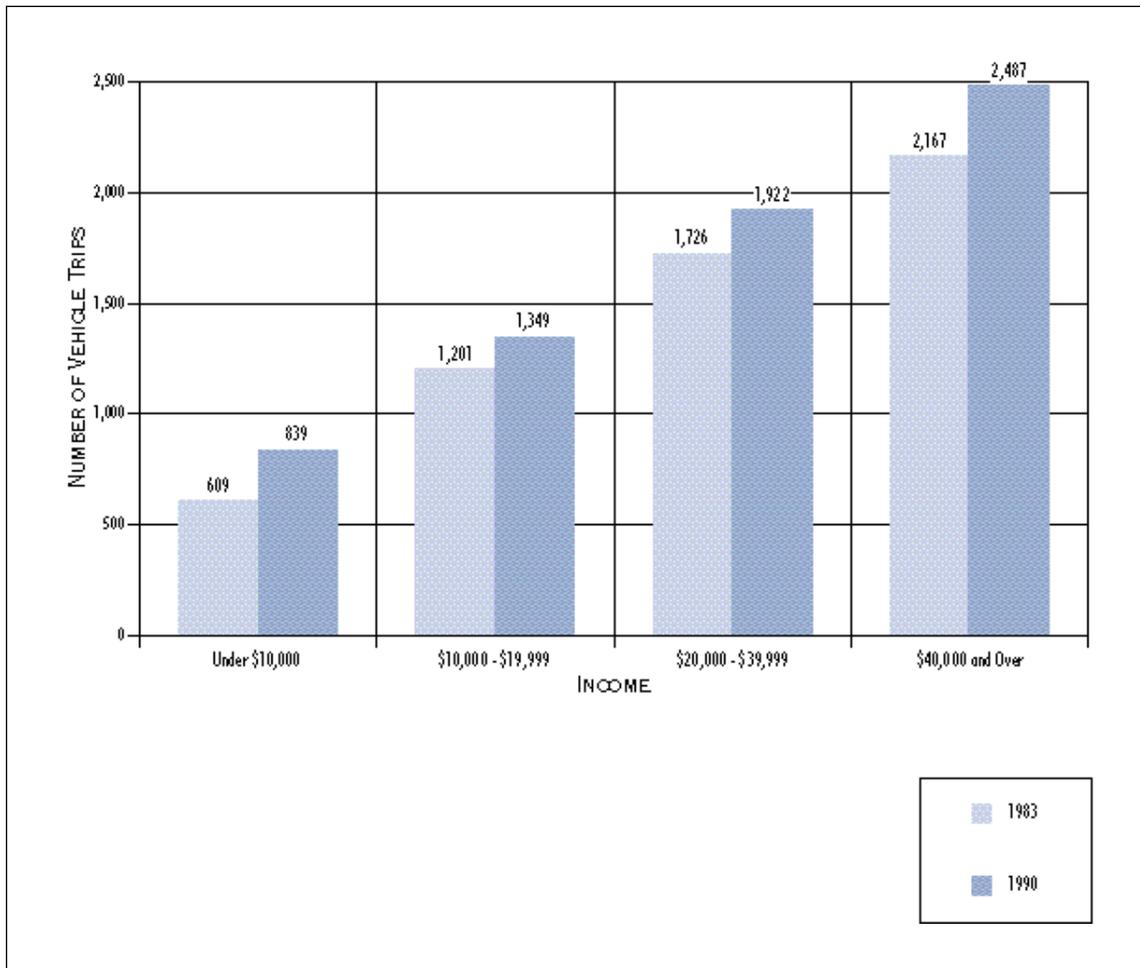


TABLE 5.27

**ANNUAL VEHICLE MILES OF TRAVEL PER HOUSEHOLD BY TRIP PURPOSE AND HOUSEHOLD INCOME  
1983 AND 1990 NPTS<sup>1</sup>  
(INCOME IN 1990 DOLLARS)**

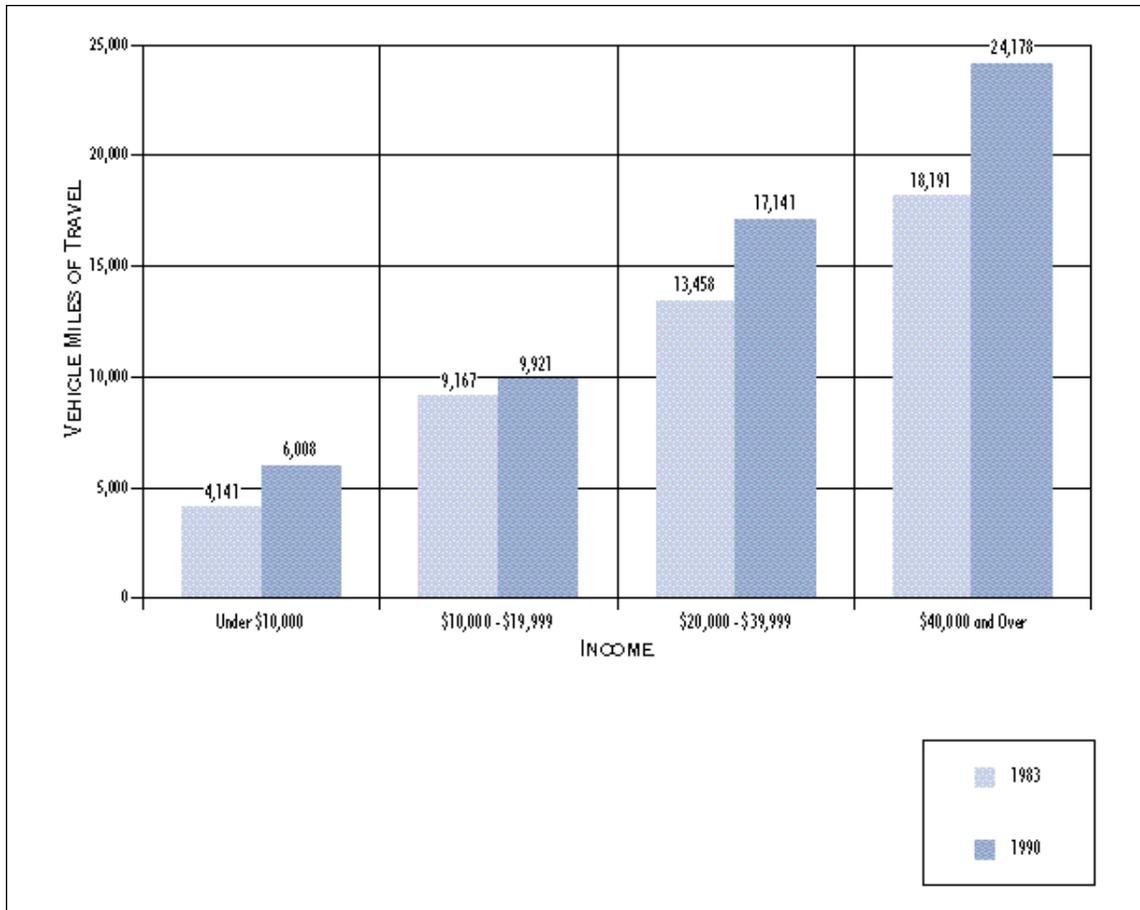
Purpose	Under \$10,000	\$10,000- 19,999	\$20,000- 39,999	\$40,000 and over	TOTAL
<b>1983</b>					
Earning a Living	1,135	3,392	5,666	7,385	<b>4,613</b>
Family & Personal Business	1,263	2,365	3,189	4,457	<b>2,923</b>
Civic, Educational, & Religious	248	495	646	1,019	<b>611</b>
Social & Recreational	1,425	2,558	3,459	4,893	<b>3,205</b>
Other	70	357	498	437	<b>387</b>
<b>TOTAL</b>	<b>4,141</b>	<b>9,167</b>	<b>13,458</b>	<b>18,191</b>	<b>11,739</b>
<b>NO. OF HOUSEHOLDS (000)</b>	<b>18,014</b>	<b>18,435</b>	<b>27,757</b>	<b>21,165</b>	<b>85,371</b>
<b>PERCENT OF HOUSEHOLDS</b>	21.1	21.6	32.5	24.8	100.0
<b>1990</b>					
Earning a Living	1,332	3,081	5,704	9,366	<b>4,182</b>
Family & Personal Business	2,358	3,479	5,749	7,305	<b>3,872</b>
Civic, Educational, & Religious	439	485	737	917	<b>511</b>
Social & Recreational	1,833	2,820	4,755	6,471	<b>3,282</b>
Other	46	56	196	119	<b>90</b>
<b>TOTAL</b>	<b>6,008</b>	<b>9,921</b>	<b>17,141</b>	<b>24,178</b>	<b>15,100</b>
<b>NO. OF HOUSEHOLDS (000)</b>	<b>9,252</b>	<b>13,011</b>	<b>23,618</b>	<b>21,704</b>	<b>93,347<sup>2</sup></b>
<b>PERCENT OF HOUSEHOLDS</b>	9.9	13.9	25.3	23.3	100.0 <sup>2</sup>
<sup>1</sup> For information on comparing 1983 and 1990 NPTS survey data, see Section 4 of Chapter 1.			<sup>2</sup> Includes 25,762 thousand (27.6%) households where household income was unreported.		

In analyzing data using household income, the reader should be aware that in 1990, only 72.4% of all surveyed households reported annual income. Thus, caution should be used in interpreting data displayed by income. A comparable percentage is not available for 1983 because income was imputed when it was not reported. Based on data from those households that reported income, annual

vehicle miles of travel per household increased as household income increased. In 1990, highest-income households drove 302% more than lowest-income households. However, this is less than the difference of 339% in the amount of driving per household between highest-income households and lowest-income households in 1983.

**FIGURE 5.13**

**ANNUAL VEHICLE MILES OF TRAVEL PER HOUSEHOLD BY HOUSEHOLD INCOME  
1983 AND 1990 NPTS  
(INCOME IN 1990 DOLLARS)**



Between 20% and 26% of all vehicle trips were taken in vehicles 10 years or older, regardless of the number of vehicles available to the household. In general, the relative use of newer and older vehicles did not change

much as household vehicle availability increased. This has implications for energy consumption and air quality issues, and the introduction of recent safety features into the household vehicle fleet.

TABLE 5.28

ANNUAL VEHICLE TRIPS BY NUMBER OF HOUSEHOLD-BASED VEHICLES<sup>1</sup> AND AGE OF VEHICLE  
1990 NPTS  
(MILLIONS)

Vehicle Age <sup>2</sup>	1 Vehicle	2 Vehicles	3 or More Vehicles	TOTAL
1 Year or Less	2,334 (6.6%)	5,876 (8.4%)	3,716 (8.2%)	11,926 (7.5%)
2 Years	3,399 (9.6%)	8,608 (12.3%)	4,755 (10.4%)	16,762 (10.5%)
3 Years	3,227 (9.1%)	8,064 (11.5%)	4,532 (10.0%)	15,823 (10.0%)
4 Years	4,021 (11.4%)	7,490 (10.7%)	4,067 (8.9%)	15,578 (9.8%)
5 Years	3,806 (10.7%)	7,600 (10.8%)	4,559 (10.0%)	15,965 (10.0%)
6 Years	3,222 (9.1%)	6,451 (9.2%)	4,074 (9.0%)	13,747 (8.7%)
7 Years	2,913 (8.2%)	5,600 (8.0%)	3,860 (8.5%)	12,373 (7.8%)
8 Years	1,813 (5.1%)	3,274 (4.6%)	2,463 (5.4%)	7,550 (4.8%)
9 Years	1,433 (4.0%)	2,710 (3.8%)	1,983 (4.3%)	6,126 (3.9%)
10 or More Years	9,267 (26.2%)	14,600 (20.7%)	11,500 (25.3%)	35,367 (22.3%)
<b>TOTAL</b>	<b>35,435</b> (100.0%)	<b>70,273</b> (100.0%)	<b>45,509</b> (100.0%)	<b>158,927<sup>3</sup></b> (100.0%)
<b>ALL AGES</b>	23.3%	46.0%	30.4%	100.0%
<b>Number of Households (000)</b>	<b>30,654</b> (36.3%)	<b>35,872</b> (42.3%)	<b>18,248</b> (21.5%)	<b>84,774<sup>4</sup></b> (100.0%)

<sup>1</sup> Includes all vehicles owned by or available on a regular basis to the household.

<sup>2</sup> For vehicle distribution by vehicle age, see Table 3.25.

<sup>3</sup> Includes trips where age of vehicle was unreported.

<sup>4</sup> Does not include 8,573,000 households without a vehicle.

TABLE 5.29

**ANNUAL VEHICLE MILES OF TRAVEL AND AVERAGE TRIP LENGTH  
BY NUMBER OF HOUSEHOLD-BASED VEHICLES<sup>1</sup> AND AGE OF VEHICLE  
1990 NPTS  
(THOUSANDS)**

Vehicle Age <sup>2</sup>	1 Vehicle	2 Vehicles	3 or More Vehicles	TOTAL	Average Trip Length (miles)
1 Year or Less	21,851,363 (8.6%)	57,920,864 (9.4%)	41,480,178 (9.2%)	121,252,405 (8.6%)	10.3
2 Years	26,954,431 (10.6%)	84,861,128 (13.7%)	53,402,111 (11.9%)	165,217,670 (11.7%)	10.0
3 Years	24,431,017 (9.6%)	78,790,575 (12.7%)	44,183,617 (9.8%)	147,405,209 (10.5%)	9.4
4 Years	32,487,350 (12.8%)	69,019,068 (11.1%)	44,815,042 (10.0%)	146,321,460 (10.4%)	9.5
5 Years	28,543,060 (11.3%)	73,299,703 (11.8%)	42,945,416 (9.5%)	144,788,179 (10.3%)	9.2
6 Years	23,999,328 (9.5%)	53,813,494 (8.7%)	40,967,370 (9.1%)	118,780,192 (8.4%)	8.7
7 Years	20,680,399 (8.2%)	43,816,420 (7.1%)	34,931,657 (7.8%)	99,428,476 (7.1%)	8.2
8 Years	12,920,140 (5.1%)	26,084,857 (4.2%)	21,410,426 (4.7%)	60,415,423 (4.3%)	8.1
9 Years	8,099,912 (3.2%)	20,972,446 (3.4%)	19,705,775 (4.4%)	48,778,133 (3.5%)	8.1
10 or More Years	53,552,100 (21.1%)	110,543,948 (17.9%)	106,007,933 (23.6%)	270,103,981 (19.2%)	7.7
<b>TOTAL</b>	<b>253,519,100</b> (100.0%)	<b>619,122,503</b> (100.0%)	<b>449,849,525</b> (100.0%)	<b>1,409,576,300<sup>3</sup></b> (100.0%)	<b>9.0</b>
<b>Average Trip Length (miles)</b>	<b>7.3</b>	<b>8.9</b>	<b>10.0</b>	<b>9.0</b>	

<sup>1</sup> Includes all vehicles owned by or available on a regular basis to the household.

<sup>2</sup> For vehicle distribution by vehicle age, see Table 3.25.

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

Based on the 1990 NPTS, older vehicles were used more for shorter trips than newer vehicles. The average vehicle trip length in 1990 was about nine miles, and vehicles less than six years old were used more for longer trips.

FIGURE 5.14

AVERAGE VEHICLE TRIP LENGTH BY AGE OF VEHICLE  
1990 NPTS

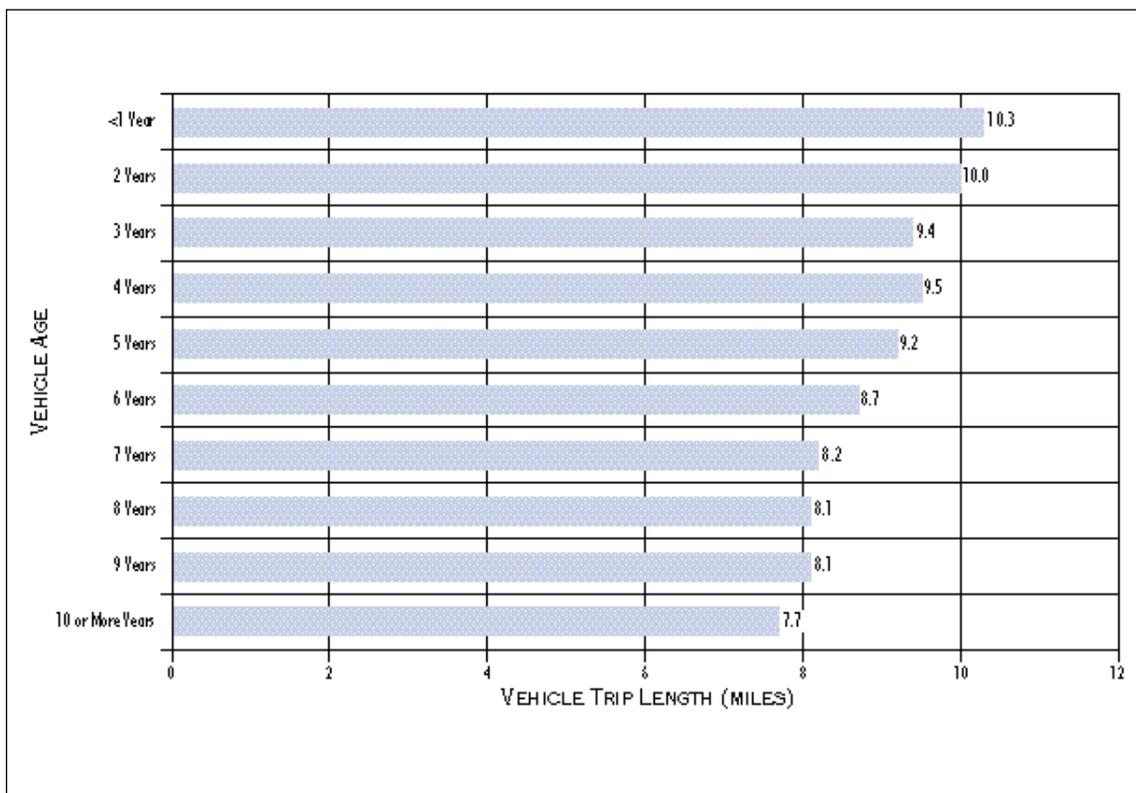


TABLE 5.30

**NUMBER OF VEHICLE TRIPS AND VEHICLE MILES OF TRAVEL BY TRIP PURPOSE  
1969, 1977, 1983, AND 1990 NPTS<sup>1</sup>  
(MILLIONS)**

	Vehicle Trips				Vehicle Miles of Travel			
	1969	1977	1983	1990	1969	1977	1983	1990
<b>Earning A Living</b>								
To or From Work	27,844	31,886	35,271	41,792	260,716	287,710	301,644	453,052
Work-Related Business	3,840	5,768	3,679	2,845	61,299	68,978	42,090	42,336
<b>Subtotal</b>	<b>31,684</b>	<b>37,654</b>	<b>38,950</b>	<b>44,637</b>	<b>322,015</b>	<b>356,688</b>	<b>343,734</b>	<b>495,378</b>
<b>Family &amp; Personal Business</b>								
Shopping	13,354	20,242	25,375	32,165	58,196	100,744	134,287	162,668
Doctor/Dentist	1,484	1,632	1,522	1,749	12,415	16,337	15,032	17,809
Other Family/Personal	12,220	16,215	23,218	38,323	79,146	108,912	155,332	281,390
<b>Subtotal</b>	<b>27,058</b>	<b>38,089</b>	<b>50,115</b>	<b>72,237</b>	<b>149,757</b>	<b>225,993</b>	<b>304,650</b>	<b>461,867</b>
<b>Civic, Educational &amp; Religious</b>								
<b>Subtotal</b>	<b>8,117</b>	<b>7,944</b>	<b>7,485</b>	<b>8,435</b>	<b>38,021</b>	<b>47,195</b>	<b>41,088</b>	<b>62,201</b>
<b>Social &amp; Recreational</b>								
Vacation	0	109	254	190	20,174	5,446	21,045	20,531
Visit Friends/ Relatives	7,855	10,121	12,561	14,053	93,889	109,820	135,289	163,980
Pleasure Driving	1,222	544	507	435	24,054	8,168	11,024	9,166
Other Social/ Recreational	10,387	13,386	15,352	17,870	118,719	124,342	133,284	185,311
<b>Subtotal</b>	<b>19,464</b>	<b>24,159</b>	<b>28,674</b>	<b>32,548</b>	<b>256,836</b>	<b>247,776</b>	<b>300,642</b>	<b>378,988</b>
<b>OTHER<sup>2</sup></b>								
<b>Subtotal</b>	<b>960</b>	<b>979</b>	<b>1,649</b>	<b>1,070</b>	<b>9,311</b>	<b>29,951</b>	<b>12,026</b>	<b>11,166</b>
<b>TOTAL</b>	<b>87,284</b>	<b>108,826</b>	<b>126,874</b>	<b>158,927</b>	<b>775,940</b>	<b>907,603</b>	<b>1,002,139</b>	<b>1,409,600</b>

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

<sup>2</sup> Includes travel where trip purpose was unreported.

FIGURE 5.15

NUMBER OF VEHICLE TRIPS BY TRIP PURPOSE  
1969, 1977, 1983, AND 1990 NPTS

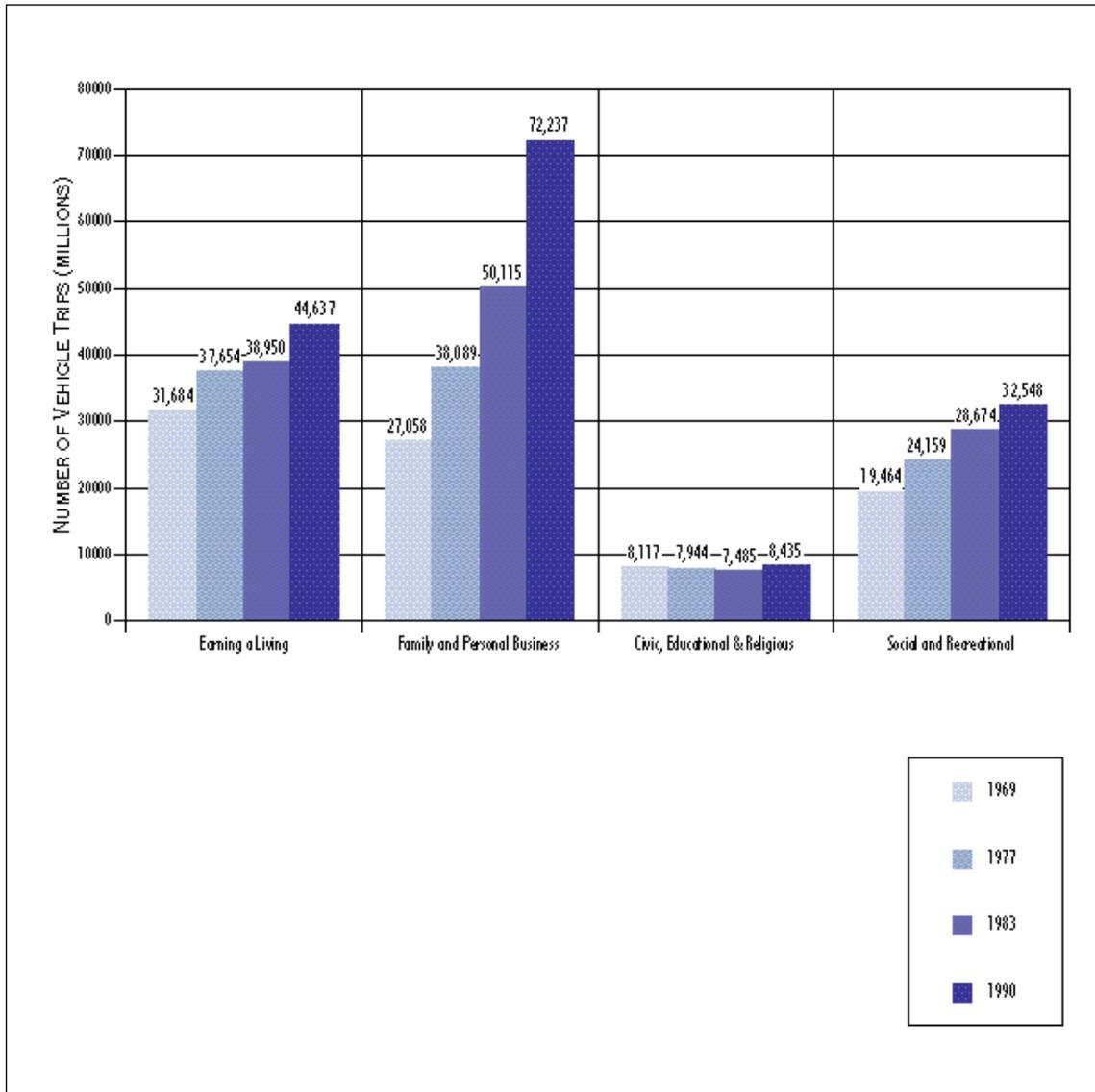


TABLE 5.31

DISTRIBUTION OF VEHICLE TRIPS, VEHICLE MILES OF TRAVEL, AND AVERAGE TRIP LENGTH  
BY TRIP PURPOSE  
1969, 1977, 1983, AND 1990 NPTS<sup>1</sup>

	Vehicle Trips (Percentage)				Vehicle Miles of Travel (Percentage)				Trip Length (Miles)			
	1969	1977	1983	1990	1969	1977	1983	1990	1969	1977	1983	1990
<b>Earning A Living</b>												
To or From Work	31.9	29.3	27.8	26.3	33.6	31.7	30.1	32.1	9.4	9.1	8.5	11.0
Work-Related Business	4.4	5.3	2.9	1.8	7.9	7.6	4.2	3.0	16.1	11.9	11.4	15.1
<b>Subtotal</b>	<b>36.3</b>	<b>34.6</b>	<b>30.7</b>	<b>28.1</b>	<b>41.5</b>	<b>39.3</b>	<b>34.3</b>	<b>35.1</b>	<b>10.2</b>	<b>9.5</b>	<b>8.8</b>	<b>11.2</b>
<b>Family &amp; Personal Business</b>												
Shopping	15.3	18.6	20.0	20.3	7.5	11.1	13.4	11.5	4.4	5.0	5.3	5.1
Doctor/Dentist	1.7	1.5	1.2	1.1	1.6	1.8	1.5	1.3	8.4	10.3	9.7	10.5
Other Family/Personal	14.0	14.9	18.3	24.1	10.2	12.0	15.5	20.0	6.5	6.8	6.7	7.4
<b>Subtotal</b>	<b>31.0</b>	<b>35.0</b>	<b>39.5</b>	<b>45.5</b>	<b>19.3</b>	<b>24.9</b>	<b>30.4</b>	<b>32.8</b>	<b>5.6</b>	<b>6.0</b>	<b>6.1</b>	<b>6.5</b>
<b>Civic, Educational &amp; Religious</b>												
<b>Subtotal</b>	<b>9.3</b>	<b>7.3</b>	<b>5.9</b>	<b>5.3</b>	<b>4.9</b>	<b>5.2</b>	<b>4.1</b>	<b>4.4</b>	<b>4.7</b>	<b>5.9</b>	<b>5.5</b>	<b>7.5</b>
<b>Social &amp; Recreational</b>												
Vacation	0.0	0.1	0.2	0.1	2.6	0.6	2.1	1.5	160.0	77.9	113.9	114.9
Visit Friends/ Relatives	9.0	9.3	9.9	8.8	12.1	12.1	13.5	11.6	12.0	10.9	10.8	11.8
Pleasure Driving	1.4	0.5	0.4	0.3	3.1	0.9	1.1	0.6	20.0	14.1	22.7	21.9
Other Social/ Recreational	11.9	12.3	12.1	11.3	15.3	13.7	13.3	13.2	11.4	9.3	8.7	10.5
<b>Subtotal</b>	<b>22.3</b>	<b>22.2</b>	<b>22.6</b>	<b>20.5</b>	<b>33.1</b>	<b>27.3</b>	<b>30.0</b>	<b>26.9</b>	<b>13.1</b>	<b>10.3</b>	<b>10.5</b>	<b>11.8</b>
<b>OTHER<sup>2</sup></b>												
<b>Subtotal</b>	<b>1.1</b>	<b>0.9</b>	<b>1.3</b>	<b>0.6</b>	<b>1.2</b>	<b>3.3</b>	<b>1.2</b>	<b>0.8</b>	<b>9.4</b>	<b>29.3</b>	<b>7.2</b>	<b>10.8</b>
<b>TOTAL</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>8.9</b>	<b>8.4</b>	<b>7.9</b>	<b>9.0</b>

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

<sup>2</sup> Includes travel where trip purpose was unreported.

Although the number of vehicle trips for earning a living increased, the proportion has declined steadily, from 36.3% in 1969 to 28.1% in 1990. On the other hand, trips for family and personal business have continued to increase both in number and share. Not

only did the total number of vehicle trips increase for these purposes, these trips were also longer. Overall, more trips and slightly longer trip lengths contributed to an increase of 82% in the vehicle miles of travel from 1969 to 1990 (Tables 5.30 and 5.31).

**FIGURE 5.16**

**AVERAGE VEHICLE TRIP LENGTH BY TRIP PURPOSE  
1969, 1977, 1983, AND 1990 NPTS**

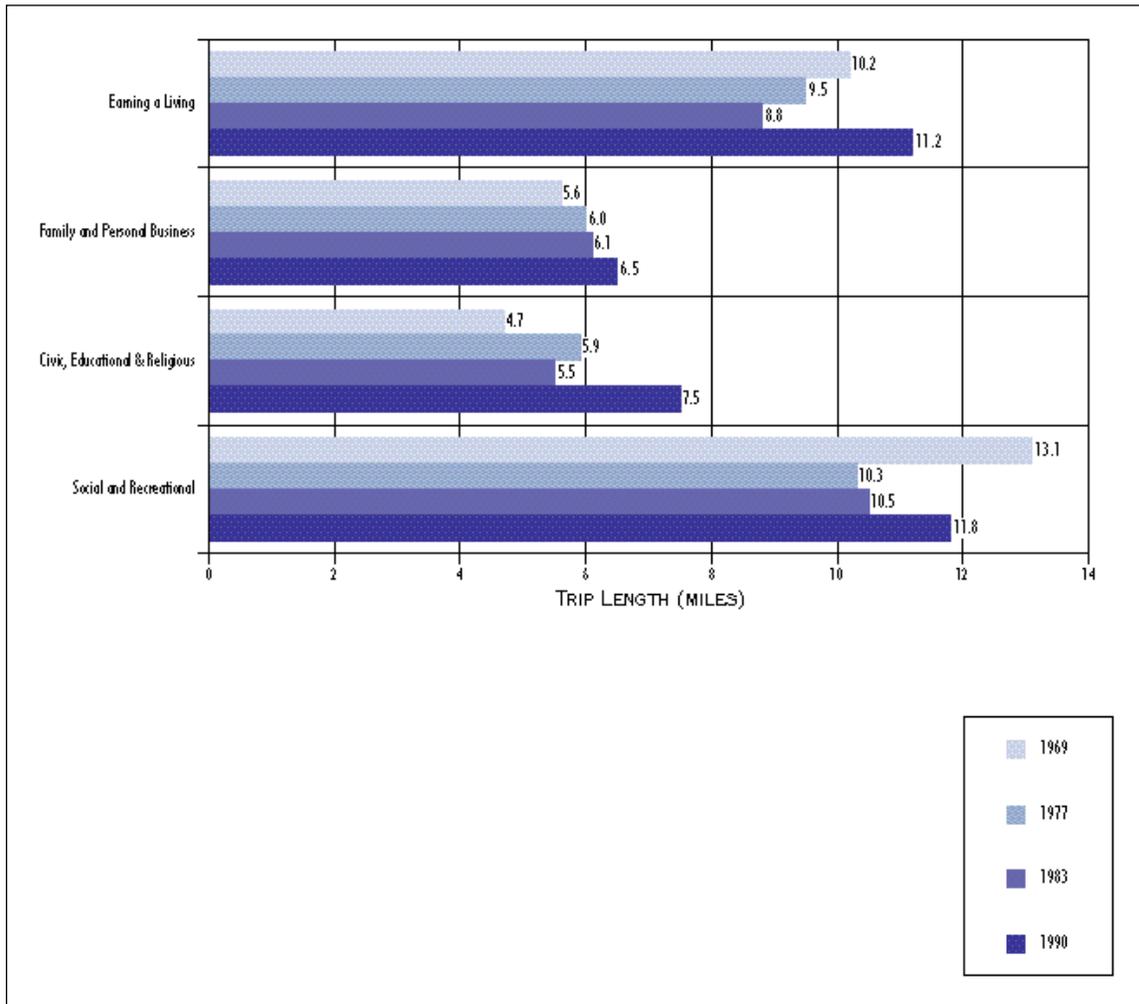


TABLE 5.32

ANNUAL VEHICLE TRIPS AND VEHICLE MILES OF TRAVEL PER HOUSEHOLD BY TRIP PURPOSE  
1969, 1977, 1983, AND 1990 NPTS<sup>1</sup>

	Vehicle Trips				Vehicle Miles of Travel			
	1969	1977	1983	1990	1969	1977	1983	1990
<b>Earning A Living</b>								
To or From Work	445	423	414	447	4,183	3,815	3,538	4,853
Work-Related Business	62	76	43	30	986	915	495	454
<b>Subtotal</b>	<b>507</b>	<b>499</b>	<b>457</b>	<b>477</b>	<b>5,169</b>	<b>4,730</b>	<b>4,033</b>	<b>5,307</b>
<b>Family &amp; Personal Business</b>								
Shopping	213	268	297	345	929	1,336	1,567	1,743
Doctor/Dentist	24	22	18	19	204	217	172	191
Other Family/Personal	195	215	272	411	1,270	1,444	1,816	3,014
<b>Subtotal</b>	<b>432</b>	<b>505</b>	<b>587</b>	<b>775</b>	<b>2,403</b>	<b>2,997</b>	<b>3,555</b>	<b>4,948</b>
<b>Civic, Educational &amp; Religious</b>								
<b>Subtotal</b>	<b>130</b>	<b>105</b>	<b>88</b>	<b>90</b>	<b>608</b>	<b>626</b>	<b>481</b>	<b>666</b>
<b>Social &amp; Recreational</b>								
Vacation	0	1	3	2	321	72	250	220
Visit Friends/ Relatives	126	134	147	151	1,499	1,456	1,590	1,757
Pleasure Driving	20	7	6	5	382	108	132	98
Other Social/ Recreational	166	178	179	191	1,892	1,650	1,562	1,985
<b>Subtotal</b>	<b>312</b>	<b>320</b>	<b>335</b>	<b>349</b>	<b>4,094</b>	<b>3,286</b>	<b>3,534</b>	<b>4,062</b>
<b>OTHER</b>								
<b>Subtotal</b>	<b>15</b>	<b>13</b>	<b>19</b>	<b>11</b>	<b>149</b>	<b>397</b>	<b>136</b>	<b>118</b>
<b>TOTAL</b>	<b>1,396</b>	<b>1,442</b>	<b>1,486</b>	<b>1,702</b>	<b>12,423</b>	<b>12,036</b>	<b>11,739</b>	<b>15,101</b>

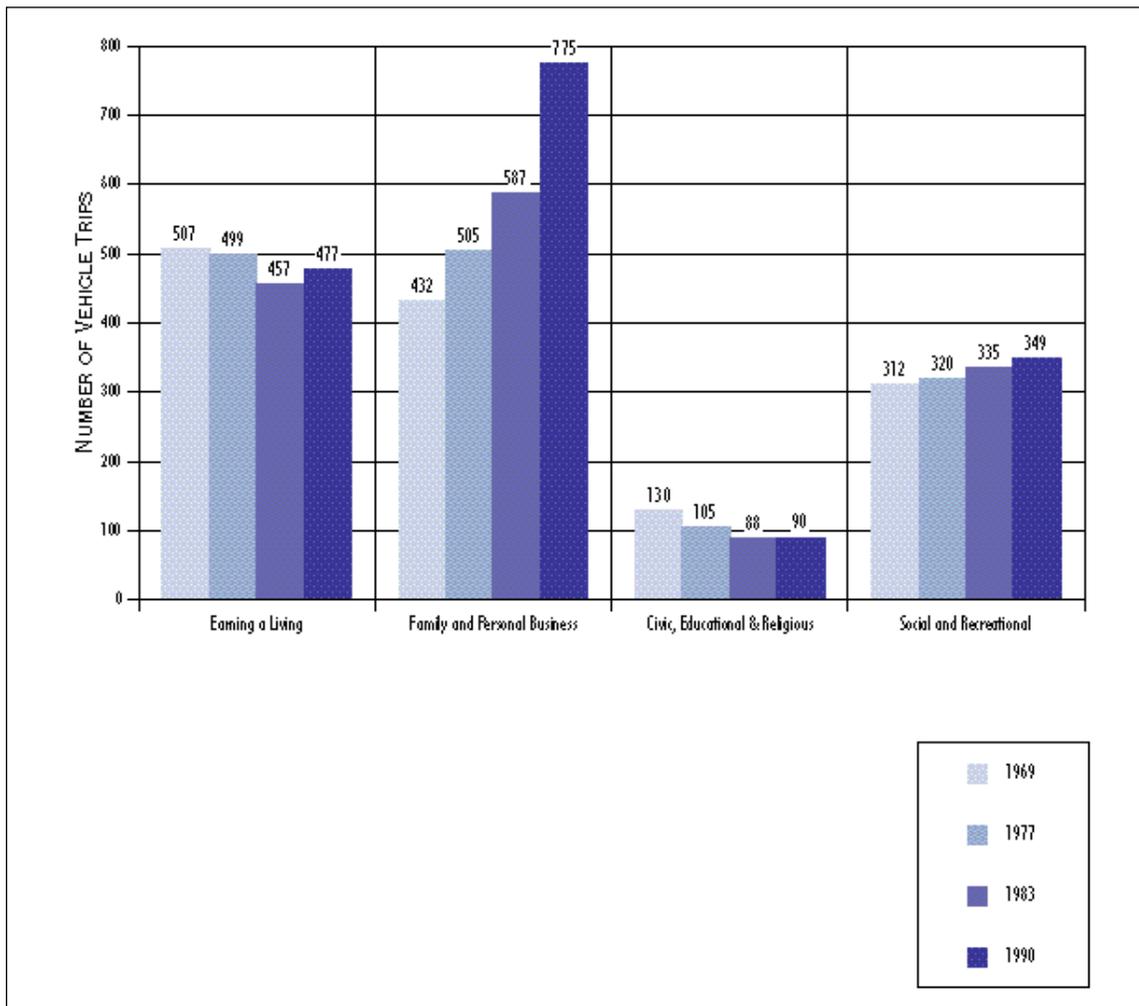
<sup>1</sup> For information on comparing 1983 and 1990 NPTS survey data, see Section 4 of Chapter 1.

In 1969, trips for earning a living accounted for more household trips than any other purpose. However, by 1977 more vehicle trips were for family and personal business. This

was still true in 1990. Furthermore, trips taken for family and personal business continued to account for an increasing share of total vehicle travel.

**FIGURE 5.17**

**ANNUAL VEHICLE TRIPS PER HOUSEHOLD BY TRIP PURPOSE  
1969, 1977, 1983, AND 1990 NPTS**



**TABLE 5.33**

**NUMBER OF VEHICLE TRIPS BY VEHICLE TYPE AND TRIP PURPOSE  
1990 NPTS  
(THOUSANDS)**

Vehicle Type	Earning a Living	Family and Personal Business	Civic, Educational and Religious	Social and Recreational	Other	TOTAL <sup>1</sup>	% of Household Vehicles
<b>Auto</b>	<b>34,179,986</b> (76.6%)	<b>58,762,763</b> (81.3%)	<b>7,394,619</b> (87.7%)	<b>26,512,946</b> (81.5%)	<b>815,344</b> (79.8%)	<b>127,693,762</b> (80.3%)	74.7
<b>Passenger Van</b>	<b>1,789,346</b> (4.0%)	<b>4,038,928</b> (5.6%)	<b>391,176</b> (4.6%)	<b>1,497,921</b> (4.6%)	<b>94,423</b> (9.2%)	<b>7,819,697</b> (4.9%)	4.8
<b>Cargo Van</b>	<b>319,494</b> (0.7%)	<b>242,140</b> (0.3%)	<b>11,850</b> (0.1%)	<b>124,967</b> (0.4%)	<b>96</b> (0.0%)	<b>698,548</b> (0.4%)	0.6
<b>Pickup Truck</b>	<b>7,732,470</b> (17.3%)	<b>8,559,797</b> (11.9%)	<b>611,910</b> (7.3%)	<b>3,932,239</b> (12.1%)	<b>105,223</b> (10.3%)	<b>20,945,765</b> (13.2%)	17.2
<b>Other Truck</b>	<b>451,089</b> (1.0%)	<b>375,435</b> (0.5%)	<b>5,575</b> (0.1%)	<b>155,993</b> (0.5%)	<b>0</b> (0.0%)	<b>988,091</b> (0.6%)	0.6
<b>RV/Motor Home</b>	<b>9,055</b> (0.0%)	<b>63,254</b> (0.1%)	<b>0</b> (0.0%)	<b>30,107</b> (0.1%)	<b>0</b> (0.0%)	<b>102,416</b> (0.1%)	0.5
<b>Motorcycle</b>	<b>117,232</b> (0.3%)	<b>127,559</b> (0.2%)	<b>9,203</b> (0.1%)	<b>232,783</b> (0.7%)	<b>0</b> (0.0%)	<b>486,777</b> (0.3%)	1.3
<b>Moped</b>	<b>24,111</b> (0.1%)	<b>17,828</b> (0.0%)	<b>8,914</b> (0.1%)	<b>31,686</b> (0.1%)	<b>0</b> (0.0%)	<b>82,538</b> (0.1%)	0.1
<b>Other POV</b>	<b>328</b> (0.0%)	<b>38,153</b> (0.1%)	<b>0</b> (0.0%)	<b>10,723</b> (0.0%)	<b>6,627</b> (0.6%)	<b>55,831</b> (0.0%)	0.1
<b>TOTAL</b>	<b>44,623,111</b> (100.0%)	<b>72,225,857</b> (100.0%)	<b>8,433,247</b> (100.0%)	<b>32,529,365</b> (100.0%)	<b>1,021,713</b> (100.0%)	<b>158,927,467</b> (100.0%)	100.0 <sup>2</sup>

<sup>1</sup> Includes trips where trip purpose was unreported. <sup>2</sup> Includes 0.1% of vehicles with unknown vehicle types.

Cargo vans, pickup trucks and other types of trucks were frequently used for earning a living. This reflects the common use of these

vehicles for commuting to work, service calls, construction activities or cargo delivery activities.

TABLE 5.34

**DISTRIBUTION OF VEHICLE TRIPS BY VEHICLE TYPE AND TRIP PURPOSE  
1990 NPTS  
(PERCENT)  
(WITHIN VEHICLE TYPE)**

Vehicle Type	Earning a Living	Family and Personal Business	Civic, Educational and Religious	Social and Recreational	Other	TOTAL <sup>1</sup>
Auto	26.8	46.0	5.8	20.8	0.6	100.0
Passenger Van	22.9	51.7	5.0	19.2	1.2	100.0
Cargo Van	45.7	34.7	1.7	17.9	0.0	100.0
Pickup Truck	36.9	40.9	2.9	18.8	0.5	100.0
Other Truck	45.7	38.0	0.6	15.8	0.0	100.0
RV/Motor Home	8.8	61.8	0.0	29.4	0.0	100.0
Motorcycle	24.1	26.2	1.9	47.8	0.0	100.0
Moped	29.2	21.6	10.8	38.4	0.0	100.0
Other POV	0.6	68.3	0.0	19.2	11.9	100.0
<b>TOTAL</b>	28.1	45.4	5.3	20.5	0.6	100.0

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

TABLE 5.35

**NUMBER OF VEHICLE MILES OF TRAVEL BY VEHICLE TYPE AND TRIP PURPOSE  
1990 NPTS  
(THOUSANDS)**

Vehicle Type	Earning a Living	Family and Personal Business	Civic, Educational and Religious	Social and Recreational	Other	TOTAL <sup>1</sup>
<b>Auto</b>	<b>366,164,393</b> (73.9%)	<b>362,044,815</b> (78.3%)	<b>54,985,549</b> (88.4%)	<b>298,159,397</b> (78.7%)	<b>9,388,469</b> (85.4%)	<b>1,090,853,204</b> (77.4%)
<b>Passenger Van</b>	<b>18,765,518</b> (3.8%)	<b>29,011,256</b> (6.3%)	<b>2,004,705</b> (3.2%)	<b>21,039,630</b> (5.6%)	<b>438,535</b> (4.0%)	<b>71,283,350</b> (5.1%)
<b>Cargo Van</b>	<b>5,582,212</b> (1.1%)	<b>2,293,239</b> (0.5%)	<b>170,135</b> (0.3%)	<b>1,845,635</b> (0.5%)	<b>958</b> (0.0%)	<b>9,892,178</b> (0.7%)
<b>Pickup Truck</b>	<b>93,014,514</b> (18.8%)	<b>63,047,551</b> (13.7%)	<b>4,961,843</b> (8.0%)	<b>51,171,212</b> (13.5%)	<b>1,114,002</b> (10.1%)	<b>213,320,291</b> (15.1%)
<b>Other Truck</b>	<b>10,825,614</b> (2.2%)	<b>3,138,237</b> (0.7%)	<b>11,004</b> (0.0%)	<b>1,109,387</b> (0.3%)	<b>0</b> (0.0%)	<b>15,084,241</b> (1.1%)
<b>RV/Motor Home</b>	<b>14,715</b> (0.0%)	<b>740,206</b> (0.2%)	<b>0</b> (0.0%)	<b>1,783,828</b> (0.5%)	<b>0</b> (0.0%)	<b>2,538,749</b> (0.2%)
<b>Motorcycle</b>	<b>715,496</b> (0.1%)	<b>998,874</b> (0.2%)	<b>60,310</b> (0.1%)	<b>3,592,691</b> (0.9%)	<b>0</b> (0.0%)	<b>5,367,371</b> (0.4%)
<b>Moped</b>	<b>207,820</b> (0.0%)	<b>35,809</b> (0.0%)	<b>7,656</b> (0.0%)	<b>65,498</b> (0.0%)	<b>0</b> (0.0%)	<b>316,784</b> (0.0%)
<b>Other POV</b>	<b>82</b> (0.0%)	<b>539,074</b> (0.1%)	<b>0</b> (0.0%)	<b>87,215</b> (0.0%)	<b>54,337</b> (0.5%)	<b>680,709</b> (0.0%)
<b>TOTAL<sup>1</sup></b>	<b>495,377,660</b> (100.0%)	<b>461,865,944</b> (100.0%)	<b>62,201,202</b> (100.0%)	<b>378,988,222</b> (100.0%)	<b>10,996,301</b> (100.0%)	<b>1,409,576,300</b> (100.0%)

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

TABLE 5.36

**DISTRIBUTION OF VEHICLE MILES OF TRAVEL BY VEHICLE TYPE AND TRIP PURPOSE  
1990 NPTS  
(PERCENTAGE)  
(WITHIN VEHICLE TYPE)**

Vehicle Type	Earning a Living	Family and Personal Business	Civic, Educational and Religious	Social and Recreational	Other	TOTAL
Auto	33.6	33.2	5.0	27.3	0.9	100.0
Passenger Van	26.3	40.7	2.8	29.5	0.6	100.0
Cargo Van	56.4	23.2	1.7	18.7	0.0	100.0
Pickup Truck	43.6	29.6	2.3	24.0	0.5	100.0
Other Truck	71.8	20.8	0.1	7.4	0.0	100.0
RV/Motor Home	0.6	29.2	0.0	70.3	0.0	100.0
Motorcycle	13.3	18.6	1.1	66.9	0.0	100.0
Moped	65.6	11.3	2.4	20.7	0.0	100.0
Other POV	0.0	79.2	0.0	12.8	8.0	100.0
<b>TOTAL</b>	35.1	32.8	4.4	26.9	0.8	100.0

Although roughly 75% of all vehicles were automobiles, they were used in more than 80% of the vehicle trips, demonstrating that they were used more frequently than other

types of vehicles. However, trips by automobiles amounted to only 77% of all miles travelled, indicating that trips by automobiles were slightly shorter than the average.

**FIGURE 5.18**

**DISTRIBUTION OF VEHICLES AND VEHICLE TRAVEL BY SELECTED VEHICLE TYPE  
1990 NPTS**

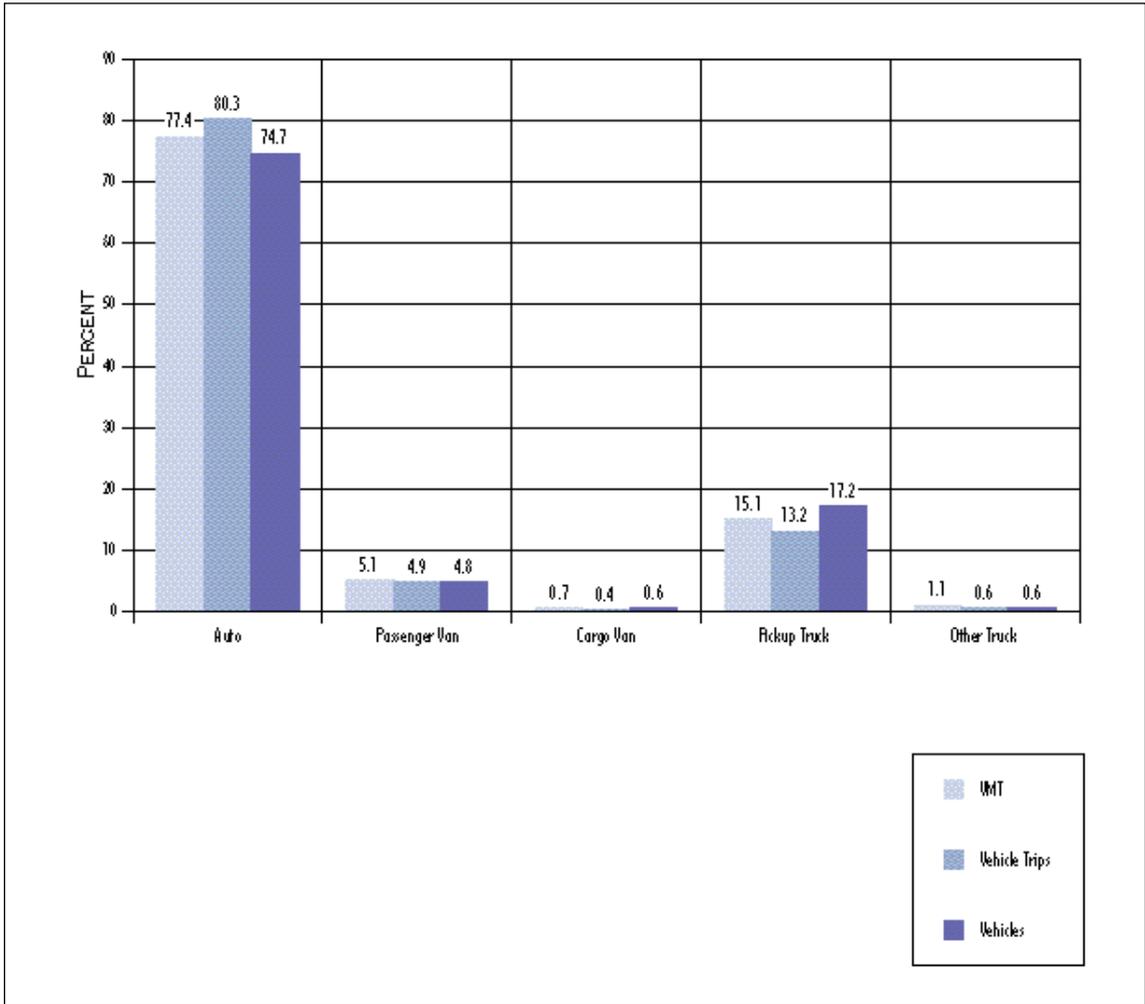
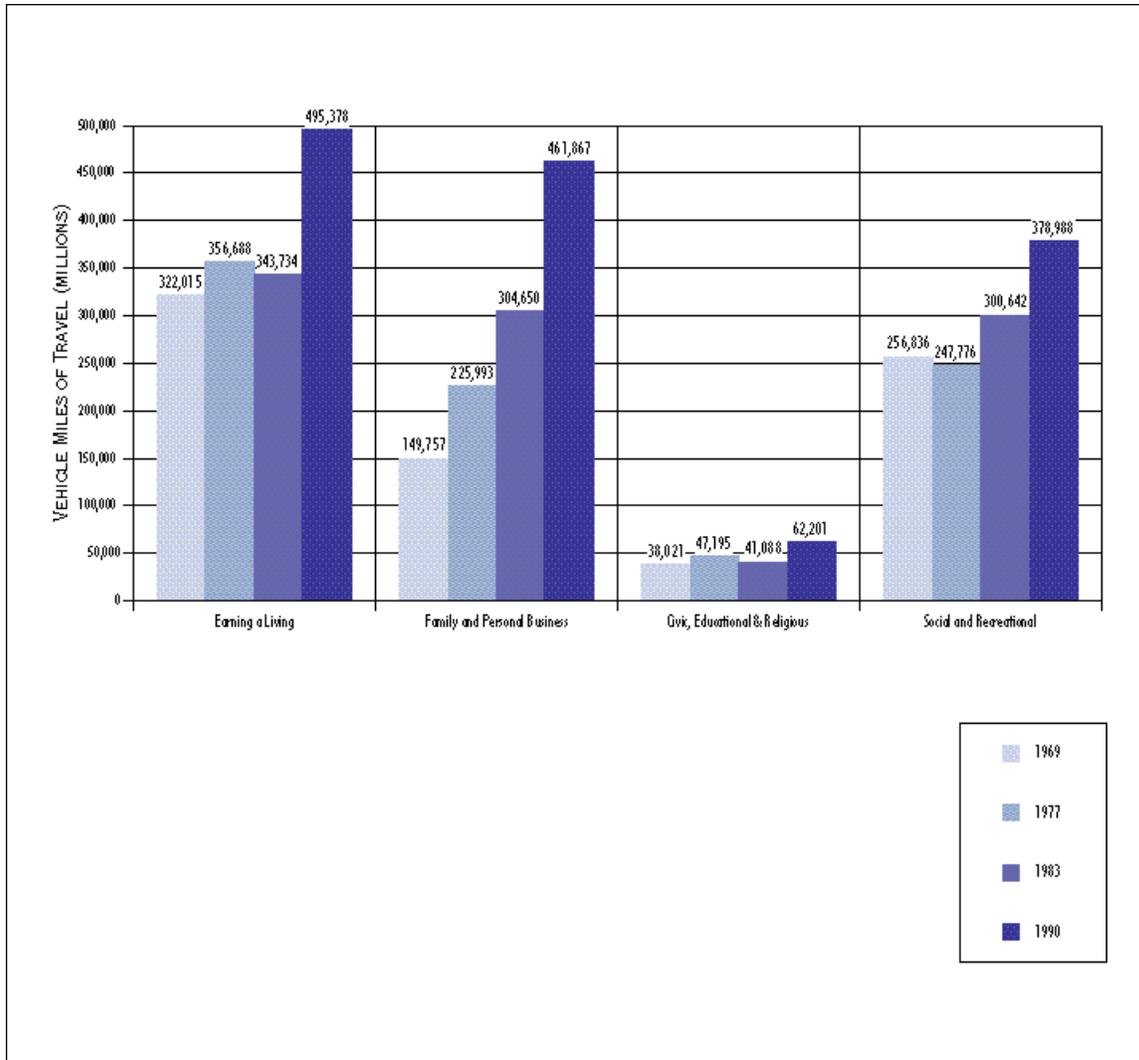


FIGURE 5.19

NUMBER OF VEHICLE MILES OF TRAVEL BY TRIP PURPOSE  
1969, 1977, 1983 AND 1990 NPTS



TRIP CHARACTERISTICS: VEHICLE TRIPS AND VEHICLE MILES OF TRAVEL

While earning a living and family and personal matters were the most common reasons to drive for those under 65 years old, individu-

als 65 years or older drove mostly for family and personal matters and for social and recreational reasons.

**FIGURE 5.20**  
**COMPARISON OF VEHICLE TRIPS TAKEN BY INDIVIDUALS 65 OR OLDER VS. INDIVIDUALS UNDER 65**  
**CATEGORIZED BY TRIP PURPOSE**  
**1990 NPTS**

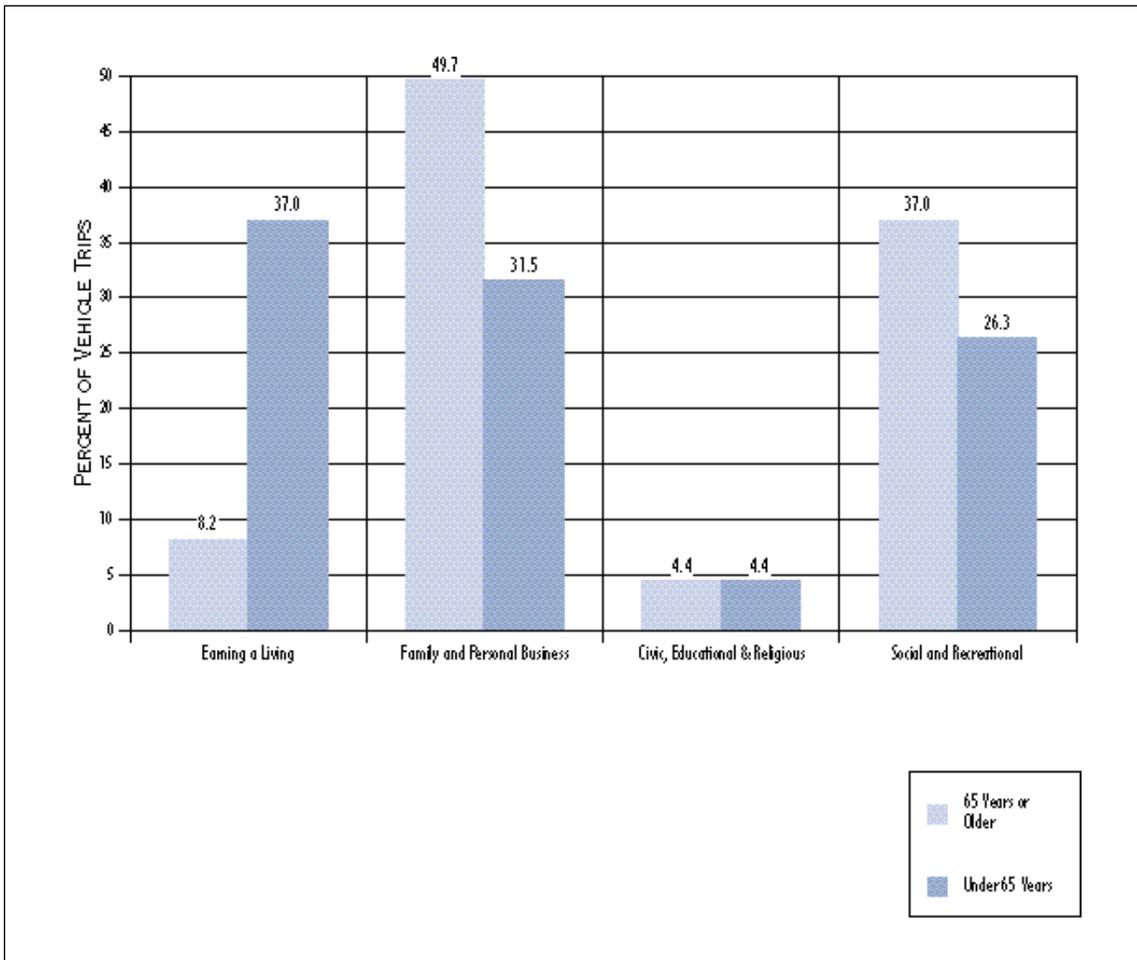


TABLE 5.37

**AVERAGE VEHICLE TRIP LENGTH<sup>1</sup> BY VEHICLE TYPE AND TRIP PURPOSE  
1990 NPTS  
(MILES)**

Vehicle Type	Earning a Living	Family and Personal Business	Civic, Educational and Religious	Social and Recreational	Other	ALL
Auto	10.9	6.2	7.5	11.4	11.5	8.7
Passenger Van	10.6	7.2	5.1	14.1	4.6	9.2
Cargo Van	17.6	9.5	14.4	14.8	10.0	14.2
Pickup Truck	12.1	7.4	8.1	13.1	10.6	10.3
Other Truck	25.0	8.6	2.0	7.8	**	15.9
RV/Motor Home	1.6	11.7	**	59.3	**	24.8
Motorcycle	6.2	8.1	6.6	15.5	**	11.2
Moped	8.6	2.0	0.9	2.1	**	3.8
Other POV	0.3	14.1	**	8.1	8.2	12.2
<b>ALL</b>	11.2	6.5	7.5	11.8	10.8	9.0
<sup>1</sup> Information based on observations that had valid trip mile information.			** Indicates no data reported.			

For all trip purposes, individuals 65 years or older took shorter trips compared with those under 65 years old. For individuals 65 years

or older, trips for civic, educational and religious purposes were the shortest among all trip purposes.

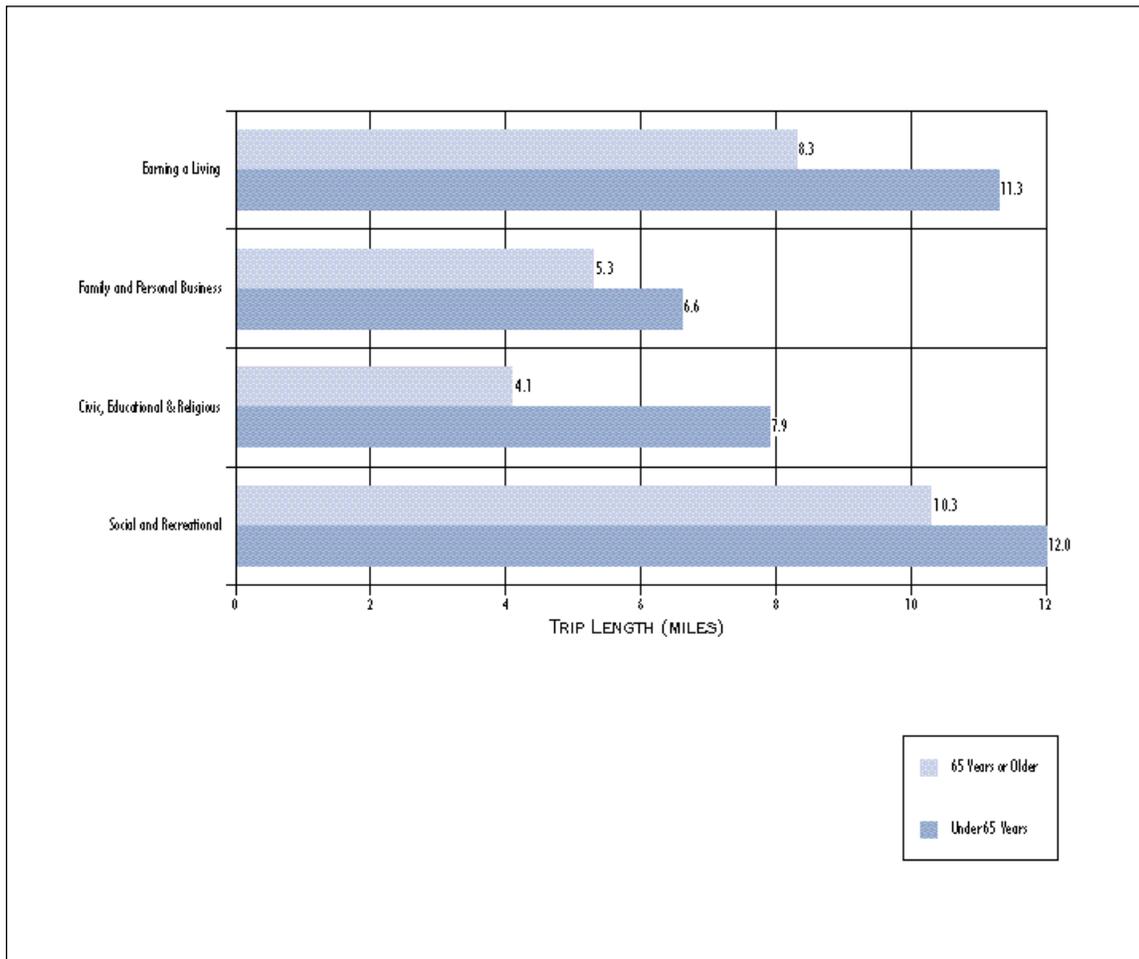
TABLE 5.38

AVERAGE LENGTH<sup>1</sup> OF VEHICLE TRIPS BY INDIVIDUALS 65 OR OLDER  
VS. INDIVIDUALS UNDER 65 AND BY TRIP PURPOSE  
1990 NPTS  
(MILES)

Purpose	Individuals under 65 years	Individuals 65 years or older	TOTAL
Earning a Living	11.3	8.3	11.2
Family and Personal Business	6.6	5.3	6.5
Civic, Educational, and Religious	7.9	4.1	7.5
Social and Recreational	12.0	10.3	11.8
Other	12.0	4.3	5.1
<b>TOTAL</b>	<b>9.2</b>	<b>6.6</b>	<b>9.0</b>

<sup>1</sup> Information based on observations that had valid trip mile information.

FIGURE 5.21

**AVERAGE LENGTH OF VEHICLE TRIPS BY INDIVIDUALS 65 OR OLDER VS. INDIVIDUALS UNDER 65 AND BY TRIP PURPOSE  
1990 NPTS**

TABLES 5.39 through Table 5.41 present data on vehicle travel in terms of trip purpose and season of the year. Data in Table 5.39 show that there was almost no seasonal variation for some trip purposes, such as other family and personal business (errand-running). However, for some trip purposes, there was significant variation as to when driving took place, such as vacationing and pleasure driving. Compared with the overall distribution of vehicle trips by trip

purpose, driving to and from work had a slightly smaller share in winter months (25.2%) than in other months (Table 5.40). Conversely, the share of driving for shopping in winter (21.4%) was higher than the average share (20.2%). Both observations likely reflect different travel activities due to the holiday seasons. More driving took place in spring months than in other months of the year (Figure 5.22). However, summer trips were the longest (Table 5.39).

TABLE 5.39

**NUMBER OF VEHICLE TRIPS BY TRIP PURPOSE AND SEASON<sup>1</sup>**  
**1990 NPTS**  
**(MILLIONS)**

Purpose	Winter	Spring	Summer	Fall	TOTAL
<b>Earning a Living</b>					
To or From Work	9,756 (23.3%)	11,964 (28.6%)	10,200 (24.4%)	9,872 (23.6%)	<b>41,792</b> (100.0%)
Work-Related Business	515 (18.1%)	1,104 (38.8%)	638 (22.4%)	588 (20.7%)	<b>2,845</b> (100.0%)
<b>Subtotal</b>	<b>10,271</b> (23.0%)	<b>13,068</b> (29.3%)	<b>10,838</b> (24.3%)	<b>10,460</b> (23.4%)	<b>44,637</b> (100.0%)
<b>Family and Personal Business</b>					
Shopping	8,278 (25.7%)	8,468 (26.3%)	7,634 (23.7%)	7,784 (24.2%)	<b>32,164</b> (100.0%)
Doctor/Dentist	451 (25.8%)	509 (29.1%)	390 (22.3%)	399 (22.8%)	<b>1,749</b> (100.0%)
Other Family Business	10,191 (26.6%)	9,825 (25.6%)	9,191 (24.0%)	9,116 (23.8%)	<b>38,323</b> (100.0%)
<b>Subtotal</b>	<b>18,920</b> (26.2%)	<b>18,802</b> (26.0%)	<b>17,215</b> (23.8%)	<b>17,299</b> (23.9%)	<b>72,236</b> (100.0%)
<b>Civic, Educational, and Religious</b>					
<b>Subtotal</b>	<b>2,042</b> (24.4%)	<b>2,699</b> (32.0%)	<b>1,409</b> (16.7%)	<b>2,285</b> (27.1%)	<b>8,435</b> (100.0%)
<b>Social and Recreational</b>					
Vacation	9 (4.8%)	46 (24.3%)	98 (51.9%)	36 (19.0%)	<b>189</b> (100.0%)
Visiting Friends	3,504 (24.9%)	3,797 (27.0%)	3,461 (24.6%)	3,291 (23.4%)	<b>14,053</b> (100.0%)
Pleasure Driving	87 (20.0%)	139 (32.0%)	132 (30.3%)	77 (17.7%)	<b>435</b> (100.0%)
Other Social/Recreational	3,611 (20.2%)	4,999 (28.0%)	5,264 (29.5%)	3,996 (22.4%)	<b>17,870</b> (100.0%)
<b>Subtotal</b>	<b>7,211</b> (22.2%)	<b>8,981</b> (27.6%)	<b>8,955</b> (27.5%)	<b>7,400</b> (22.7%)	<b>32,547</b> (100.0%)
<b>Other</b>					
<b>Subtotal</b>	<b>236</b> (23.1%)	<b>419</b> (41.0%)	<b>215</b> (21.0%)	<b>152</b> (14.9%)	<b>1,022</b> (100.0%)
<b>TOTAL<sup>2</sup></b>	<b>38,703</b> (24.2%)	<b>43,979</b> (27.7%)	<b>38,643</b> (24.3%)	<b>37,602</b> (23.7%)	<b>158,927</b> (100.0%)
Average trip length (miles)	8.72	8.91	9.37	8.92	<b>8.98</b>

<sup>1</sup> Season: Winter = Dec-Feb, Spring = Mar-May, Summer = June-Aug, Fall = Sept-Nov.

<sup>2</sup> Includes vehicle trips where trip purpose was unreported.

TABLE 5.40

**DISTRIBUTION OF VEHICLE TRIPS BY TRIP PURPOSE AND SEASON  
1990 NPTS  
(PERCENTAGE)  
(WITHIN SEASON)**

Purpose	Winter	Spring	Summer	Fall	TOTAL
<b>Earning a Living</b>					
To or From Work	25.2	27.2	26.4	26.2	26.3
Work-Related Business	1.3	2.5	1.6	1.6	1.8
<b>Subtotal</b>	26.5	29.7	28.0	27.8	28.1
<b>Family and Personal Business</b>					
Shopping	21.4	19.3	19.8	20.7	20.2
Doctor/Dentist	1.2	1.2	1.0	1.1	1.1
Other Family Business	26.3	22.3	23.8	24.2	24.1
<b>Subtotal</b>	48.9	42.8	44.6	46.0	45.4
<b>Civic, Educational, and Religious</b>					
<b>Subtotal</b>	5.3	6.1	3.6	6.1	5.3
<b>Social and Recreational</b>					
Vacation	0.0	0.1	0.3	0.1	0.1
Visiting Friends	9.1	8.6	9.0	8.8	8.8
Pleasure Driving	0.2	0.3	0.3	0.2	0.3
Other Social/Recreational	9.3	11.4	13.6	10.6	11.2
<b>Subtotal</b>	18.6	20.4	23.2	19.7	20.5
<b>Other</b>					
<b>Subtotal</b>	0.6	1.0	0.5	0.4	0.6
<b>TOTAL<sup>1</sup></b>	100.0	100.0	100.0	100.0	100.0

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

TABLE 5.41

**NUMBER OF VEHICLE MILES OF TRAVEL BY TRIP PURPOSE AND SEASON  
1990 NPTS  
(MILLIONS)**

Purpose	Winter	Spring	Summer	Fall	TOTAL
<b>Earning a Living</b>					
To or From Work	103,431 (22.8%)	128,941 (28.5%)	114,311 (25.2%)	106,359 (23.5%)	<b>453,042</b> (100.0%)
Work-Related Business	6,630 (15.7%)	19,510 (46.1%)	9,249 (21.8%)	6,947 (16.4%)	<b>42,336</b> (100.0%)
<b>Subtotal</b>	<b>110,061</b> (22.2%)	<b>148,451</b> (30.0%)	<b>123,560</b> (24.9%)	<b>113,306</b> (22.9%)	<b>495,378</b> (100.0%)
<b>Family and Personal Business</b>					
Shopping	44,301 (27.2%)	41,139 (25.3%)	38,005 (23.4%)	39,222 (24.1%)	<b>162,667</b> (100.0%)
Doctor/Dentist	4,919 (27.6%)	4,484 (25.2%)	4,229 (23.7%)	4,177 (23.5%)	<b>17,809</b> (100.0%)
Other Family Business	73,598 (26.2%)	67,650 (24.0%)	70,985 (25.2%)	69,157 (24.6%)	<b>281,390</b> (100.0%)
<b>Subtotal</b>	<b>122,818</b> (26.6%)	<b>113,273</b> (24.5%)	<b>113,219</b> (24.5%)	<b>112,556</b> (24.4%)	<b>461,866</b> (100.0%)
<b>Civic, Educational, and Religious</b>					
<b>Subtotal</b>	<b>14,716</b> (23.7%)	<b>20,306</b> (32.6%)	<b>11,256</b> (18.1%)	<b>15,923</b> (25.6%)	<b>62,201</b> (100.0%)
<b>Social and Recreational</b>					
Vacation	1,490 (7.3%)	3,889 (18.9%)	11,869 (57.8%)	3,284 (16.0%)	<b>20,532</b> (100.0%)
Visiting Friends	40,245 (24.5%)	45,020 (27.5%)	39,757 (24.2%)	38,958 (23.8%)	<b>163,980</b> (100.0%)
Pleasure Driving	1,984 (21.6%)	2,506 (27.3%)	3,194 (34.8%)	1,482 (16.2%)	<b>9,166</b> (100.0%)
Other Social/Recreational	40,516 (21.9%)	48,631 (26.2%)	51,768 (27.9%)	44,396 (24.0%)	<b>185,311</b> (100.0%)
<b>Subtotal</b>	<b>84,235</b> (22.2%)	<b>100,046</b> (26.4%)	<b>106,588</b> (28.1%)	<b>88,120</b> (23.3%)	<b>378,989</b> (100.0%)
<b>Other</b>					
<b>Subtotal</b>	<b>1,858</b> (16.9%)	<b>5,746</b> (52.3%)	<b>2,654</b> (24.1%)	<b>738</b> (6.7%)	<b>10,996</b> (100.0%)
<b>TOTAL<sup>1</sup></b>	<b>333,756</b> (23.7%)	<b>387,824</b> (27.5%)	<b>357,306</b> (25.3%)	<b>330,690</b> (23.5%)	<b>1,409,576</b> (100.0%)

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

TABLE 5.42

**DISTRIBUTION OF VEHICLE MILES OF TRAVEL BY TRIP PURPOSE AND SEASON  
1990 NPTS  
(PERCENTAGE)  
(WITHIN SEASON)**

Purpose	Winter	Spring	Summer	Fall	TOTAL
<b>Earning a Living</b>					
To or From Work	31.0	33.3	32.0	32.2	32.1
Work-Related Business	2.0	5.0	2.6	2.1	3.0
<b>Subtotal</b>	<b>33.0</b>	<b>38.3</b>	<b>34.6</b>	<b>34.3</b>	<b>35.1</b>
<b>Family and Personal Business</b>					
Shopping	13.3	10.6	10.6	11.9	11.5
Doctor/Dentist	1.5	1.2	1.2	1.3	1.3
Other Family Business	22.0	17.4	19.9	20.9	20.0
<b>Subtotal</b>	<b>36.8</b>	<b>29.2</b>	<b>31.7</b>	<b>34.1</b>	<b>32.8</b>
<b>Civic, Educational, and Religious</b>					
<b>Subtotal</b>	<b>4.4</b>	<b>5.2</b>	<b>3.2</b>	<b>4.8</b>	<b>4.4</b>
<b>Social and Recreational</b>					
Vacation	0.4	1.0	3.3	1.0	1.5
Visiting Friends	12.1	11.6	11.1	11.8	11.6
Pleasure Driving	0.6	0.7	0.9	0.4	0.7
Other Social/Recreational	12.1	12.5	14.5	13.4	13.1
<b>Subtotal</b>	<b>25.2</b>	<b>25.8</b>	<b>29.8</b>	<b>26.6</b>	<b>26.9</b>
<b>Other</b>					
<b>Subtotal</b>	<b>0.6</b>	<b>1.5</b>	<b>0.7</b>	<b>0.2</b>	<b>0.8</b>
<b>TOTAL<sup>1</sup></b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

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

FIGURE 5.22

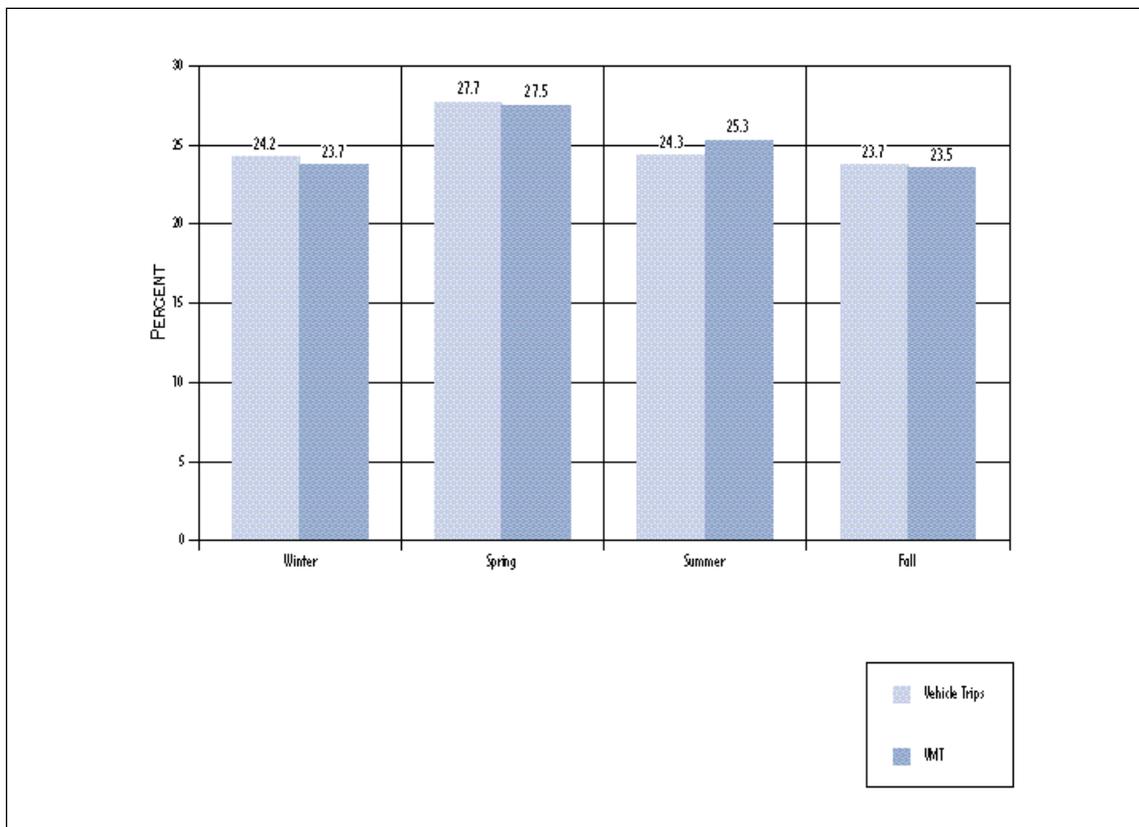
DISTRIBUTION OF VEHICLE TRAVEL BY SEASON  
1990 NPTS

TABLE 5.43

**DISTRIBUTION OF VEHICLE TRIPS BY DAY OF WEEK AND TRIP PURPOSE  
1990 NPTS  
(WITHIN DAY OF WEEK)**

Purpose	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>Earning a Living</b>							
To or From Work	9.0	31.4	31.3	33.2	32.1	29.2	12.2
Work-Related Business	0.7	2.0	2.4	1.8	2.0	1.9	1.5
<b>Subtotal</b>	<b>9.7</b>	<b>33.4</b>	<b>33.7</b>	<b>35.0</b>	<b>34.1</b>	<b>31.1</b>	<b>13.7</b>
<b>Family and Personal Business</b>							
Shopping	22.7	18.5	18.0	17.4	17.5	18.4	31.3
Doctor/Dentist	0.1	1.5	1.4	1.4	1.3	1.2	0.4
Other Family Business	18.0	25.9	26.2	24.8	25.5	25.8	20.9
<b>Subtotal</b>	<b>40.8</b>	<b>45.9</b>	<b>45.6</b>	<b>43.6</b>	<b>44.3</b>	<b>45.4</b>	<b>52.6</b>
<b>Civic, Educational, and Religious</b>							
<b>Subtotal</b>	<b>16.7</b>	<b>4.2</b>	<b>4.7</b>	<b>4.8</b>	<b>4.4</b>	<b>2.6</b>	<b>1.4</b>
<b>Social and Recreational</b>							
Vacation	0.4	0.1	0.1	0.1	0	0.1	0.2
Visiting Friends	15.9	6.5	6.9	6.6	7.2	8.6	12.3
Pleasure Driving	0.6	0.3	0.1	0.3	0.2	0.2	0.3
Other Social/Recreational	15.3	9.0	8.3	9.0	9.1	11.5	18.7
<b>Subtotal</b>	<b>32.2</b>	<b>15.9</b>	<b>15.4</b>	<b>16.0</b>	<b>16.5</b>	<b>20.4</b>	<b>31.5</b>
<b>Other</b>							
<b>Subtotal</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.7</b>	<b>0.5</b>	<b>0.8</b>
<b>TOTAL</b>	<b>100.0</b>						
Avg. Trip Length <sup>1</sup> (miles)	<b>10.37</b>	<b>8.81</b>	<b>8.72</b>	<b>8.71</b>	<b>8.24</b>	<b>9.04</b>	<b>9.32</b>
No. of Trips (000,000)	<b>19,000</b>	<b>24,300</b>	<b>25,300</b>	<b>23,200</b>	<b>24,800</b>	<b>21,700</b>	<b>20,700</b>
Distribution of Trips	11.9%	15.3%	15.9%	14.6%	15.6%	13.6%	13.0%

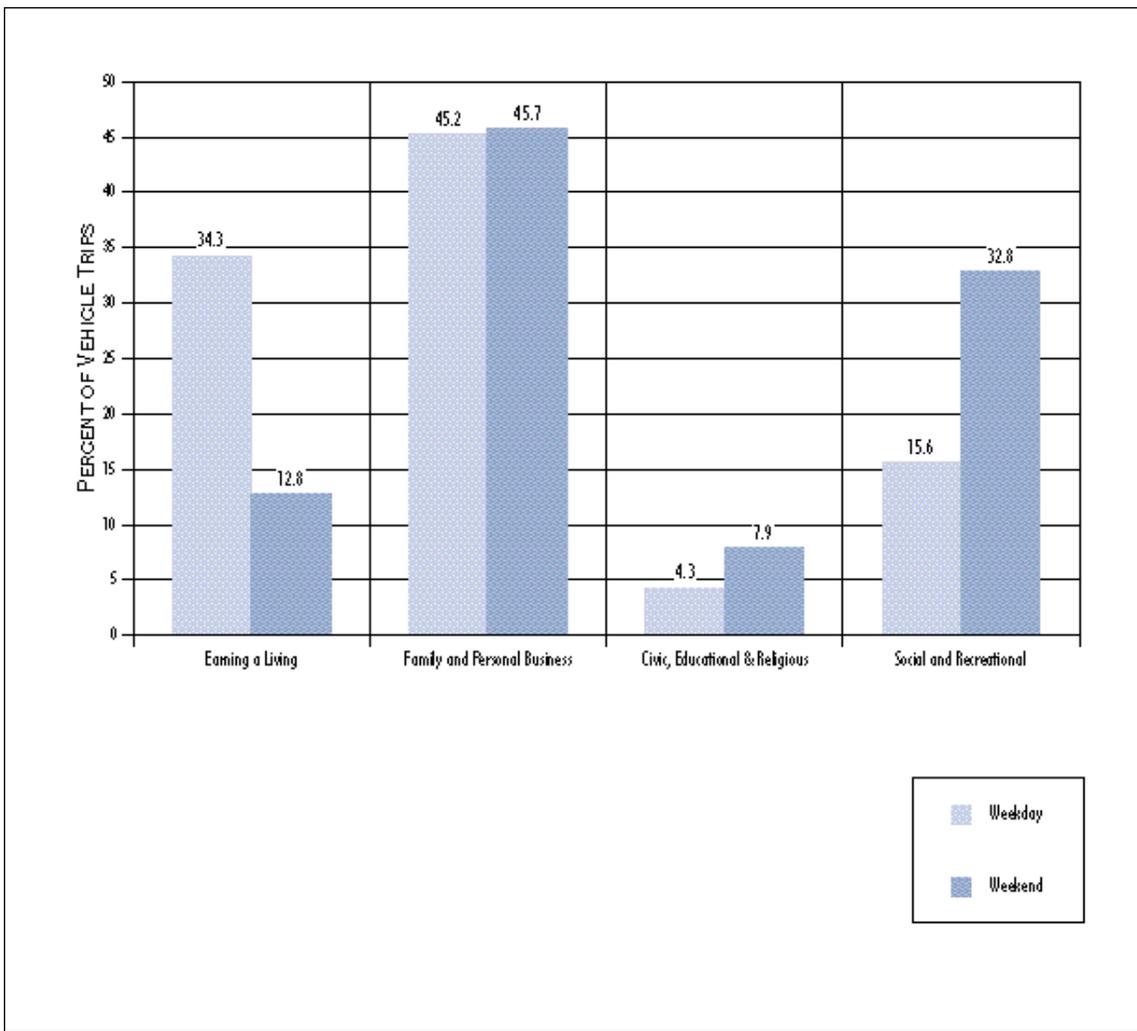
<sup>1</sup> Information based on observations with valid data on the trip length.

Vehicle trips were fairly evenly distributed among days of the week, with 75% of all trips made on weekdays and 25% on weekends. Family and personal business was the most common reason for travel on each day of the

week (Table 5.43). As expected, earning a living was the second most common reason to travel during weekdays, while social and recreational purposes were the second most common reason for travel during weekends.

FIGURE 5.23

DISTRIBUTION OF VEHICLE TRIPS BY WEEKDAY<sup>1</sup> VS. WEEKEND<sup>2</sup> AND TRIP PURPOSE  
1990 NPTS



<sup>1</sup> Defined as the time between 12:01 a.m. Monday and 6:00 p.m. Friday.

<sup>2</sup> Defined as the time between 6:01 p.m. Friday and midnight Sunday.

**TABLE 5.44**

**DISTRIBUTION OF VEHICLE TRIPS BY DAY OF WEEK AND TRIP PURPOSE  
1990 NPTS  
(ACROSS DAY OF WEEK)  
(PERCENTAGE)**

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	TOTAL
Earning a Living	4.1	18.2	19.1	18.2	18.9	15.1	6.4	100.0
Family and Personal Business	10.7	15.4	16.0	14.0	15.2	13.6	15.1	100.0
Civic, Educational, & Religious	37.5	12.2	14.1	13.2	12.9	6.6	3.5	100.0
Social & Recreational	18.7	11.8	11.9	11.3	12.5	13.9	19.9	100.0
Other	12.0	14.9	15.6	12.9	17.9	10.6	16.1	100.0
<b>TOTAL</b>	12.0	15.3	15.9	14.6	15.6	13.6	13.0	100.0
<b>No. of Trips (000,000)</b>	<b>19,003</b>	<b>24,331</b>	<b>25,311</b>	<b>23,181</b>	<b>24,767</b>	<b>21,665</b>	<b>20,669</b>	<b>158,927</b>

Driving by those 65 years or older was fairly evenly spread among the days of the week, while those younger than 65 years old drove

less during the weekends. Older individuals drove more during the mid-week (Tuesday and Wednesday) than on other days of the week.

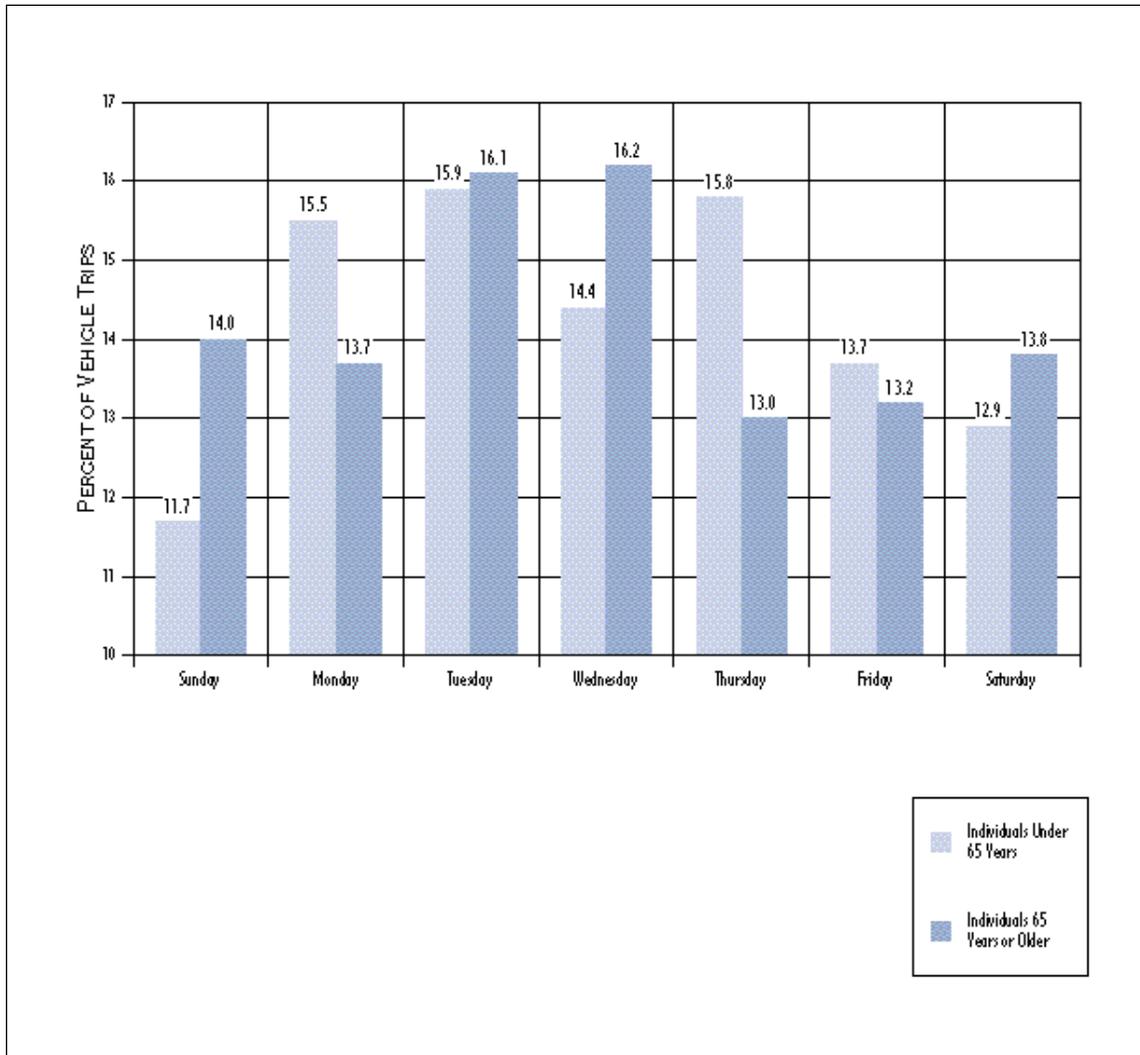
TABLE 5.45

NUMBER OF VEHICLE TRIPS TAKEN BY INDIVIDUALS 65 OR OLDER VS. INDIVIDUALS UNDER 65  
CATEGORIZED BY DAY OF WEEK  
1990 NPTS  
(THOUSANDS)

Day	Individuals under 65 years	Individuals 65 years or older
Sunday	16,976,964 (11.7%)	1,847,705 (14.0%)
Monday	22,382,068 (15.5%)	1,801,068 (13.7%)
Tuesday	23,007,186 (15.9%)	2,124,025 (16.1%)
Wednesday	20,874,174 (14.4%)	2,128,413 (16.2%)
Thursday	22,897,940 (15.8%)	1,705,234 (13.0%)
Friday	19,740,032 (13.7%)	1,743,283 (13.2%)
Saturday	18,613,971 (12.9%)	1,810,755 (13.8%)
<b>TOTAL</b>	<b>144,492,336</b> (100.0%)	<b>13,160,483</b> (100.0%)

FIGURE 5.24

DISTRIBUTION OF VEHICLE TRIPS TAKEN BY INDIVIDUALS 65 OR OLDER VS. INDIVIDUALS UNDER 65 YEARS OF AGE CATEGORIZED BY DAY OF WEEK  
1990 NPTS



**TABLE 5.46**  
**NUMBER OF VEHICLE MILES OF TRAVEL BY DAY OF WEEK**  
**1983 AND 1990 NPTS<sup>1</sup>**  
**(MILLIONS)**

Day	1983	1990
Sunday	134,301 (13.4%)	194,255 (13.8%)
Monday	147,323 (14.7%)	212,423 (15.1%)
Tuesday	141,126 (14.1%)	218,511 (15.5%)
Wednesday	144,131 (14.4%)	199,069 (14.1%)
Thursday	150,880 (15.0%)	201,730 (14.3%)
Friday	150,450 (15.0%)	193,383 (13.7%)
Saturday	133,928 (13.4%)	190,205 (13.5%)
<b>TOTAL</b>	<b>1,002,139</b> (100.0%)	<b>1,409,576</b> (100.0%)

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

FIGURE 5.25

DISTRIBUTION OF VEHICLE MILES OF TRAVEL BY DAY OF WEEK  
1983 AND 1990 NPTS

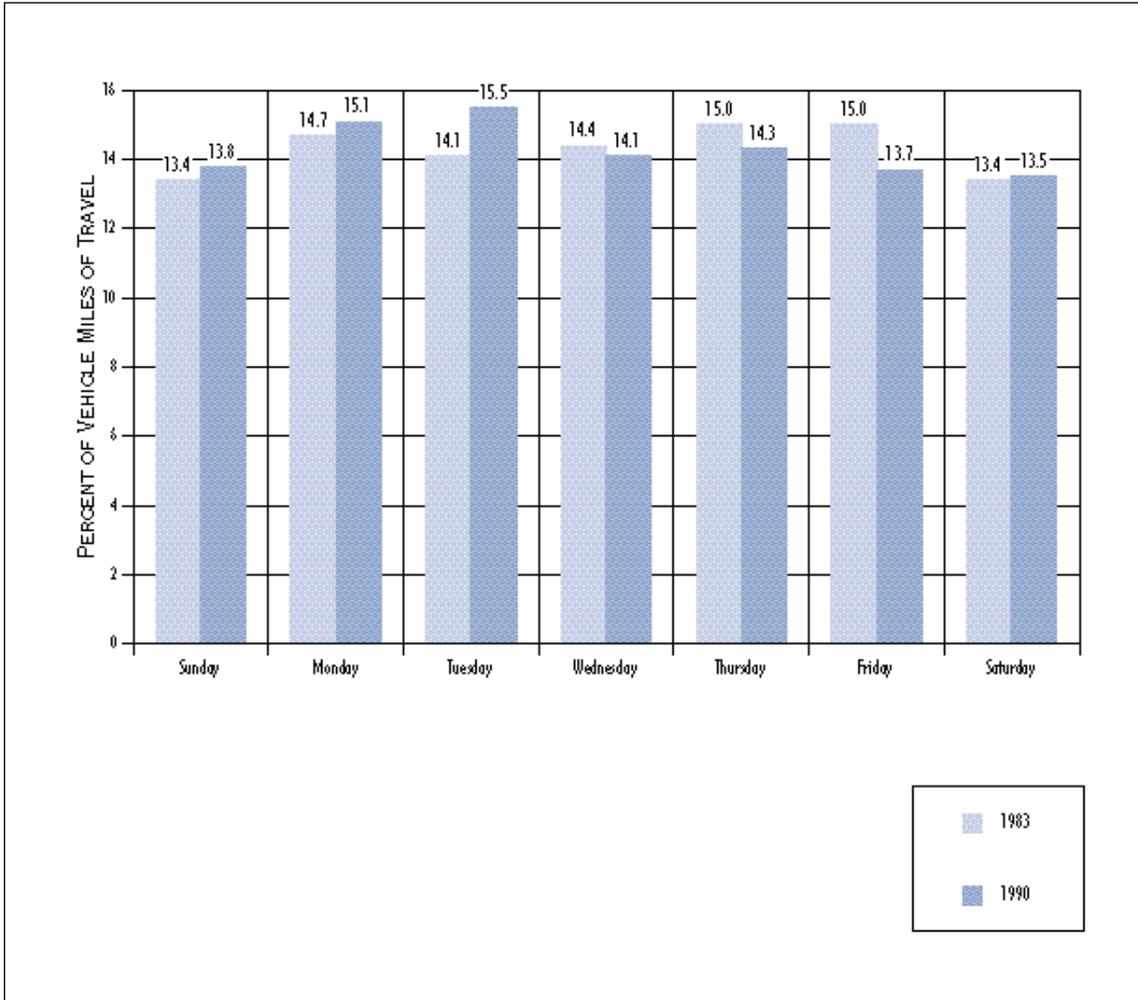


TABLE 5.47

**NUMBER OF VEHICLE MILES OF TRAVEL BY TRIP PURPOSE AND DAY OF WEEK  
1990 NPTS  
(MILLIONS)**

	Earning a Living	Family and Personal Business	Civic, Educational, and Religious	Social and Recreational	Other	TOTAL <sup>1</sup>
<b>Sunday</b>	<b>19,760</b>	<b>57,520</b>	<b>18,869</b>	<b>96,940</b>	<b>1,143</b>	<b>194,255</b>
	(10.2%)	(29.6%)	(9.7%)	(49.9%)	(0.6%)	(100.0%)
<b>Monday</b>	<b>93,114</b>	<b>68,870</b>	<b>7,884</b>	<b>41,393</b>	<b>1,149</b>	<b>212,423</b>
	(43.8%)	(32.4%)	(3.7%)	(19.5%)	(0.5%)	(100.0%)
<b>Tuesday</b>	<b>95,702</b>	<b>71,037</b>	<b>10,735</b>	<b>38,223</b>	<b>2,804</b>	<b>218,511</b>
	(43.8%)	(32.5%)	(4.9%)	(17.5%)	(1.3%)	(100.0%)
<b>Wednesday</b>	<b>90,460</b>	<b>60,592</b>	<b>8,582</b>	<b>37,559</b>	<b>1,842</b>	<b>199,069</b>
	(45.4%)	(30.4%)	(4.3%)	(18.9%)	(0.9%)	(100.0%)
<b>Thursday</b>	<b>91,458</b>	<b>62,710</b>	<b>10,076</b>	<b>35,664</b>	<b>1,807</b>	<b>201,730</b>
	(45.3%)	(31.1%)	(5.0%)	(17.7%)	(0.9%)	(100.0%)
<b>Friday</b>	<b>77,304</b>	<b>66,760</b>	<b>4,333</b>	<b>44,261</b>	<b>725</b>	<b>193,383</b>
	(40.0%)	(34.5%)	(2.2%)	(22.9%)	(0.4%)	(100.0%)
<b>Saturday</b>	<b>27,580</b>	<b>74,377</b>	<b>1,722</b>	<b>84,948</b>	<b>1,526</b>	<b>190,205</b>
	(14.5%)	(39.1%)	(0.9%)	(44.7%)	(0.8%)	(100.0%)
<b>TOTAL</b>	<b>495,378</b>	<b>461,866</b>	<b>62,201</b>	<b>378,988</b>	<b>10,996</b>	<b>1,409,576</b>
	(35.1%)	(32.8%)	(4.4%)	(26.9%)	(0.8%)	(100.0%)

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

**FIGURE 5.26**  
**DISTRIBUTION OF VEHICLE MILES OF TRAVEL BY WEEKDAY VS. WEEKEND, TIME OF DAY AND TRIP PURPOSE**  
**1990 NPTS**

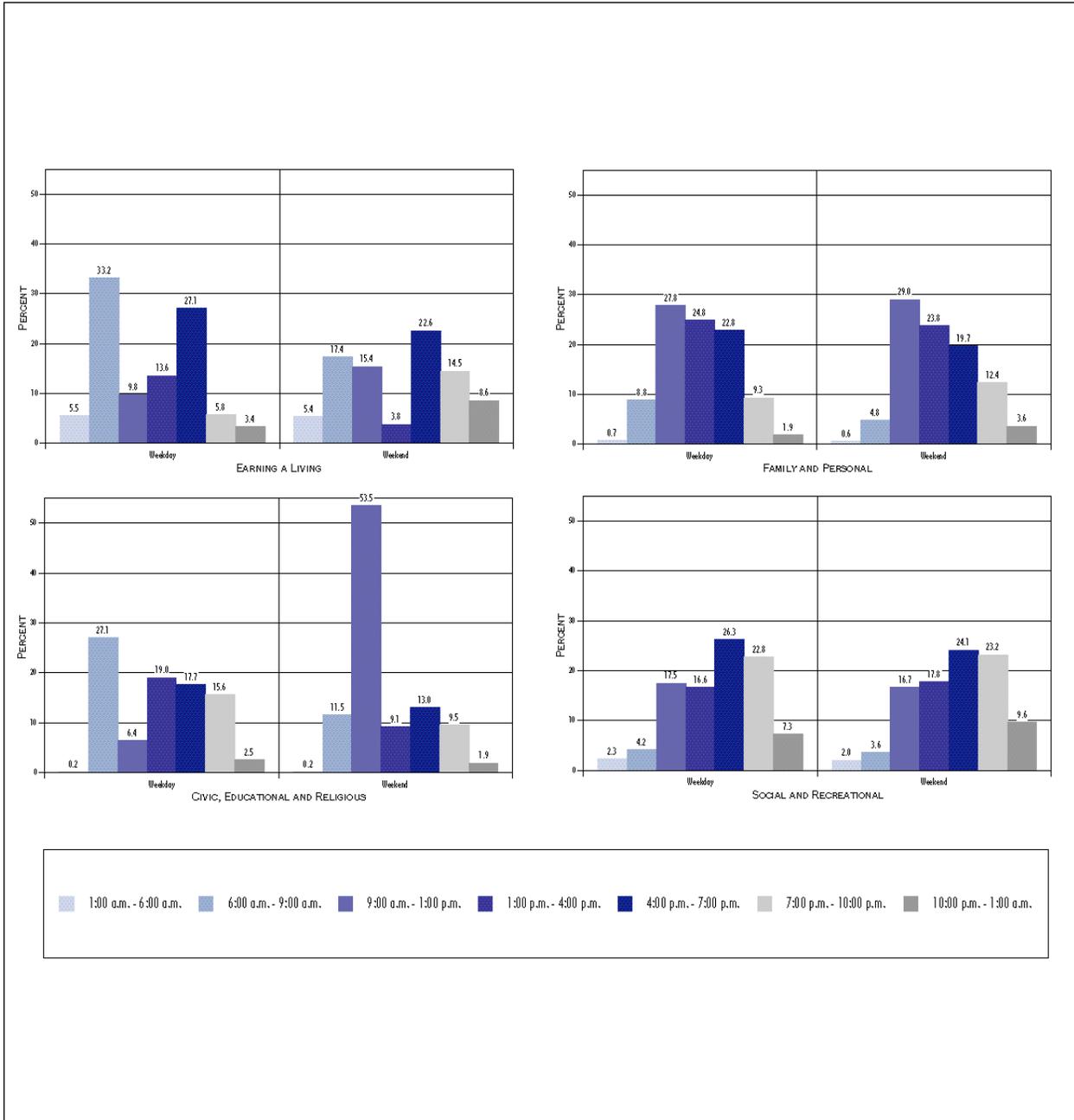


TABLE 5.48

**DISTRIBUTION OF VEHICLE MILES OF TRAVEL BY TRIP PURPOSE AND DAY OF WEEK  
1990 NPTS  
(PERCENTAGE)  
(ACROSS DAY OF WEEK)**

	Earning a Living	Family and Personal Business	Civic, Educational, and Religious	Social and Recreational	Other	<b>TOTAL<sup>1</sup></b>
Sunday	4.0	12.5	30.3	25.6	10.4	13.8
Monday	18.8	14.9	12.7	10.9	10.4	15.1
Tuesday	19.3	15.4	17.3	10.1	25.5	15.5
Wednesday	18.3	13.1	13.8	9.9	16.8	14.1
Thursday	18.5	13.6	16.2	9.4	16.4	14.3
Friday	15.6	14.5	7.0	11.7	6.6	13.7
Saturday	5.6	16.1	2.8	22.4	13.9	13.5
<b>TOTAL</b>	100.0	100.0	100.0	100.0	100.0	100.0
<b>% VMT</b>	35.1	32.8	4.4	26.9	0.8	100.0

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

**TABLE 5.49**

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

	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	
1:00 a.m. - 6:00 a.m.	302,162 (2.1%)	256,352 (2.2%)	216,139 (2.0%)	833,390 (2.5%)	677,125 (2.4%)	1,349,333 (2.2%)	<b>3,634,502</b> (2.3%)
6:00 a.m. - 9:00 a.m.	1,968,716 (13.5%)	1,670,666 (14.5%)	1,504,035 (14.1%)	4,651,286 (14.2%)	3,844,569 (13.4%)	8,819,250 (14.5%)	<b>22,458,523</b> (14.1%)
9:00 a.m. - 1:00 p.m.	3,195,523 (21.9%)	2,270,605 (19.7%)	2,160,095 (20.2%)	6,645,980 (20.3%)	6,110,739 (21.3%)	12,966,641 (21.4%)	<b>33,349,583</b> (21.0%)
1:00 p.m. - 4:00 p.m.	2,960,688 (20.3%)	2,256,193 (19.5%)	2,015,168 (18.9%)	6,102,518 (18.7%)	5,312,674 (18.5%)	12,023,169 (19.8%)	<b>30,670,411</b> (19.3%)
4:00 p.m. - 7:00 p.m.	3,370,765 (23.1%)	2,831,623 (24.5%)	2,586,008 (24.2%)	7,558,132 (23.1%)	6,580,639 (22.9%)	14,249,842 (23.5%)	<b>37,177,009</b> (23.4%)
7:00 p.m. - 10:00 p.m.	1,742,890 (11.9%)	1,354,759 (11.7%)	1,392,926 (13.1%)	4,171,238 (12.8%)	3,568,410 (12.4%)	6,826,471 (11.2%)	<b>19,056,694</b> (12.0%)
10:00 p.m. - 1:00 a.m.	588,526 (4.0%)	489,379 (4.2%)	424,856 (4.0%)	1,430,099 (4.4%)	1,318,071 (4.6%)	2,180,421 (3.6%)	<b>6,431,353</b> (4.0%)
<b>TOTAL<sup>1</sup></b>	<b>14,591,495</b> (100.0%)	<b>11,543,315</b> (100.0%)	<b>10,672,563</b> (100.0%)	<b>32,706,962</b> (100.0%)	<b>28,705,127</b> (100.0%)	<b>60,708,005</b> (100.0%)	<b>158,927,467</b> (100.0%)

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

TABLE 5.50

**NUMBER OF VEHICLE MILES OF TRAVEL BY URBANIZED AREA SIZE AND TIME OF DAY  
1990 NPTS  
(THOUSANDS)**

	Urbanized Area Size					Not in Urbanized Area	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		
1:00 a.m. - 6:00 a.m.	2,800,649 (2.7%)	2,251,979 (2.7%)	2,315,688 (2.6%)	10,316,830 (3.8%)	11,547,736 (4.6%)	27,859,671 (4.5%)	57,092,553 (4.1%)
6:00 a.m. - 9:00 a.m.	15,033,702 (14.5%)	14,229,771 (17.4%)	14,619,779 (16.7%)	45,724,891 (16.8%)	42,168,258 (16.8%)	107,993,374 (17.6%)	239,769,775 (17.0%)
9:00 a.m. - 1:00 p.m.	23,252,362 (22.4%)	15,895,277 (19.4%)	14,162,125 (16.2%)	49,762,967 (18.3%)	46,038,380 (18.3%)	112,855,329 (18.4%)	261,966,441 (18.6%)
1:00 p.m. - 4:00 p.m.	20,021,459 (19.3%)	14,859,302 (18.1%)	17,422,871 (19.9%)	48,979,319 (18.0%)	44,556,331 (17.7%)	115,471,542 (18.9%)	261,310,824 (18.5%)
4:00 p.m. - 7:00 p.m.	23,271,294 (22.4%)	19,954,927 (24.4%)	23,083,191 (26.4%)	64,169,754 (23.6%)	56,793,447 (22.6%)	136,263,255 (22.3%)	323,535,868 (23.0%)
7:00 p.m. - 10:00 p.m.	12,688,573 (12.2%)	8,964,208 (10.9%)	9,547,031 (10.9%)	31,778,907 (11.7%)	30,745,650 (12.2%)	67,732,668 (11.1%)	161,457,037 (11.5%)
10:00 p.m. - 1:00 a.m.	4,951,933 (4.8%)	4,041,302 (4.9%)	3,961,877 (4.5%)	13,032,656 (4.8%)	13,175,839 (5.2%)	25,328,476 (4.1%)	64,492,083 (4.6%)
<b>TOTAL<sup>1</sup></b>	<b>103,977,562</b> (100.0%)	<b>81,922,087</b> (100.0%)	<b>87,450,251</b> (100.0%)	<b>272,438,523</b> (100.0%)	<b>251,485,293</b> (100.0%)	<b>612,302,631</b> (100.0%)	<b>1,409,576,347</b> (100.0%)

<sup>1</sup> Includes miles of travel where start time of the trip was unreported.

**TABLE 5.51**

**NUMBER OF VEHICLE TRIPS BY MSA SIZE AND TIME OF DAY  
1990 NPTS  
(THOUSANDS)**

	MSA Size					Not in MSA	TOTAL
	Less than 250,000	250,000- 499,999	500,000- 999,999	1,000,000- 2,999,999	3,000,000 and over		
1:00 a.m. - 6:00 a.m.	346,926 (2.1%)	338,566 (2.3%)	365,113 (2.4%)	716,567 (2.2%)	1,153,903 (2.6%)	713,426 (2.0%)	<b>3,634,502</b> (2.3%)
6:00 a.m. - 9:00 a.m.	2,301,275 (14.0%)	2,156,792 (14.9%)	2,225,043 (14.4%)	4,629,149 (14.3%)	6,009,516 (13.6%)	5,136,747 (14.3%)	<b>22,458,523</b> (14.1%)
9:00 a.m. - 1:00 p.m.	3,485,122 (21.2%)	2,982,844 (20.6%)	3,001,756 (19.4%)	6,720,420 (20.7%)	9,268,067 (21.0%)	7,891,374 (22.0%)	<b>33,349,583</b> (21.0%)
1:00 p.m. - 4:00 p.m.	3,219,505 (19.6%)	2,759,924 (19.1%)	3,047,100 (19.7%)	5,942,457 (18.3%)	8,470,996 (19.2%)	7,230,428 (20.1%)	<b>30,670,411</b> (19.3%)
4:00 p.m. - 7:00 p.m.	3,886,742 (23.6%)	3,472,690 (24.0%)	3,784,043 (24.5%)	7,592,458 (23.4%)	10,134,721 (22.9%)	8,306,354 (23.1%)	<b>37,177,009</b> (23.4%)
7:00 p.m. - 10:00 p.m.	1,968,417 (12.0%)	1,733,678 (12.0%)	1,838,328 (11.9%)	4,131,023 (12.7%)	5,446,230 (12.3%)	3,939,018 (11.0%)	<b>19,056,694</b> (12.0%)
10:00 p.m. - 1:00 a.m.	665,036 (4.0%)	534,087 (3.7%)	586,196 (3.8%)	1,451,428 (4.5%)	1,875,166 (4.2%)	1,319,440 (3.7%)	<b>6,431,353</b> (4.0%)
<b>TOTAL<sup>1</sup></b>	<b>16,452,475</b> (100.0%)	<b>14,446,454</b> (100.0%)	<b>15,446,435</b> (100.0%)	<b>32,463,690</b> (100.0%)	<b>44,218,040</b> (100.0%)	<b>35,900,373</b> (100.0%)	<b>158,927,467</b> (100.0%)

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

TABLE 5.52

**NUMBER OF VEHICLE MILES OF TRAVEL BY MSA SIZE AND TIME OF DAY  
1990 NPTS  
(THOUSANDS)**

	MSA Size					Not in MSA	TOTAL
	Less than 250,000	250,000- 499,999	500,000- 999,999	1,000,000- 2,999,999	3,000,000 and over		
1:00 a.m. - 6:00 a.m.	4,537,768 (3.4%)	4,407,103 (3.8%)	4,824,837 (3.6%)	9,239,026 (3.3%)	19,325,679 (4.9%)	14,758,140 (4.3%)	<b>57,092,553</b> (4.1%)
6:00 a.m. - 9:00 a.m.	20,851,460 (15.5%)	19,742,425 (16.8%)	23,291,058 (17.3%)	50,049,774 (17.6%)	66,740,212 (16.8%)	59,094,846 (17.3%)	<b>239,769,775</b> (17.0%)
9:00 a.m. - 1:00 p.m.	28,802,832 (21.4%)	24,310,360 (20.7%)	20,802,248 (15.5%)	54,003,465 (19.0%)	69,890,045 (17.6%)	64,157,491 (18.7%)	<b>261,966,441</b> (18.6%)
1:00 p.m. - 4:00 p.m.	24,321,140 (18.0%)	21,182,541 (18.1%)	27,843,008 (20.7%)	48,916,448 (17.2%)	72,688,227 (18.3%)	66,359,461 (19.4%)	<b>261,310,825</b> (18.5%)
4:00 p.m. - 7:00 p.m.	32,499,612 (24.1%)	25,333,251 (21.6%)	33,717,591 (25.1%)	66,572,905 (23.4%)	90,217,002 (22.7%)	75,195,507 (22.0%)	<b>323,535,868</b> (23.0%)
7:00 p.m. - 10:00 p.m.	15,791,946 (11.7%)	13,710,723 (11.7%)	14,685,059 (10.9%)	32,782,347 (11.5%)	46,622,586 (11.8%)	37,864,376 (11.1%)	<b>161,457,037</b> (11.5%)
10:00 p.m. - 1:00 a.m.	5,661,784 (4.2%)	5,373,472 (4.6%)	5,828,027 (4.3%)	13,661,385 (4.8%)	19,164,619 (4.8%)	14,802,796 (4.3%)	<b>64,492,083</b> (4.6%)
<b>TOTAL<sup>1</sup></b>	<b>134,826,750</b> (100.0%)	<b>117,224,403</b> (100.0%)	<b>134,305,892</b> (100.0%)	<b>283,996,460</b> (100.0%)	<b>396,750,671</b> (100.0%)	<b>342,472,170</b> (100.0%)	<b>1,409,576,346</b> (100.0%)

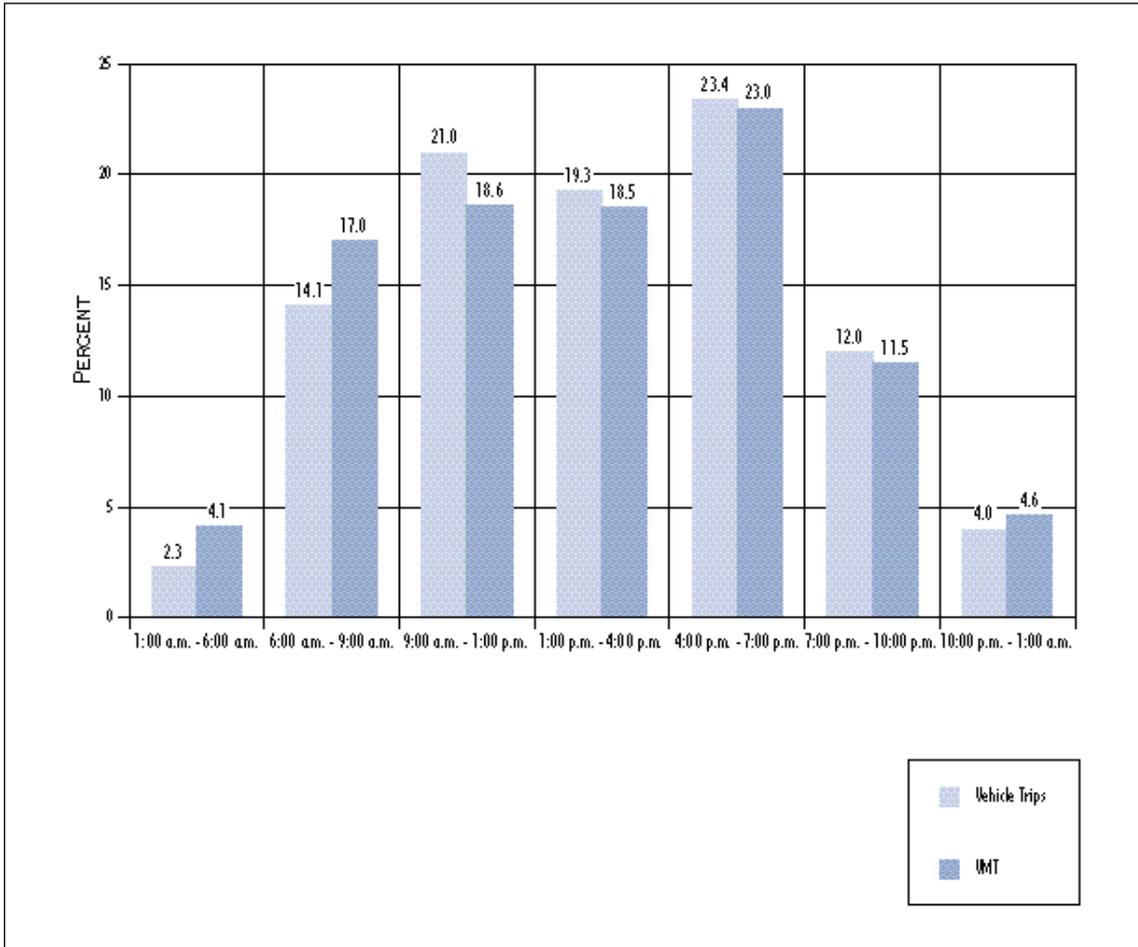
<sup>1</sup> Includes miles of travel where start time of the trip was unreported.

More than 63% of vehicle trips took place between 9 a.m. and 7 p.m. However, these trips amounted to only 60% of the total vehicle miles of travel, indicating trips slightly

shorter than the average. Longer vehicle trips usually took place when there was less traffic on the road.

**FIGURE 5.27**

**DISTRIBUTION OF VEHICLE TRIPS AND TRAVEL BY TIME OF DAY  
1990 NPTS**



**T**HE following seven tables present driving by trip purpose and time of day (Tables 5.53 through 5.59). Overall, trips for earning a living (to and from work and work-related trips) accounted for more than 60% of early morning traffic (before 9 a.m.), while mid-day traffic (from 9 a.m. to 4 p.m.) was primarily for family and personal business (Table 5.53). As expected, the purpose and the time at which trips are made vary between weekdays and weekends. The most distinctive difference between weekday

and weekend driving can be observed in trips made for earning a living and for social and recreational purposes. While 34.3% of all weekday driving was for earning a living, the corresponding percentage was 12.8% during weekends (Tables 5.55 and 5.57). Conversely, while only 15.6% of all weekday driving was for social and recreational purposes, almost one third of the total weekend driving was for that purpose. Regardless of the time of the day, weekend trips were longer than weekday trips (Table 5.58).

**TABLE 5.53**

**NUMBER OF VEHICLE TRIPS BY TIME OF DAY AND TRIP PURPOSE  
1990 NPTS  
(THOUSANDS)**

	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.	<b>TOTAL<sup>1</sup></b>
<b>Earning a Living</b>	<b>2,430,391</b>	<b>13,873,772</b>	<b>4,668,434</b>	<b>6,073,584</b>	<b>11,810,848</b>	<b>3,099,341</b>	<b>1,811,933</b>	<b>44,637,479</b>
	(66.9%)	(61.8%)	(14.0%)	(19.8%)	(31.8%)	(16.3%)	(28.2%)	(28.1%)
<b>Family and Personal Business</b>	<b>496,364</b>	<b>5,468,945</b>	<b>20,167,045</b>	<b>17,539,909</b>	<b>15,678,138</b>	<b>7,312,715</b>	<b>1,697,280</b>	<b>72,236,580</b>
	(13.7%)	(24.3%)	(60.5%)	(57.2%)	(42.2%)	(38.4%)	(26.4%)	(45.5%)
<b>Civic, Educational, &amp; Religious</b>	<b>17,877</b>	<b>1,728,099</b>	<b>2,692,138</b>	<b>1,250,241</b>	<b>1,322,278</b>	<b>1,096,366</b>	<b>189,546</b>	<b>8,434,633</b>
	(0.5%)	(7.7%)	(8.1%)	(4.1%)	(3.5%)	(5.7%)	(2.9%)	(5.3%)
<b>Social &amp; Recreational</b>	<b>684,309</b>	<b>1,269,465</b>	<b>5,544,781</b>	<b>5,543,789</b>	<b>8,184,488</b>	<b>7,422,003</b>	<b>2,689,705</b>	<b>32,547,726</b>
	(18.8%)	(5.7%)	(16.6%)	(18.1%)	(22.0%)	(38.9%)	(41.8%)	(20.5%)
<b>Other</b>	<b>5,346</b>	<b>113,811</b>	<b>275,550</b>	<b>256,844</b>	<b>174,369</b>	<b>125,566</b>	<b>34,986</b>	<b>1,021,713</b>
	(0.1%)	(0.5%)	(0.8%)	(0.8%)	(0.5%)	(0.7%)	(0.5%)	(0.6%)
<b>TOTAL<sup>1</sup></b>	<b>3,634,502</b>	<b>22,458,523</b>	<b>33,349,583</b>	<b>30,670,411</b>	<b>37,177,009</b>	<b>19,056,694</b>	<b>6,431,353</b>	<b>158,927,467</b>
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)
<sup>1</sup> Includes trips where start time of the trip, trip purpose or both were unreported.								

TABLE 5.54

**DISTRIBUTION OF VEHICLE TRIPS BY TIME OF DAY AND TRIP PURPOSE  
1990 NPTS  
(ACROSS TIME OF DAY)**

	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.	<b>TOTAL<sup>1</sup></b>
Earning a Living	5.4	31.1	10.5	13.6	26.5	6.9	4.1	100.0
Family and Personal Business	0.7	7.6	27.9	24.3	21.7	10.1	2.3	100.0
Civic, Educational, & Religious	0.2	20.5	31.9	14.8	15.7	13.0	2.2	100.0
Social & Recreational	2.1	3.9	17.0	17.0	25.1	22.8	8.3	100.0
Other	0.5	11.1	27.0	25.1	17.1	12.3	3.4	100.0
<b>TOTAL<sup>1</sup></b>	2.3	14.1	21.0	19.3	23.4	12.0	4.0	100.0

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

TABLE 5.55

**NUMBER OF WEEKDAY VEHICLE TRIPS BY TIME OF DAY AND TRIP PURPOSE  
1990 NPTS  
(THOUSANDS)**

	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.	<b>TOTAL<sup>1</sup></b>
<b>Earning a Living</b>	<b>2,123,094</b>	<b>12,876,705</b>	<b>3,785,758</b>	<b>5,280,441</b>	<b>10,514,439</b>	<b>2,266,201</b>	<b>1,321,181</b>	<b>38,794,232</b>
	(73.0%)	(66.0%)	(17.1%)	(24.0%)	(37.8%)	(19.0%)	(35.5%)	(34.3%)
<b>Family and Personal Business</b>	<b>377,048</b>	<b>4,482,801</b>	<b>14,231,868</b>	<b>12,663,460</b>	<b>11,646,400</b>	<b>4,771,020</b>	<b>967,263</b>	<b>51,157,578</b>
	(13.0%)	(23.0%)	(64.5%)	(57.6%)	(41.9%)	(40.0%)	(26.0%)	(45.2%)
<b>Civic, Educational, &amp; Religious</b>	<b>9,099</b>	<b>1,321,890</b>	<b>799,110</b>	<b>929,779</b>	<b>863,599</b>	<b>760,388</b>	<b>121,018</b>	<b>4,881,598</b>
	(0.3%)	(6.8%)	(3.6%)	(4.2%)	(3.1%)	(6.4%)	(3.3%)	(4.3%)
<b>Social &amp; Recreational</b>	<b>397,721</b>	<b>743,063</b>	<b>3,093,419</b>	<b>2,930,116</b>	<b>4,649,866</b>	<b>4,026,654</b>	<b>1,289,146</b>	<b>17,656,963</b>
	(13.7%)	(3.8%)	(14.0%)	(13.3%)	(16.7%)	(33.8%)	(34.7%)	(15.6%)
<b>Other</b>	<b>274</b>	<b>86,419</b>	<b>169,477</b>	<b>173,156</b>	<b>138,323</b>	<b>101,758</b>	<b>19,532</b>	<b>706,998</b>
	(0.0%)	(0.4%)	(0.8%)	(0.8%)	(0.5%)	(0.9%)	(0.5%)	(0.6%)
<b>TOTAL<sup>1</sup></b>	<b>2,907,451</b>	<b>19,515,310</b>	<b>22,081,266</b>	<b>21,981,890</b>	<b>27,815,843</b>	<b>11,926,725</b>	<b>3,718,141</b>	<b>113,221,187</b>
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)
<sup>1</sup> Includes trips where time of day, trip purpose or both were unreported.								

TABLE 5.56

**DISTRIBUTION OF WEEKDAY VEHICLE TRIPS BY TIME OF DAY AND TRIP PURPOSE  
1990 NPTS  
(PERCENTAGE)  
(ACROSS TIME OF DAY)**

	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.	<b>TOTAL<sup>1</sup></b>
Earning a Living	5.5	33.2	9.8	13.6	27.1	5.8	3.4	100.0
Family and Personal Business	0.7	8.8	27.8	24.8	22.8	9.3	1.9	100.0
Civic, Educational, & Religious	0.2	27.1	16.4	19.0	17.7	15.6	2.5	100.0
Social & Recreational	2.3	4.2	17.5	16.6	26.3	22.8	7.3	100.0
Other	0.0	12.2	24.0	24.5	19.6	14.4	2.8	100.0
<b>TOTAL<sup>1</sup></b>	2.6	17.2	19.5	19.4	24.6	10.5	3.3	100.0
<sup>1</sup> Includes trips where time of day, trip purpose or both were unreported.								

**TABLE 5.57**

**NUMBER OF WEEKEND VEHICLE TRIPS BY TIME OF DAY AND TRIP PURPOSE  
1990 NPTS  
(THOUSANDS)**

	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.	<b>TOTAL<sup>1</sup></b>
<b>Earning a Living</b>	<b>307,297</b>	<b>997,067</b>	<b>882,676</b>	<b>793,143</b>	<b>1,296,408</b>	<b>833,140</b>	<b>490,752</b>	<b>5,730,924</b>
	(42.3%)	(33.9%)	(7.8%)	(9.1%)	(13.8%)	(11.7%)	(18.1%)	(12.8%)
<b>Family and Personal Business</b>	<b>119,316</b>	<b>986,144</b>	<b>5,935,178</b>	<b>4,876,449</b>	<b>4,031,737</b>	<b>2,541,695</b>	<b>730,016</b>	<b>20,463,833</b>
	(16.4%)	(33.5%)	(52.7%)	(56.1%)	(43.1%)	(35.6%)	(26.9%)	(45.7%)
<b>Civic, Educational, &amp; Religious</b>	<b>8,778</b>	<b>406,209</b>	<b>1,893,028</b>	<b>320,462</b>	<b>458,679</b>	<b>335,977</b>	<b>68,529</b>	<b>3,539,984</b>
	(1.2%)	(13.8%)	(16.8%)	(3.7%)	(4.9%)	(4.7%)	(2.5%)	(7.9%)
<b>Social &amp; Recreational</b>	<b>286,588</b>	<b>526,401</b>	<b>2,451,362</b>	<b>2,613,672</b>	<b>3,534,622</b>	<b>3,395,349</b>	<b>1,400,559</b>	<b>14,662,509</b>
	(39.4%)	(17.9%)	(21.8%)	(30.1%)	(37.8%)	(47.6%)	(51.6%)	(32.8%)
<b>Other</b>	<b>5,071</b>	<b>27,392</b>	<b>106,073</b>	<b>83,688</b>	<b>36,046</b>	<b>23,808</b>	<b>15,454</b>	<b>314,715</b>
	(0.7%)	(0.9%)	(0.9%)	(1.0%)	(0.4%)	(0.3%)	(0.6%)	(0.7%)
<b>TOTAL<sup>1</sup></b>	<b>727,051</b>	<b>2,943,213</b>	<b>11,268,317</b>	<b>8,688,521</b>	<b>9,361,165</b>	<b>7,129,969</b>	<b>2,713,212</b>	<b>44,737,485</b>
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)

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

TABLE 5.58

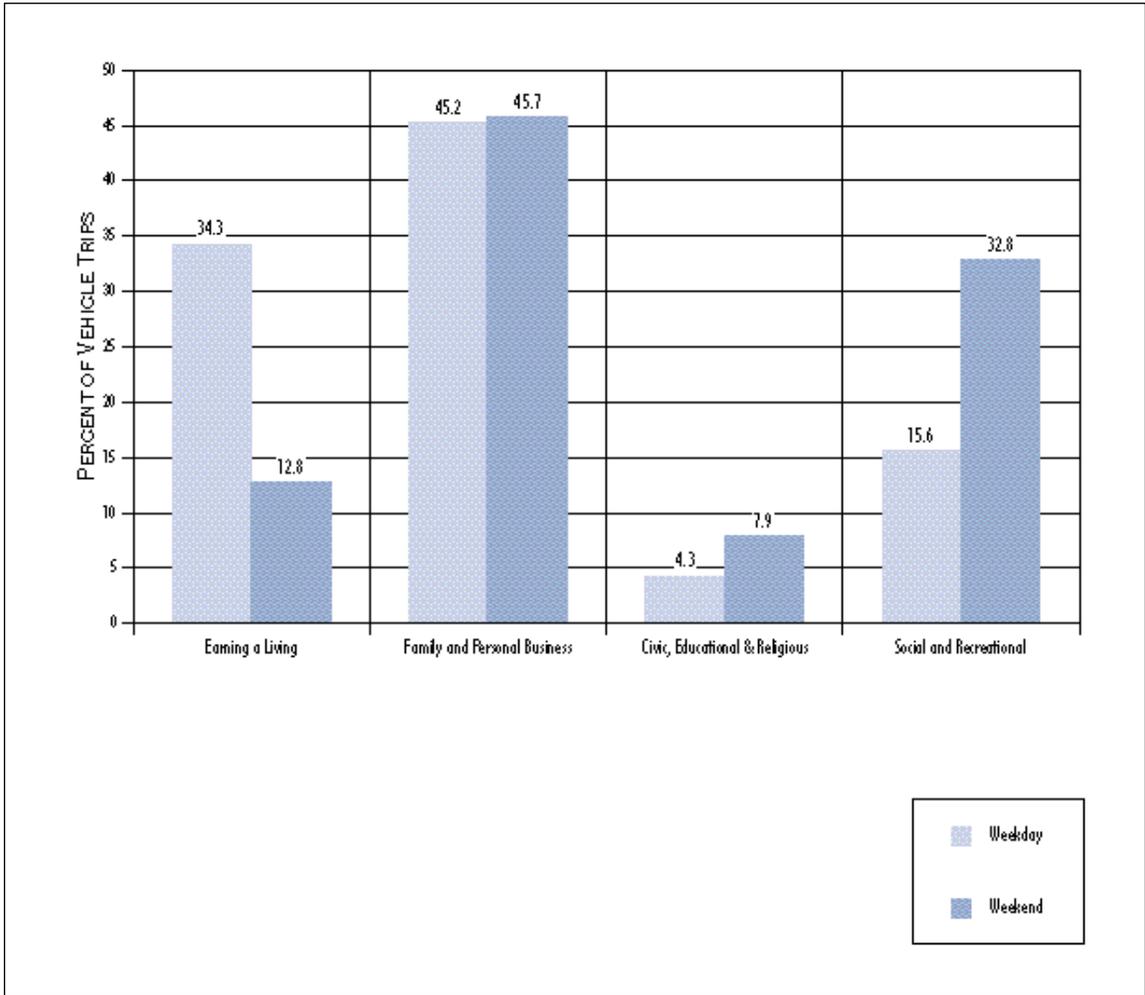
**DISTRIBUTION OF WEEKEND VEHICLE TRIPS BY TIME OF DAY AND TRIP PURPOSE  
1990 NPTS  
(PERCENTAGE)  
(ACROSS TIME OF DAY)**

	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.	<b>TOTAL<sup>1</sup></b>
Earning a Living	5.4	17.4	15.4	13.8	22.6	14.5	8.6	100.0
Family and Personal Business	0.6	4.8	29.0	23.8	19.7	12.4	3.6	100.0
Civic, Educational, & Religious	0.2	11.5	53.5	9.1	13.0	9.5	1.9	100.0
Social & Recreational	2.0	3.6	16.7	17.8	24.1	23.2	9.6	100.0
Other	1.6	8.7	33.7	26.6	11.5	7.6	4.9	100.0
<b>TOTAL<sup>1</sup></b>	1.6	6.6	25.2	19.4	20.9	15.9	6.1	100.0

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

**FIGURE 5.28**

**DISTRIBUTION OF VEHICLE TRIPS BY WEEKDAY VS. WEEKEND AND BY TRIP PURPOSE  
1990 NPTS**



According to the 1990 NPTS data, weekday traffic begins around 6 a.m. and peaks between 4 p.m. and 7 p.m. Very little traffic begins before 9 a.m. during weekends; traf-

fic peaks between 9 a.m. and 1 p.m.; continues until 10 p.m.; and diminishes considerably thereafter.

FIGURE 5.29

DISTRIBUTION OF VEHICLE TRIPS BY WEEKDAY VS. WEEKEND AND TIME OF DAY  
1990 NPTS

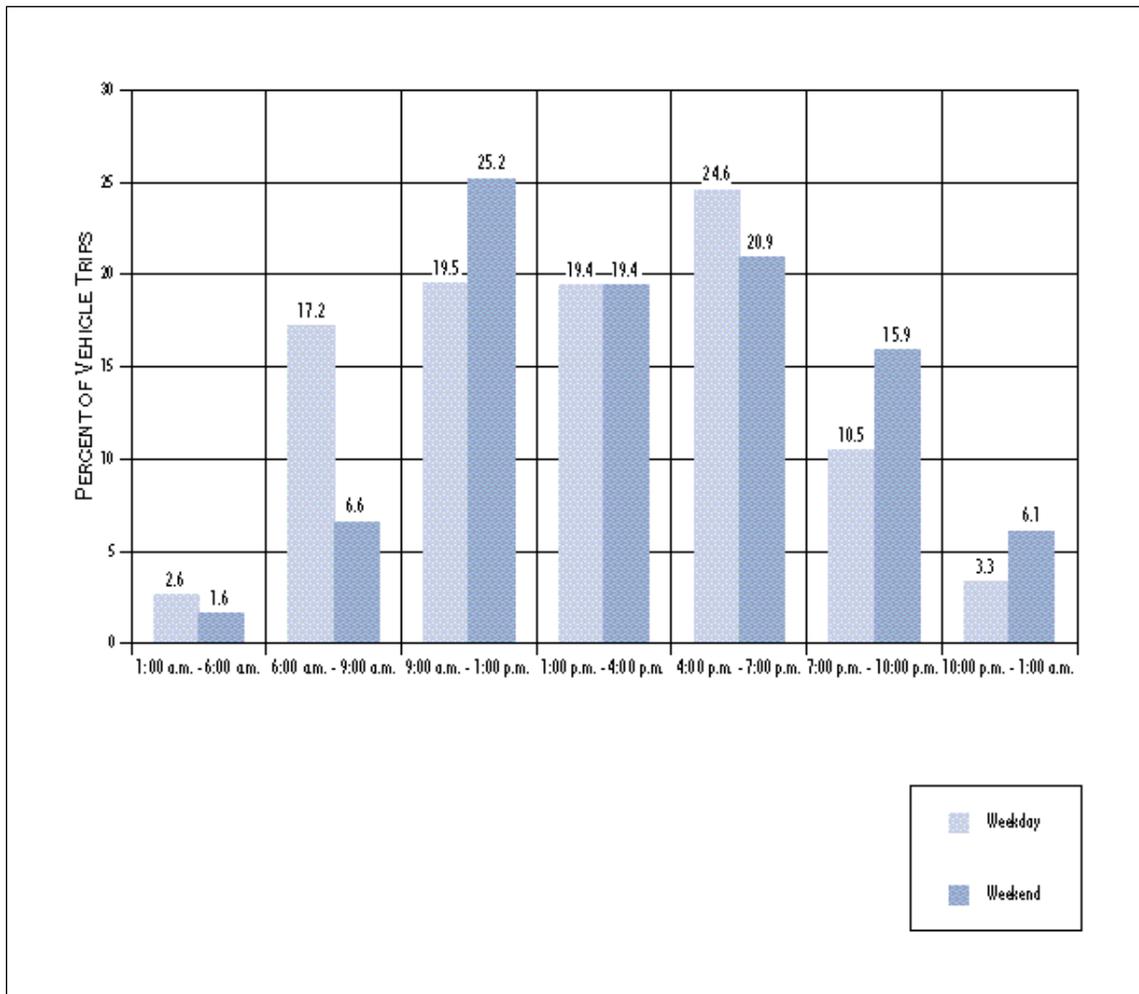


TABLE 5.59

**AVERAGE VEHICLE TRIP LENGTH<sup>1</sup> BY TIME OF DAY, WEEKDAY VS. WEEKEND AND TRIP PURPOSE  
1990 NPTS  
(MILES)**

	Earning a Living	Family and Personal Business	Civic, Educational, and Religious	Social and Recreational	Other	TOTAL
<b>Weekday</b>						
1:00 a.m. - 6:00 a.m.	16.5	11.2	31.6	15.9	*	15.8
6:00 a.m. - 9:00 a.m.	11.8	6.7	8.1	17.0	7.1	10.5
9:00 a.m. - 1:00 p.m.	9.5	5.8	8.9	11.6	17.0	7.5
1:00 p.m. - 4:00 p.m.	11.0	6.3	8.3	10.9	12.2	8.2
4:00 p.m. - 7:00 p.m.	10.4	6.5	8.4	9.0	8.1	8.5
7:00 p.m. - 10:00 p.m.	11.7	5.7	7.3	8.4	11.4	7.9
10:00 p.m. - 1:00 a.m.	11.2	6.7	15.4	9.2	4.2	9.5
<b>TOTAL</b>	<b>11.3</b>	<b>6.2</b>	<b>8.5</b>	<b>10.2</b>	<b>11.4</b>	<b>8.7</b>
<b>Weekend</b>						
1:00 a.m. - 6:00 a.m.	14.1	23.6	*	13.4	*	16.2
6:00 a.m. - 9:00 a.m.	10.0	9.0	6.6	27.4	10.9	12.3
9:00 a.m. - 1:00 p.m.	10.1	6.3	5.1	17.4	7.2	8.8
1:00 p.m. - 4:00 p.m.	10.2	6.9	7.3	14.7	12.2	9.6
4:00 p.m. - 7:00 p.m.	10.2	7.4	5.7	12.7	11.0	9.7
7:00 p.m. - 10:00 p.m.	11.5	8.0	8.7	10.6	7.4	9.7
10:00 p.m. - 1:00 a.m.	11.5	9.1	7.7	12.2	10.2	11.1
<b>TOTAL</b>	<b>10.6</b>	<b>7.2</b>	<b>6.1</b>	<b>13.8</b>	<b>9.3</b>	<b>9.8</b>
<sup>1</sup> Information based only on observations that had valid trip mile information. * Indicates insufficient data reported.						

Regardless of the time of day, weekend trips were longer than weekday trips. Trips were longer during the hours when there was less traffic (before 6 a.m. on weekdays and before 9 a.m. on weekends).

**FIGURE 5.30**

**AVERAGE VEHICLE TRIP LENGTH BY WEEKDAY VS. WEEKEND AND TIME OF DAY  
1990 NPTS**

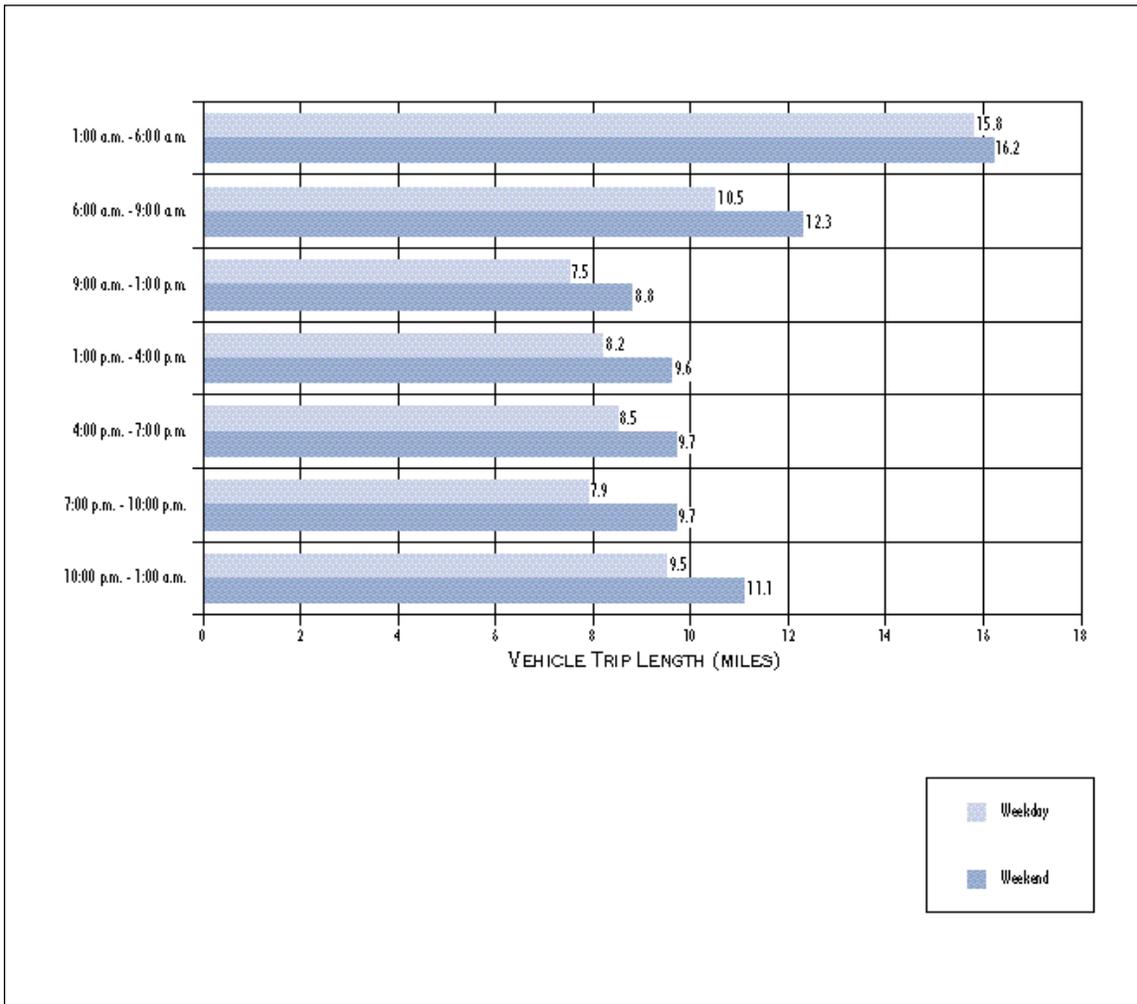


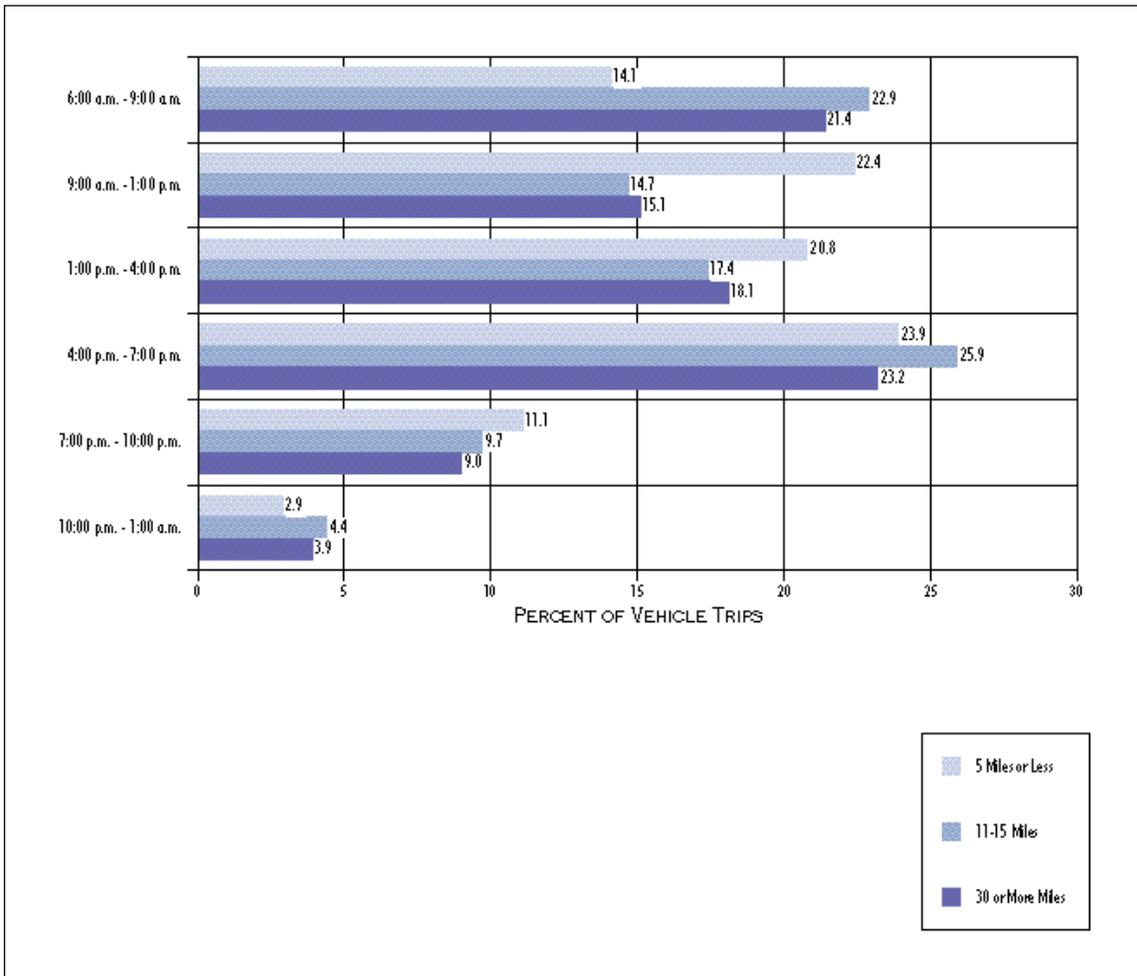
TABLE 5.60

**NUMBER OF WEEKDAY<sup>1</sup> VEHICLE TRIPS BY TIME OF DAY AND TRIP LENGTH  
1990 NPTS  
(THOUSANDS)**

	5 miles or less	6-10 miles	11-15 miles	16-20 miles	21-30 miles	30 or more miles	TOTAL <sup>2</sup>
1:00 a.m. - 6:00 a.m.	1,089,488 (1.6%)	584,278 (2.8%)	317,070 (3.1%)	253,424 (4.9%)	297,416 (6.1%)	340,353 (7.4%)	2,907,451 (2.6%)
6:00 a.m. - 9:00 a.m.	9,379,939 (14.1%)	4,192,028 (20.4%)	2,316,196 (22.9%)	1,224,905 (23.7%)	1,255,636 (25.6%)	985,840 (21.4%)	19,515,310 (17.2%)
9:00 a.m. - 1:00 p.m.	14,955,827 (22.4%)	3,430,271 (16.7%)	1,488,086 (14.7%)	698,345 (13.5%)	658,128 (13.4%)	698,659 (15.1%)	22,081,266 (19.5%)
1:00 p.m. - 4:00 p.m.	13,863,354 (20.8%)	3,672,204 (17.9%)	1,753,408 (17.4%)	835,176 (16.2%)	847,346 (17.3%)	835,647 (18.1%)	21,981,890 (19.4%)
4:00 p.m. - 7:00 p.m.	15,922,908 (23.9%)	5,392,582 (26.2%)	2,612,092 (25.9%)	1,328,110 (25.7%)	1,243,505 (25.4%)	1,071,482 (23.2%)	27,815,843 (24.6%)
7:00 p.m. - 10:00 p.m.	7,382,956 (11.1%)	2,175,306 (10.6%)	980,056 (9.7%)	535,913 (10.4%)	341,900 (7.0%)	415,869 (9.0%)	11,926,725 (10.5%)
10:00 p.m. - 1:00 a.m.	1,931,464 (2.9%)	739,419 (3.6%)	439,949 (4.4%)	195,853 (3.8%)	182,768 (3.7%)	180,661 (3.9%)	3,718,141 (3.3%)
<b>TOTAL<sup>2</sup></b>	<b>66,666,173</b> (100.0%)	<b>20,572,515</b> (100.0%)	<b>10,093,510</b> (100.0%)	<b>5,169,949</b> (100.0%)	<b>4,895,777</b> (100.0%)	<b>4,612,930</b> (100.0%)	<b>113,221,187</b> (100.0%)
	(58.9%)	(18.2%)	(8.9%)	(4.6%)	(4.3%)	(4.1%)	(100.0%)
<sup>1</sup> Defined as the time between 12:01 a.m. Monday and 6:00 p.m. Friday.				<sup>2</sup> Includes trips where start time of trip, trip length, or both were unreported.			

FIGURE 5.31

DISTRIBUTION OF WEEKDAY VEHICLE TRIPS BY SELECTED TIME OF DAY AND SELECTED TRIP LENGTH  
1990 NPTS



TEMPORAL CHARACTERISTICS: VEHICLE TRIPS AND VEHICLE MILES OF TRAVEL

**TABLE 5.61**

**NUMBER OF WEEKEND<sup>1</sup> VEHICLE TRIPS BY TIME OF DAY AND TRIP LENGTH  
1990 NPTS  
(THOUSANDS)**

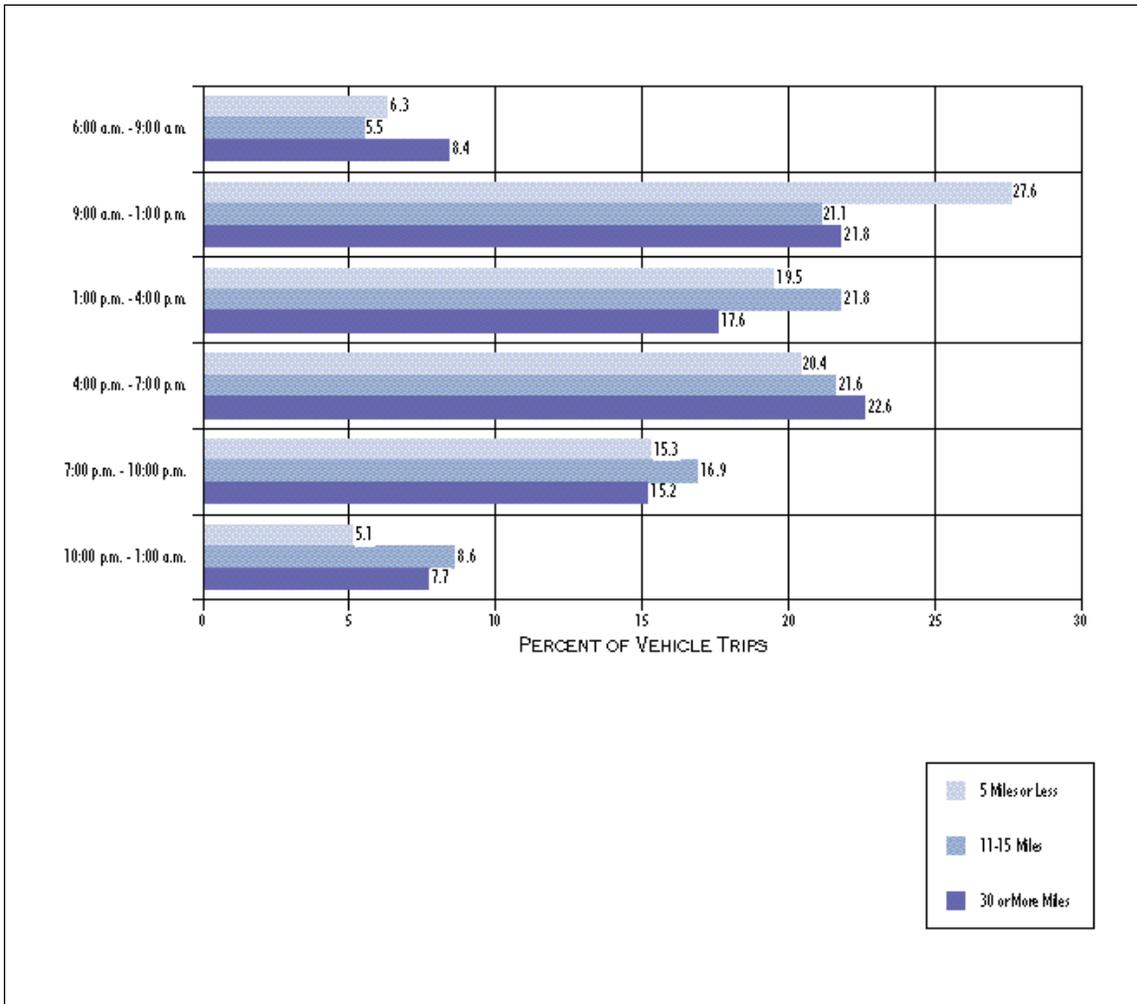
	5 miles or less	6-10 miles	11-15 miles	16-20 miles	21-30 miles	30 or more miles	<b>TOTAL<sup>2</sup></b>
1:00 a.m. - 6:00 a.m.	287,809 (1.1%)	155,849 (2.0%)	67,584 (1.9%)	60,688 (2.8%)	56,712 (3.2%)	89,950 (4.1%)	<b>727,051</b> (1.6%)
6:00 a.m. - 9:00 a.m.	1,684,407 (6.3%)	543,954 (6.9%)	197,159 (5.5%)	172,166 (8.1%)	127,270 (7.1%)	184,273 (8.4%)	<b>2,943,213</b> (6.6%)
9:00 a.m. - 1:00 p.m.	7,318,189 (27.6%)	1,813,364 (22.9%)	750,900 (21.1%)	452,510 (21.2%)	361,370 (20.1%)	479,971 (21.8%)	<b>11,268,317</b> (25.2%)
1:00 p.m. - 4:00 p.m.	5,177,316 (19.5%)	1,534,940 (19.4%)	774,460 (21.8%)	356,726 (16.7%)	386,263 (21.5%)	386,818 (17.6%)	<b>8,688,521</b> (19.4%)
4:00 p.m. - 7:00 p.m.	5,400,950 (20.4%)	1,741,277 (22.0%)	767,526 (21.6%)	494,288 (23.2%)	367,303 (20.4%)	498,111 (22.6%)	<b>9,361,165</b> (20.9%)
7:00 p.m. - 10:00 p.m.	4,064,638 (15.3%)	1,381,784 (17.4%)	599,244 (16.9%)	362,611 (17.0%)	297,150 (16.5%)	334,874 (15.2%)	<b>7,129,969</b> (15.9%)
10:00 p.m. - 1:00 a.m.	1,360,568 (5.1%)	524,764 (6.6%)	306,351 (8.6%)	154,617 (7.2%)	170,337 (9.5%)	169,707 (7.7%)	<b>2,713,212</b> (6.1%)
<b>TOTAL<sup>2</sup></b>	<b>26,526,929</b> (100.0%)	<b>7,923,432</b> (100.0%)	<b>3,553,575</b> (100.0%)	<b>2,134,482</b> (100.0%)	<b>1,800,096</b> (100.0%)	<b>2,201,388</b> (100.0%)	<b>44,737,485</b> (100.0%)

<sup>1</sup> Defined as the time between 6:01 p.m. Friday and midnight Sunday.

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

FIGURE 5.32

DISTRIBUTION OF WEEKEND VEHICLE TRIPS BY SELECTED TIME OF DAY AND SELECTED TRIP LENGTH  
1990 NPTS



TEMPORAL CHARACTERISTICS: VEHICLE TRIPS AND VEHICLE MILES OF TRAVEL

TABLE 5.62

**NUMBER OF WEEKDAY<sup>1</sup> VEHICLE TRIPS BY TRIP LENGTH AND TRIP PURPOSE  
1990 NPTS  
(THOUSANDS)**

Miles	Earning a Living	Family and Personal Business	Civic, Educational and Religious	Social and Recreational	Other	TOTAL <sup>2</sup>
5 or less	16,691,443 (43.0%)	36,176,070 (70.7%)	2,839,234 (58.2%)	10,506,181 (59.5%)	438,353 (62.0%)	<b>66,666,173</b> (58.9%)
6-10	8,738,762 (22.5%)	7,581,431 (14.8%)	915,010 (18.7%)	3,208,338 (18.2%)	128,974 (18.2%)	<b>20,572,515</b> (18.2%)
11-15	5,005,275 (12.9%)	3,155,393 (6.2%)	447,091 (9.2%)	1,432,593 (8.1%)	50,887 (7.2%)	<b>10,093,510</b> (8.9%)
16-20	2,785,040 (7.2%)	1,364,583 (2.7%)	273,459 (5.6%)	711,442 (4.0%)	35,424 (5.0%)	<b>5,169,949</b> (4.6%)
21-30	2,756,174 (7.1%)	1,242,366 (2.4%)	184,558 (3.8%)	702,274 (4.0%)	10,324 (1.5%)	<b>4,895,776</b> (4.3%)
31 or more	2,374,212 (6.1%)	1,105,136 (2.2%)	166,905 (3.4%)	923,972 (5.2%)	42,706 (6.0%)	<b>4,612,930</b> (4.1%)
<b>TOTAL<sup>2</sup></b>	<b>38,794,232</b> (100.0%)	<b>51,157,578</b> (100.0%)	<b>4,881,598</b> (100.0%)	<b>17,656,963</b> (100.0%)	<b>706,998</b> (100.0%)	<b>113,221,187</b> (100.0%)
<sup>1</sup> Defined as the time between 12:01 a.m. Monday and 6:00 p.m. Friday.			<sup>2</sup> Includes trips where trip length, trip purpose or both were unreported.			

TABLE 5.63

**NUMBER OF WEEKEND<sup>1</sup> VEHICLE TRIPS BY TRIP LENGTH AND TRIP PURPOSE  
1990 NPTS  
(THOUSANDS)**

Miles	Earning a Living	Family and Personal Business	Civic, Educational and Religious	Social and Recreational	Other	TOTAL <sup>2</sup>
5 or less	2,703,955 (47.2%)	13,968,653 (68.3%)	2,391,790 (67.6%)	7,254,886 (49.5%)	198,453 (63.1%)	<b>26,526,929</b> (59.3%)
6-10	1,217,072 (21.2%)	3,151,814 (15.4%)	648,995 (18.3%)	2,860,800 (19.5%)	44,752 (14.2%)	<b>7,923,432</b> (17.7%)
11-15	701,413 (12.2%)	1,173,937 (5.7%)	234,562 (6.6%)	1,411,592 (9.6%)	30,584 (9.7%)	<b>3,553,575</b> (7.9%)
16-20	432,709 (7.6%)	747,294 (3.7%)	93,580 (2.6%)	847,564 (5.8%)	13,334 (4.2%)	<b>2,134,482</b> (4.8%)
21-30	287,349 (5.0%)	560,322 (2.7%)	71,706 (2.0%)	870,251 (5.9%)	9,559 (3.0%)	<b>1,800,096</b> (4.0%)
31 or more	308,190 (5.4%)	614,167 (3.0%)	61,087 (1.7%)	1,201,177 (8.2%)	16,767 (5.3%)	<b>2,201,388</b> (4.9%)
<b>TOTAL<sup>2</sup></b>	<b>5,730,924</b> (100.0%)	<b>20,463,833</b> (100.0%)	<b>3,539,984</b> (100.0%)	<b>14,662,509</b> (100.0%)	<b>314,715</b> (100.0%)	<b>44,737,485</b> (100.0%)

<sup>1</sup> Defined as the time between 6:01 p.m. Friday and midnight Sunday.      <sup>2</sup> Includes trips where trip length, trip purpose or both were unreported.

TABLE 5.64

**NUMBER OF VEHICLE MILES DRIVEN DURING WEEKDAY<sup>1</sup> BY TRIP LENGTH AND TRIP PURPOSE  
1990 NPTS  
(THOUSANDS)**

Miles	Earning a Living	Family and Personal Business	Civic, Educational and Religious	Social and Recreational	Other	TOTAL <sup>2</sup>
5 or less	44,136,754 (10.2%)	77,202,646 (24.7%)	6,953,641 (17.1%)	25,232,832 (14.2%)	1,078,988 (13.4%)	<b>154,642,226</b> (15.9%)
6-10	71,877,457 (16.5%)	61,586,792 (19.7%)	7,260,651 (17.8%)	26,215,182 (14.8%)	1,028,389 (12.7%)	<b>167,968,471</b> (17.3%)
11-15	67,486,791 (15.5%)	42,826,325 (13.7%)	6,085,495 (14.9%)	19,600,048 (11.0%)	680,512 (8.4%)	<b>136,710,967</b> (14.0%)
16-20	52,081,868 (12.0%)	26,048,670 (8.3%)	5,272,157 (12.9%)	13,526,544 (7.6%)	695,700 (8.6%)	<b>97,624,940</b> (10.0%)
21-30	71,994,412 (16.6%)	32,916,718 (10.5%)	4,886,502 (12.0%)	18,858,414 (10.6%)	285,097 (3.5%)	<b>128,943,149</b> (13.2%)
31 or more	126,936,807 (29.2%)	72,030,563 (23.0%)	10,319,682 (25.3%)	73,954,811 (41.7%)	4,302,255 (53.5%)	<b>287,544,118</b> (29.5%)
<b>TOTAL</b>	<b>434,514,089</b> (100.0%)	<b>312,611,714</b> (100.0%)	<b>40,778,128</b> (100.0%)	<b>177,387,832</b> (100.0%)	<b>8,070,941</b> (100.0%)	<b>973,433,871</b> (100.0%)

<sup>1</sup> Defined as the time between 12:01 a.m. Monday and 6:00 p.m. Friday.      <sup>2</sup> Includes miles of travel where trip purpose was unreported.

TABLE 5.65

**NUMBER OF VEHICLE MILES DRIVEN DURING WEEKEND<sup>1</sup> BY TRIP LENGTH AND TRIP PURPOSE  
1990 NPTS  
(THOUSANDS)**

Miles	Earning a Living	Family and Personal Business	Civic, Educational and Religious	Social and Recreational	Other	TOTAL <sup>2</sup>
5 or less	7,221,187 (12.0%)	30,021,012 (20.6%)	5,593,470 (26.1%)	18,561,732 (9.3%)	509,882 (17.4%)	<b>61,933,568</b> (14.4%)
6-10	10,143,281 (16.9%)	25,639,352 (17.6%)	5,065,660 (23.7%)	23,545,984 (11.8%)	361,625 (12.4%)	<b>64,755,902</b> (15.1%)
11-15	9,477,436 (15.8%)	16,058,612 (11.0%)	3,228,221 (15.1%)	19,383,152 (9.7%)	432,117 (14.8%)	<b>48,601,843</b> (11.3%)
16-20	8,169,928 (13.6%)	14,260,520 (9.8%)	1,752,260 (8.2%)	16,322,114 (8.2%)	252,678 (8.6%)	<b>40,757,500</b> (9.5%)
21-30	7,511,540 (12.5%)	14,971,931 (10.3%)	1,895,792 (8.9%)	23,210,805 (11.6%)	265,248 (9.1%)	<b>47,882,580</b> (11.1%)
31 or more	17,441,237 (29.1%)	45,026,973 (30.8%)	3,868,965 (18.1%)	98,797,981 (49.4%)	1,103,811 (37.7%)	<b>166,238,966</b> (38.6%)
<b>TOTAL</b>	<b>59,964,609</b> (100.0%)	<b>145,978,400</b> (100.0%)	<b>21,404,370</b> (100.0%)	<b>199,821,767</b> (100.0%)	<b>2,925,360</b> (100.0%)	<b>430,170,359</b> (100.0%)
<sup>1</sup> Defined as the time between 6:01 p.m. Friday and midnight Sunday. <span style="float: right;"><sup>2</sup> Includes miles of travel where trip purpose was unreported.</span>						

**FIGURE 5.33**

**DISTRIBUTION OF WEEKDAY VEHICLE TRAVEL BY TRIP LENGTH  
1990 NPTS**

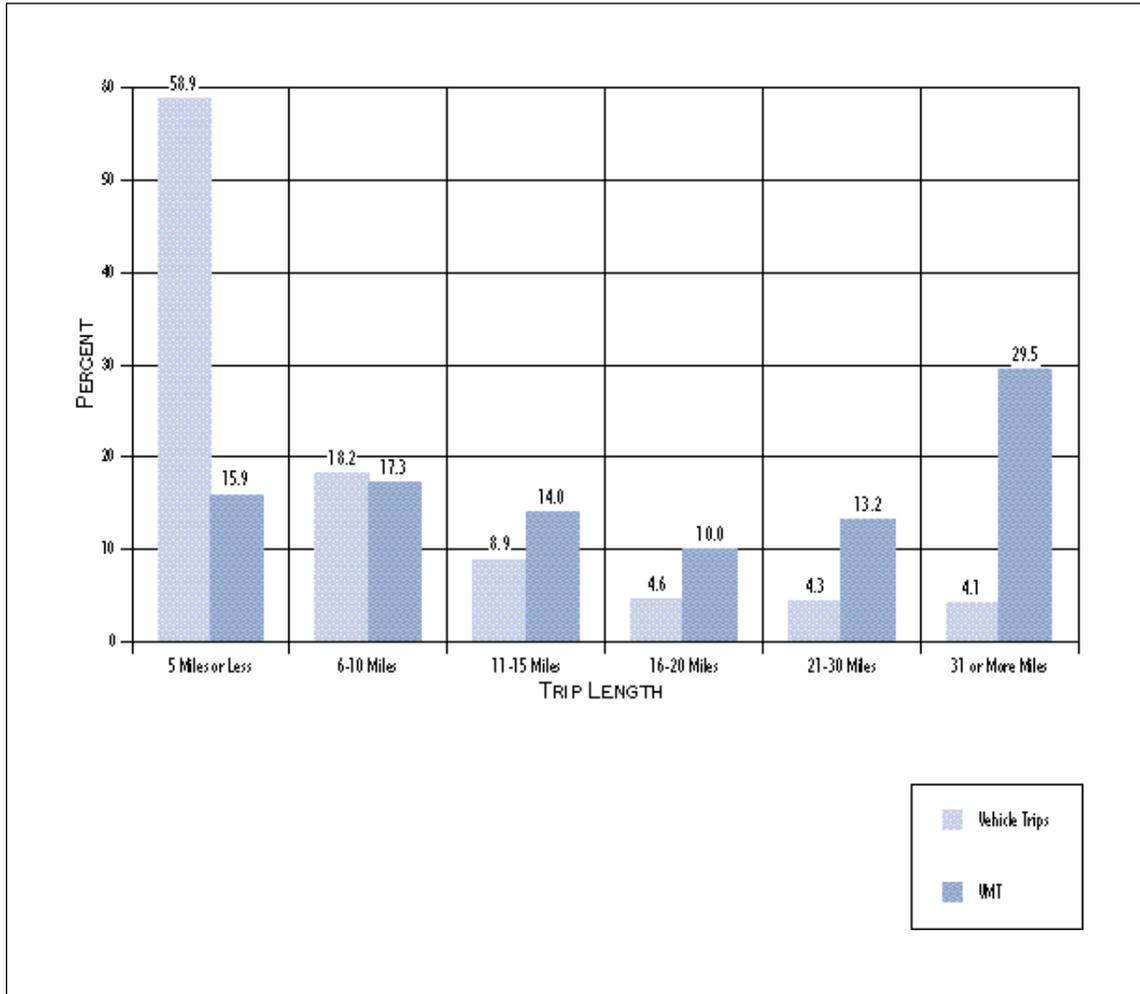
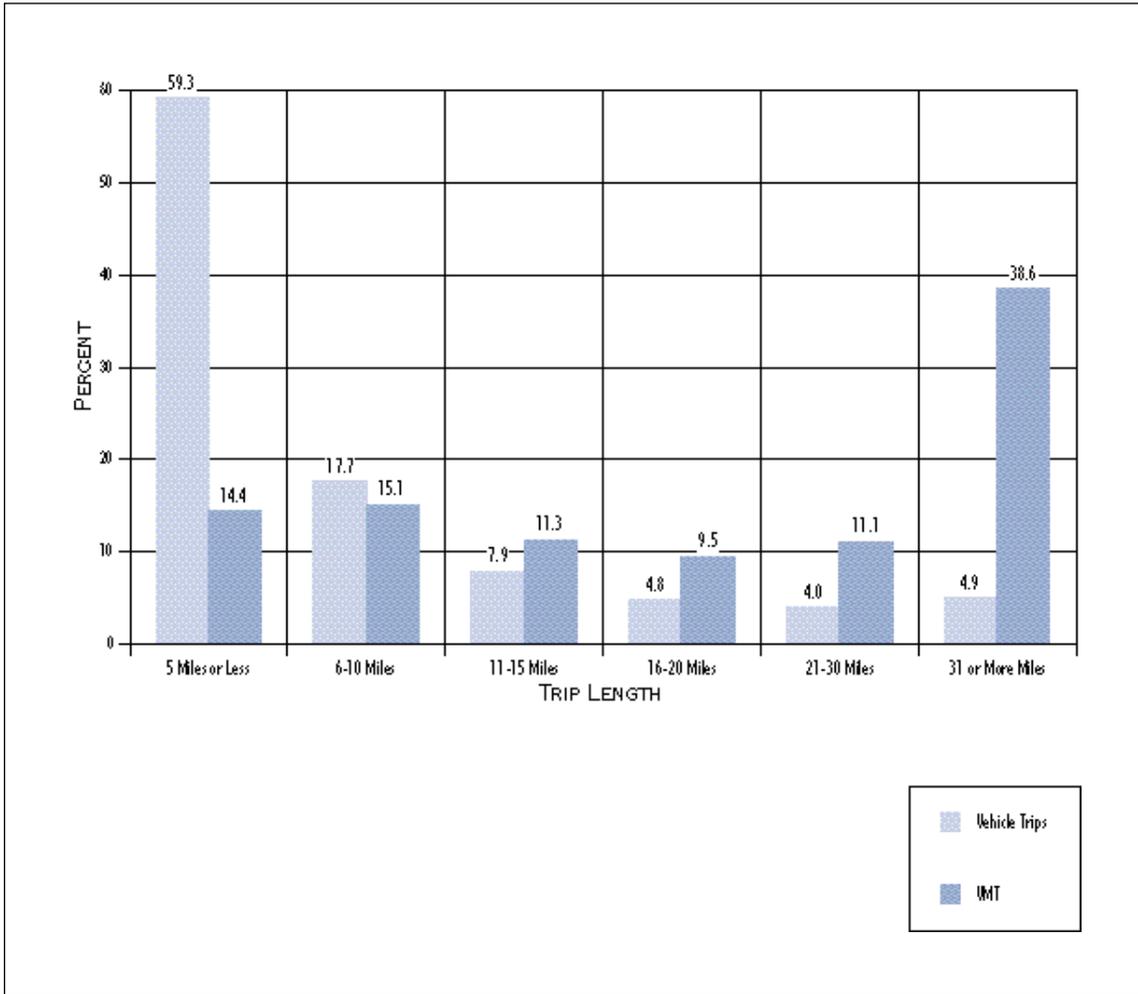


FIGURE 5.34

DISTRIBUTION OF WEEKEND VEHICLE TRAVEL BY TRIP LENGTH  
1990 NPTS



Tables 5.66 through 5.68 provide data on the amount of time drivers spend behind the wheel. On average, a driver spent almost one hour a day driving; however, this varied depending on the driver's age and gender. The gender difference in driving behavior was also observed in the amount of time

spent driving a private vehicle — male drivers spent 22% more time driving a private vehicle than female drivers. The gender difference is most prevalent for drivers between the ages of 60 and 64.

**TABLE 5.66**  
**AVERAGE TIME SPENT DRIVING A PRIVATE VEHICLE IN A TYPICAL DAY<sup>1</sup> BY DRIVERS' AGE AND SEX**  
**1990 NPTS**  
**(MINUTES)**

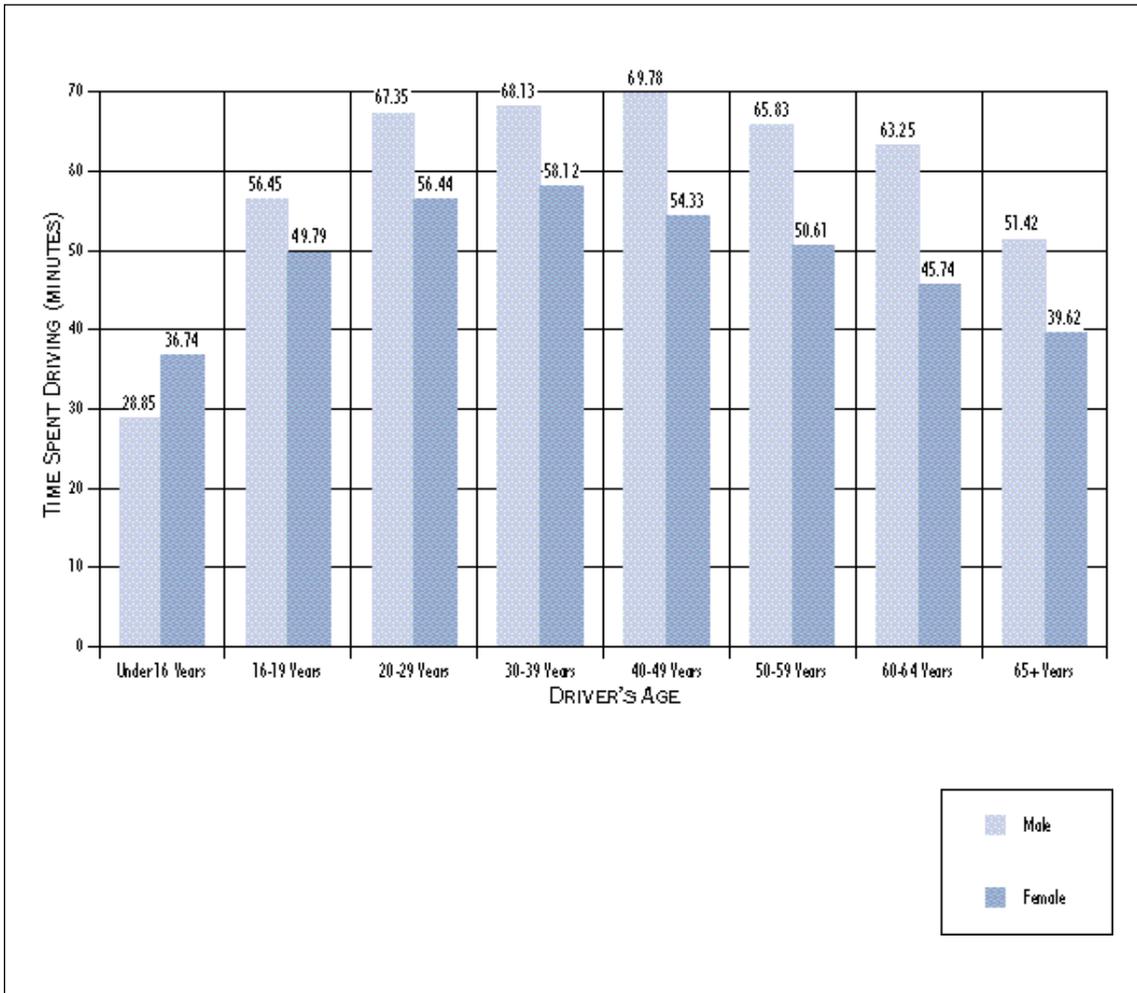
Age	Male	Female	ALL
Under 16 <sup>2</sup>	28.85	36.74	<b>33.11</b>
16-19	56.45	49.79	<b>53.23</b>
20-29	67.35	56.44	<b>62.06</b>
30-39	68.13	58.12	<b>63.22</b>
40-49	69.78	54.33	<b>62.32</b>
50-59	65.83	50.61	<b>59.03</b>
60-64	63.25	45.74	<b>55.56</b>
65+	51.42	39.62	<b>46.32</b>
<b>ALL</b>	<b>65.35</b>	<b>53.46</b>	<b>59.69</b>

<sup>1</sup> Does not include persons who did not drive a private vehicle on the day in which the household was interviewed. Does not include any driving done in a segmented trip. Also excludes driving done as an "essential part of work" (see Chapter 9, Commercial Driving).

<sup>2</sup> Some states issue learner permits to individuals at age 14 or 15. The "under 16" category reflects these drivers.

FIGURE 5.35

AVERAGE TIME SPENT DRIVING A PRIVATE VEHICLE IN A TYPICAL DAY BY DRIVER'S AGE AND SEX  
1990 NPTS



The impact of employment status on the amount of time spent driving a private vehicle is smaller in female drivers than in male drivers. Employed female drivers spent 15% more time driving a private vehicle than unemployed female drivers, while the corre-

sponding percentage for male drivers is 23%. Furthermore, employment status affects the gender difference - 22% between employed male and female drivers vs. 14% in unemployed drivers.

**TABLE 5.67**

**AVERAGE TIME SPENT DRIVING A PRIVATE VEHICLE IN A TYPICAL DAY<sup>1</sup>  
BY EMPLOYMENT STATUS AND SEX  
1990 NPTS  
(MINUTES)**

Employment Status	Male	Female	ALL
Employed Full Time or Part Time	67.72	55.61	<b>62.40</b>
Not Employed	54.97	48.34	<b>51.05</b>
<b>ALL</b>	<b>65.35</b>	<b>53.46</b>	<b>59.69</b>

<sup>1</sup> Does not include persons who did not drive a private vehicle on the day in which the household was interviewed. Does not include any driving

done in a segmented trip. Also excludes driving done as an "essential part of work" (see Chapter 9, Commercial Driving).

In a typical day, people living in larger MSA's spent more time driving a private vehicle than those living in smaller areas. The difference in the amount of time spent driving becomes negligible for areas with a population greater than 500,000.

TABLE 5.68

**AVERAGE TIME AND AVERAGE MILES SPENT DRIVING A PRIVATE VEHICLE IN A TYPICAL DAY<sup>1</sup>  
BY URBANIZED AREA SIZE  
1990 NPTS  
(MINUTES)**

Urbanized Area Size	Average Time Spent Driving a Vehicle
50,000-199,999	52.96
200,000-499,999	53.97
500,000-999,999	58.12
1,000,000 or more without rail/subway	59.50
1,000,000 or more with rail/subway	62.35
Not in Urbanized Area	61.35
<b>ALL</b>	<b>59.69</b>
<sup>1</sup> Does not include persons who did not drive a private vehicle on the day in which the household was interviewed. Does not include any driving done in a segmented trip. Also excludes driving done as an "essential part of work" (see Chapter 9, Commercial Driving).	

