

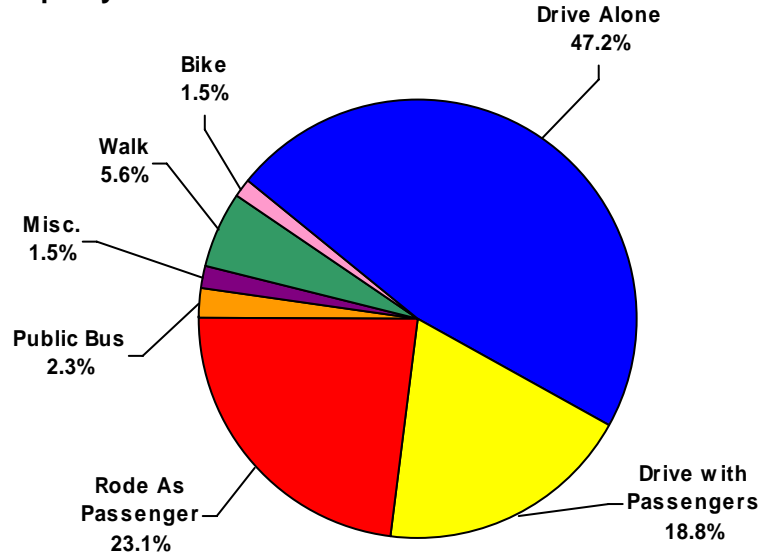
CHAPTER 5: TRENDS IN TRAVEL

Trips by Mode

The 2000 Travel Behavior Inventory (TBI) study released by the Metropolitan Council in 2003 categorizes travel trends by mode, purpose, time of day, vehicle occupancy and a variety of other factors that indicate how travel trends are changing in the Twin Cities. The TBI showed that:

- Most trips were made by private automobiles (89.1%).
- Alternative modes of transportation made up a much smaller portion of trips (9.4%).
- Total number of trips is increasing.

Trips by Mode



2000 Travel Behavior Inventory (TBI)

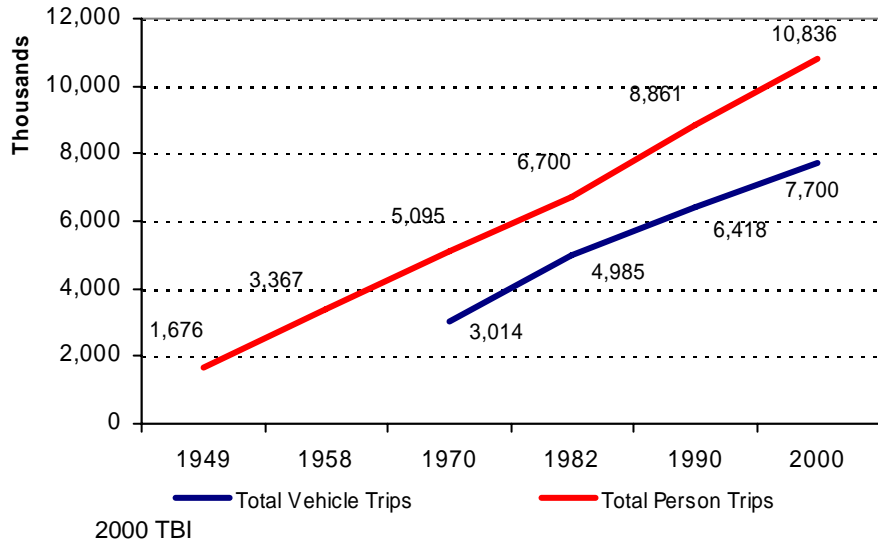
Weekday Daily Trips by Travel Mode

Travel Mode	Trips	Percent
Walk	657,321	5.6%
Bike	178,880	1.5%
Drive Alone	5,508,156	47.2%
Drive with Passenger	2,191,741	18.8%
Passenger	2,699,561	23.1%
Public Transit	266,662	2.3%
School Bus	138,166	1.2%
Taxi	11,833	0.1%
Motorcycle	7,584	0.1%
Other	10,193	0.1%
Refused	2,337	0.0%
Total	11,672,434	100.0%

Daily Trips

Daily person trips and vehicle trips are increasing at a higher rate now than the decades preceding the 1980s. The increases in daily trips put more demand on the transportation system.

Trends in Daily Person Trips and Vehicle Trips



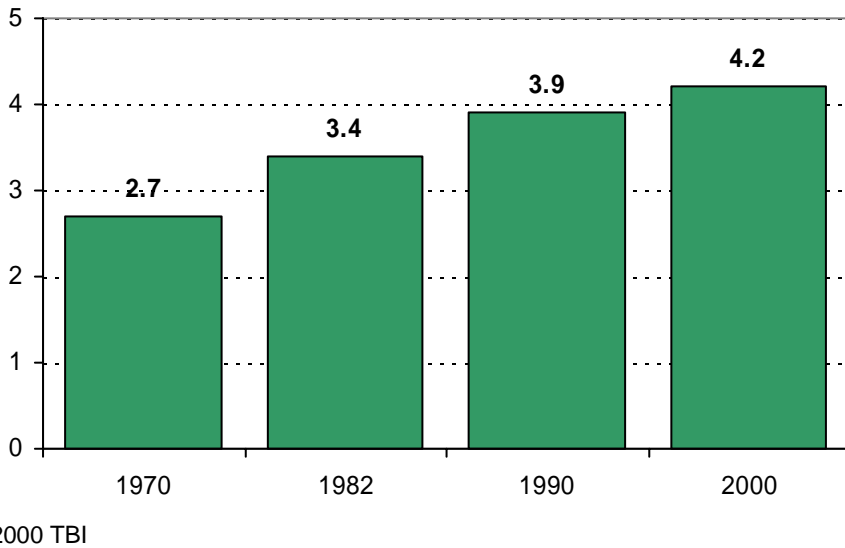
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Person Trips per Capita

The number of daily-motorized trips per capita is increasing in the Twin Cities. Several factors are contributing to this increase:

- More women are in the workforce.
- People are healthier, living longer and thus driving longer.
- Activities outside the home have increased.
- The number of automobiles per capita has increased.

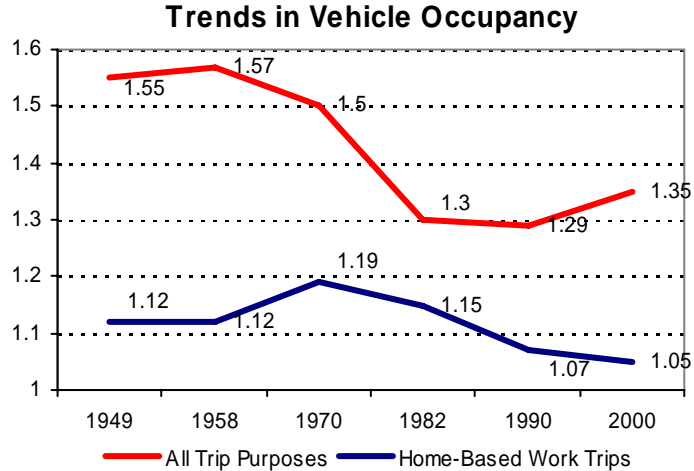
Daily Motorized Trips per Capita



Daily motorized trips per capita have been increasing continuously since the 1940s. Although it will continue to increase, the rate of increase has slowed in the last decade.

Vehicle Occupancy Trends

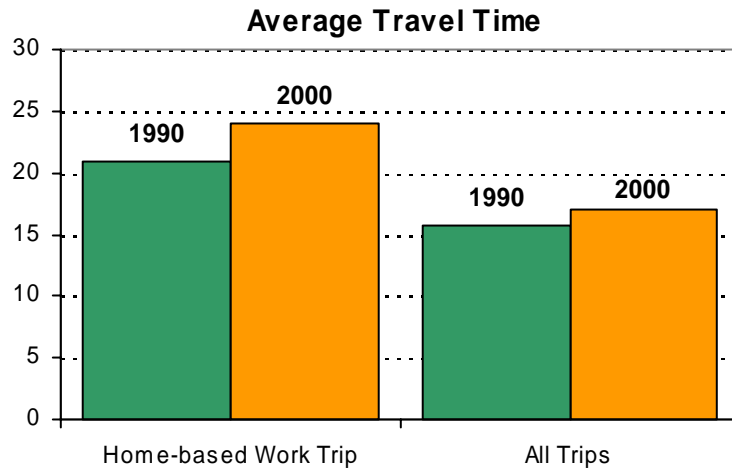
Overall vehicle-occupancy rates had been dropping in past decades, but there was a slight increase from 1990 to 2000. Occupancy rates for work trips continue to drop to very nearly one person per vehicle.



2000 TBI

Travel Time per Trip

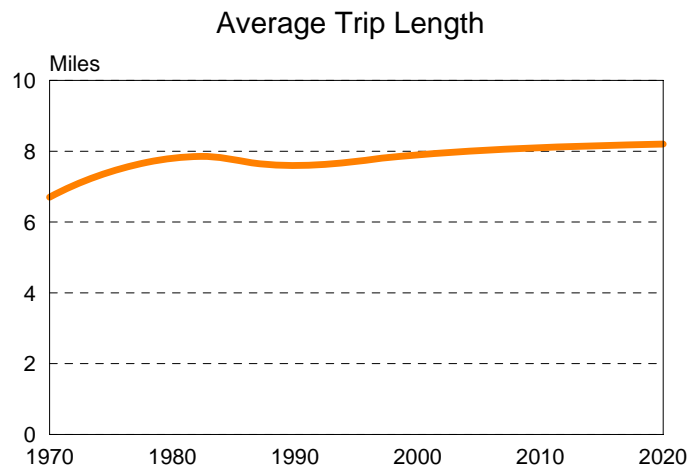
Travel time for the home-based work trip and for all trip purposes continues to increase. The TBI found that the commute trip lengthened from an average of 21 minutes in 1990 to an average of 24 minutes in 2000. The Census also reported an increase in commuting travel time during the same period, from 20.8 minutes in 1990 to 23 minutes in 2000. The average duration of all trips increased from 15.8 minutes in 1990 to just over 17 minutes in 2000.



2000 TBI

Length of Trip

The average length of vehicle trips has also increased over time. Between 1970 and 2000, the average length of a trip increased from 6.7 miles to 7.9 miles, an increase of almost 18%. The average length of vehicle trips is expected to increase an additional 3.8% by 2020 to 8.2 miles, a modest increase.

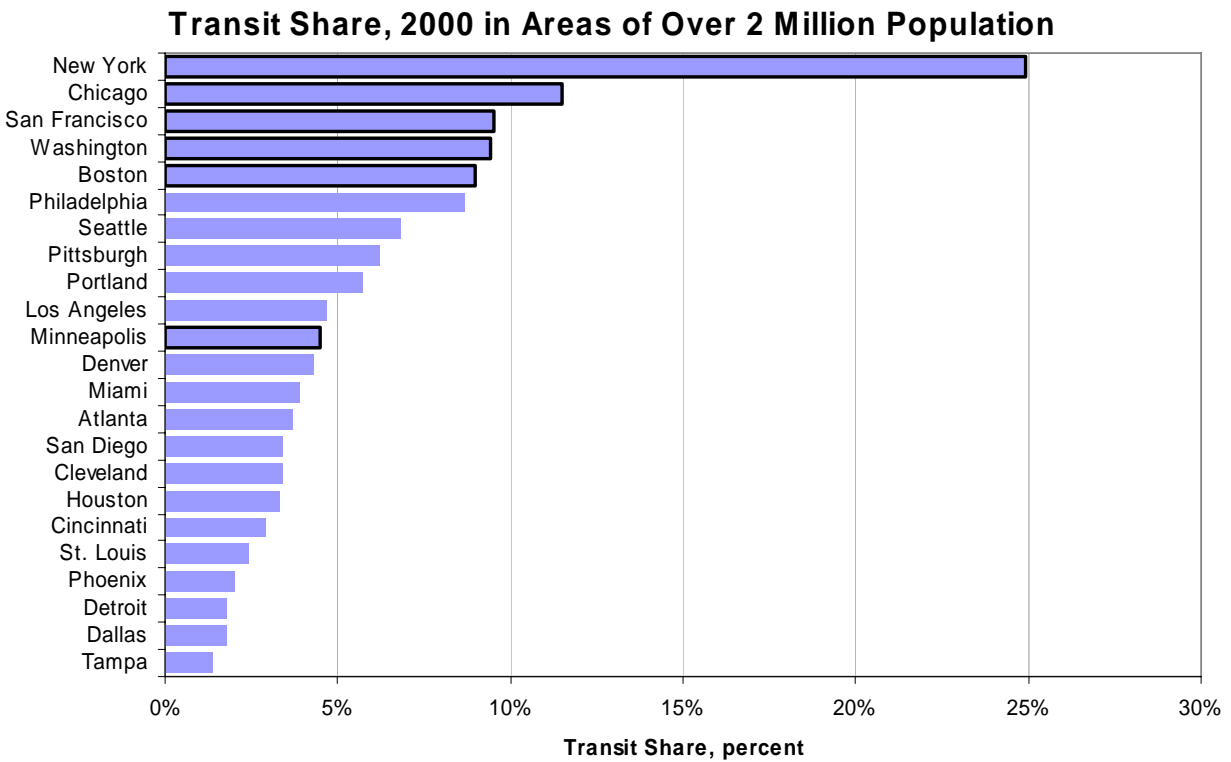


TBI/Regional Forecast Model

Travel time per trip grew from 1990 to 2000 by 14.3% for home-based work trips and by 7.6% for all trips. The length of trips, which increased 0.6% per year from 1970 to 1990, increased by a modest estimated annual 0.4% from 1990 to 2000.

Regional Transit Share

The Twin Cities metro area ranked 11th in transit share of commuters in the 2000 Census *Journey to Work* data among regions with over 2 million people. The transit share of 4.5% was slightly less than double the mode share for all trips, as identified by the TBI. The top five transit markets are among the largest metro areas in the country and have transit shares more than double that of the Twin Cities region.



Source: U.S. Department of Transportation Census Planning Package