

CHAPTER 6

TRIP PURPOSE

TABLE 6.1 Daily vehicle trips and VMT, latest survey

Site	Year	Population	Daily Veh. Trips	Daily VMT	Daily Trips Per Capita	DVMT/ Capita
Amarillo, TX	1991	187,547	506,144		2.70	
Atlanta	1991	3,366,408	10,934,208	112,373,860	3.25	33.38
Baltimore	1993	2,436,239	4,993,000		2.05	
Brownsville, TX	1991	98,962	181,620		1.84	
Chicago	1990	7,485,112	16,635,881	171,364,417	2.22	22.89
Cincinnati	1995	1,920,931	4,012,655	36,772,602	2.09	19.14
Cleveland	1994	2,129,203	7,426,477		3.49	
Denver	1997			13,689,055		
Eugene	1994	218,000	1,015,000		4.66	
Ft. Collins	1995				3.78	
Las Vegas	1998		4,105,853	26,577,880		
Los Angeles	1991	13,951,485	36,260,752		2.60	
Madison	1990	317,581	992,592	7,636,732	3.13	24.00
Minn/St. Paul	1990	2,241,564	6,442,239		2.87	
New York City	1997	11,277,407				
Reno	1991	300,041	901,855	4,197,136	3.01	13.99
Rochester	1995		234,978	1,623,735		
San Antonio	1991	1,185,394	2,463,204		2.08	
San Francisco	1996	6,023,600	11,898,995	113,389,000	1.79	18.80
Seattle	1998	3,149,700				
Sher-Den, TX	1991	95,021	238,433		2.51	
Tucson	1993	657,094	1,478,249		2.25	
Washington, DC	1994	5,066,600	14,639,400	126,717,000	2.89	25.01

Source: Surveys of MPOs.

TABLE 6.2 Daily household vehicle trips and VMT, latest survey

Site	Year	Number Households	Daily Veh. Trips	Daily VMT	Daily Veh. Trips/HH	DVMT/Hsld.
Albuquerque	1992	217,688			9.10	
Amarillo, TX	1991	72,252	506,144		7.01	
Atlanta	1991	1,303,719	10,934,208	112,373,860	5.28	86.19
Baltimore	1993		4,993,000			
Brownsville, TX	1991	26,519	181,620		6.85	
Chicago	1990		16,635,881	171,364,417		
Cincinnati	1995		4,012,665	36,772,602		
Cleveland	1994	825,409	1,426,477		9.00	
Eugene	1994	89,350	1,015,000		11.36	
Ft. Collins	1995				10.66	
Houston	1995		12,133,000		9.06	
Las Vegas	1996	353,400	4,105,853	26,577,880	6.76	43.75
Los Angeles	1991		36,260,752			
Madison	1990	124,881	992,592	7,636,732	7.95	61.15
Minn/St. Paul	1990	875,506	6,442,239		7.36	
Reno	1991	124,428	901,855	4,197,136	7.25	
Rochester	1995		234,978	1,623,735		
San Antonio	1991	409,606	2,463,204		6.01	
San Francisco	1996	2,246,249	11,898,995	113,389,000	5.30	50.48
Sher-Den, TX	1991	36,799	238,433		6.48	
Tucson	1993	258,789	1,478,249		5.71	
Washington, DC	1994		14,639,400	126,717,000		
Wilmington, DE	1995	1,914,100			7.65	66.20

Source: Surveys of MPOs.

TABLE 6.3 HBW vehicle trips, VMT, occupancy, and trip length, latest survey

Site	Year	Daily HBW Vehicle Trips	% Of All Vehic. Trips	Daily HBW VMT	% Of All HBW VMT	Avg. Veh. Occupancy	Average Trip Length
Albuquerque	1992	364,328	18.41				
Amarillo, TX	1991	116,468	23.01			1.10	
Atlanta	1991					1.08	14.35
Boise	1998						9.81
Brownsville, TX	1991	36,272	19.97			1.13	
Chicago	1990	5,076,291	30.51				
Cincinnati	1995					1.06	
Dallas	1996					1.12	
Ft. Collins	1995		13.00			1.68	
Houston	1995	2,390,906	19.80			1.12	20.10
Los Angeles	1991	8,835,784	18.08				
Madison	1990	210,302	21.20			1.08	
Minn/St. Paul	1990	1,128,480	17.52			1.07	
Phoenix	1988					1.11	
San Antonio	1991	662,770	26.91			1.09	
San Francisco	1996	4,368,539	36.71			1.10	
Sher-Den, TX	1991	48,962	20.53			1.10	
St. Louis	1990		18.80				
Tucson	1993	331,744	22.44			1.10	
Washington, DC	1994	2,895,100	19.80	47,735,400	37.70	1.14	17.40

Source: Surveys of MPOs.

TABLE 6.4 HBO vehicle trips, VMT, occupancy, and trip length, latest survey

Site	Year	Daily HBO Vehicle Trips	% Of All Veh. Trips	Daily HBO VMT	% Of All HBW VMT	Avg. Veh. Occupancy	Average Trip Length
Albuquerque	1992	1,048,636	52.98				
Amarillo, TX	1991	217,448	42.96			1.57	
Atlanta	1991	2,835,460	41.22			1.45	8.18
Brownsville, TX	1991	162,923	89.71			1.77	
Chicago	1990	7,158,130	43.03				
Dallas	1996					1.63	
Ft. Collins	1995		60.00			2.35	
Houston	1995		52.30			1.73	
Los Angeles	1991		43.00				
Madison	1990	305,266	30.80			1.42	
Minn/St. Paul	1990	3,131,452	48.61			1.38	
Phoenix	1988					1.52	
San Antonio	1991	1,732,767	70.35			1.64	
San Diego	1995	7,386,826	61.93			1.47	
Sher-Den, TX	1991	157,504	66.06			1.45	
St. Louis	1990		50.60				
Tucson	1993	719,875	48.70			1.40	
Washington, DC	1994	6,664,844	45.52	63,892,000	50.40		9.50

Source: Surveys of MPOs.

TABLE 6.5 NHB vehicle trips, VMT, occupancy, and trip length, latest survey

Site	Year	Daily NHB Vehicle Trips	% Of All Veh. Trips	Daily NHB VMT	% Of All HBW VMT	Avg. Veh. Occupancy	Average Trip Length
Albuquerque	1992	556,344	28.61				
Amarillo, TX	1991	172,251	34.03			1.55	
Atlanta	1991	2,074,780	30.16			1.21	8.61
Boise	1994						7.27
Brownsville, TX	1991	57,670	31.75			1.59	
Chicago	1990	4,401,460	26.46				
Cincinnati	1995					1.75	
Dallas	1996					1.42	
Ft. Collins	1995		27.00			2.37	
Houston	1995		13.70			1.49	13.70
Los Angeles	1991		32.00				
Madison	1990	175,769	17.70			1.29	
Minn/St. Paul	1990	2,181,481	33.86			1.27	
Phoenix	1988					1.37	
San Antonio	1991	768,052	31.18			1.54	
San Francisco	1996	4,457,995	37.47			1.21	
Sher-Den, TX	1991	84,788	35.56			1.43	
St. Louis	1990		30.60				
Tucson	1993	426,630	28.68			1.28	
Washington, DC	1994	3,945,100	26.95	42,626,900	33.60		10.80

Source: Surveys of MPOs.

TABLE 6.6 Average trip length by mode for HBW trips, latest survey

Site	Year	Average Trip Length (Miles)					
		All	Auto Driver	Auto Pass.	Transit	Walk	Bike
Amarillo, TX	1991		5.35	7.41	6.82	1.60	4.17
Atlanta	1991	14.35					
Brownsville, TX	1991		3.90	3.60	2.90	0.99	2.21
Minn/St. Paul	1990		9.46	7.98	6.25		
San Antonio	1991		8.62	7.58	6.20	1.66	1.39
Sher-Den, TX	1991		5.86	4.98	2.15	0.92	2.87
Washington, DC	1994		17.40	21.70	13.20		

Source: Surveys of MPOs.

TABLE 6.6A Average trip length by mode for HBW trips, prior survey

Site	Year	Average Trip Length (Miles)	
		Auto Driver	Transit
Baltimore	1977	5.00	4.10
Chicago	1979	4.50	6.40
Denver	1982	5.30	4.70
Minn/St. Paul	1982	5.90	5.00
Philadelphia	1977	6.20	4.90
Portland, OR	1977	4.90	6.00
San Diego	1977	5.50	3.20
Washington, DC	1980	7.50	N/A

Source: Surveys of MPOs.

TABLE 6.7 Average vehicle occupancy by trip purpose, latest survey

Site	Year	Home-Based Person Trips					Non-Home Based	All Trips
		Work	School	Shop	Soc./Rec.	Other		
Albuquerque	1992	1.16	1.57	1.57	1.57	1.57	1.42	1.43
Amarillo, TX	1991	1.10	1.57	1.57	1.57	1.57	1.53	1.45
Boise	1994	1.10					1.40	
Brownsville, TX	1991	1.13	1.77	1.77	1.77	1.77	1.59	1.58
Ft. Collins	1995	1.68	2.35	2.35	2.35	2.35	2.37	1.65
Los Angeles	1991	1.10						1.46
Minneapolis/St. Paul	1990	1.07	1.38	1.38	1.38	1.38	1.27	1.29
San Antonio	1991	1.09	1.64	1.64	1.64	1.64	1.54	1.46
San Francisco	1996	1.10	N/A	1.42	1.58	1.42	1.21	1.33
Tucson	1993	1.10	1.89	1.34	1.34	1.34	1.28	1.30

Source: Surveys of MPOs.

Note: Values for home-based, non-work trips are shown as the same for each trip purpose if no breakdown was given.

TABLE 6.7A Average vehicle occupancy by trip purpose, prior survey

Site	Year	Home-Based Person Trips					Non-Home Based	All Trips
		Work	Pers. Bus	Shop	Soc./Rec.	Other		
Albuquerque	1981	1.22		1.57	1.88			1.51
Chicago	1979	1.17				1.44		1.33
Detroit	1980	1.22						1.41
Milwaukee	1972	1.15	1.35	1.46				1.41
Portland, OR	1977	1.13		1.51				1.50
San Diego	1977	1.14	1.22	1.56	1.78	1.42		1.49
San Francisco	1980-1981	1.10		1.20	1.70			1.30

Source: Surveys of MPOs.

TABLE 6.8 Internal and external passenger vehicle and freight VMT

Site	Year	Private Passenger Vehicles		Trucks And Busses	
		External	Through	External	Through
Amarillo, TX	1991	769,232	287,371	82,348	81,306
Brownsville, TX	1991	305,541	24,917	27,847	1,906
San Antonio	1991	3,121,341	854,495	157,493	179,726
Sherman-Dennison, TX	1991	422,512	140,962	58,141	270,106

Source: Surveys of MPOs.