

CHAPTER 7

TIME

TABLE 7.1 Average time spent driving a private vehicle in a typical day by MSA size adjusted 1990 and 1995 NPTS

MSA Size	All Drivers (Minutes/Day)		Only Persons Who Drove On Their Travel Day (Minutes/Day)	
	1990 Adj.	1995	1990 Adj.	1995
All	49.35	56.20	71.88	73.07
Not in MSA	48.85	56.36	69.20	69.14
<250,000	48.36	53.86	67.94	71.49
250,000 to 499,999	47.82	55.81	71.66	73.12
500,000 to 999,999	50.20	56.76	72.42	72.13
1 to 2.9 million	50.61	56.48	74.38	74.86
3+ million	49.38	56.43	71.08	72.75

Source: 1995 National Personal Travel Study.

Notes: Average time spent driving does not include any driving done in segmented trip (see NPTS Appendix 6 for the definition of a segmented trip). Also excludes driving done as an “essential part of work.”

TABLE 7.2 Percentage of trips starting in time period: 1983, 1990, adjusted 1990, and 1995 NPTS

Time Of Day	Percentage Of Trips Starting In Time Period			
	1983	1990	1990 Adjusted	1995
10:00 p.m. - 1:00 a.m.	4.0	4.0	4.1	13.5
1:00 - 6:00 a.m.	3.3	1.9	1.8	1.7
6:00 - 9:00 a.m.	14.4	13.9	12.5	13.8
9:00 a.m. - 1:00 p.m.	23.4	20.1	20.6	24.2
1:00 - 4:00 p.m.	20.8	20.4	20.7	22.1
4:00 - 7:00 p.m.	21.2	22.8	22.9	23.0
7:00 - 10:00 p.m.	12.3	12.8	13.2	11.8
ALL	100.0	100.0	100.0	100.0

Source: 1995 National Personal Travel Study.

TABLE 7.3 Average commute speed by MSA size 1983, 1990, and 1995

	MSA Size					
	Not In MSA	Less Than 250,000	250,000 To 499,999	500,000 To 999,999	1 To 2.9 Million	3 Million And Over
1983	31.97	27.20	30.09	28.52	28.11	24.32
1990	38.34	32.85	34.22	34.84	31.89	30.99
1995	39.11	35.67	35.72	34.76	34.89	32.29

Source: 1995 NPTS Summary of Travel Trends.

Notes: All trip miles and travel times were calculated using actual trips to and from work as reported in the travel day file.

Average commute speed for 1990 and 1995 NPTS does not include any segmented trips because a change in the mode of transportation during the trip would cause the calculation of average commute speed to be meaningless (see NPTS Appendix for definition of a segmented trip).

The population size groups for 1977-1983 NPTS are SMSA Size Groups and 1990-1995 are MSA Size Groups (see NPTS Appendix 4). Rural areas are "not in MSA."

TABLE 7.4 Daily travel statistics by weekday versus weekend adjusted 1990 and 1995 NPTS

Daily Travel Statistics	1990 Adjusted		1995	
	Weekday	Weekend	Weekday	Weekend
Vehicle Trips per Driver	3.41	2.89	3.81	2.99
% work trips	27.8%	9.7%	31.9%	12.5%
% non-work trips	72.2%	90.3%	68.1%	87.5%
VMT per Driver	28.54	28.63	33.46	28.87
Average Vehicle Trip Length	8.47	9.96	8.85	9.73
Average Time Spent Driving (in minutes)	50.68	46.07	59.48	48.05
Person Trips per Person	3.82	3.60	4.43	3.96
PMT per Person	32.60	40.64	37.68	41.14
Average Person Trip Length	9.47	11.51	8.63	10.53

Source: 1995 NPTS Summary of Travel Trends.

Notes: Average time spent driving includes all drivers, even those who did not drive a private vehicle on the day in which the household was interviewed. It does not include any driving done in a segmented trip (see NPTS Appendix 6 for the definition of a segmented trip). Also excludes driving done as an "essential part of work."

Average trip length is calculated using only those records with trip mileage information present.

Standard Errors for 1995 data in Table 28 are presented in NPTS Appendix 5.

Note that only the 1990 data have been adjusted to make them more comparable with 1995 data. Thus there are limits on the conclusions that can be drawn in comparing travel with earlier survey years. The adjustments to 1990 data affect only person trips, vehicle trips, person miles of travel (PMT), and vehicle miles of travel (VMT).

TABLE 7.5 Spreading of the peak– Manhattan CBD

Year	Share Of Daily Auto, Taxi, Van, Truck Person Entries In Period		Share Of Daily Public Transportation Person Entries In Period		Share Of Daily Total Person Entries In Period	
	8:00–9:00 a.m.	7:00–10:00 a.m.	8:00–9:00 a.m.	7:00–10:00 a.m.	8:00–9:00 a.m.	7:00–10:00 a.m.
1956	8.5%	22.9%	30.1%	63.4%	24.6%	46.9%
1960	8.6%	23.1%	32.2%	59.4%	25.3%	48.5%
1963	8.8%	22.7%	31.2%	58.2%	25.1%	48.4%
1971	9.1%	25.2%	32.3%	60.6%	25.4%	49.7%
1973	8.0%	22.2%	31.4%	60.6%	24.3%	48.6%
1974	8.1%	22.8%	31.6%	59.5%	24.8%	48.8%
1975	8.1%	22.4%	30.1%	59.0%	24.3%	48.4%
1976	8.1%	22.2%	31.9%	59.6%	24.5%	47.9%
1977	8.3%	22.9%	32.3%	60.6%	24.8%	48.8%
1978	8.0%	22.5%	30.6%	58.7%	23.5%	47.5%
1979	8.1%	22.4%	30.8%	59.0%	23.8%	47.7%
1980	8.5%	23.1%	31.7%	60.2%	24.6%	48.8%
1981	8.4%	23.4%	31.1%	60.0%	23.9%	48.8%
1982	8.5%	23.4%	30.9%	59.3%	23.7%	47.9%
1983	8.4%	23.5%	30.3%	59.0%	23.2%	47.0%
1984	8.2%	23.1%	31.1%	59.9%	23.3%	47.4%
1985	7.9%	22.2%	30.5%	59.9%	22.6%	46.7%
1986	7.8%	22.1%	27.7%	56.7%	21.0%	45.1%
1987	7.8%	22.0%	26.6%	56.3%	20.2%	44.6%
1988	7.7%	21.6%	26.4%	56.0%	20.1%	44.5%
1989	7.6%	21.6%	27.1%	56.6%	20.8%	45.2%
1990	7.0%	19.9%	25.6%	54.2%	19.4%	42.7%
1991	6.9%	19.8%	25.9%	54.1%	19.6%	42.6%
1992	6.8%	19.5%	25.2%	53.9%	18.9%	42.1%
1993	6.6%	19.2%	24.8%	52.8%	18.7%	41.5%
1994	6.7%	19.5%	24.0%	52.0%	18.3%	41.3%
1995	6.7%	19.3%	23.8%	51.3%	18.1%	40.6%
1996	7.0%	19.9%	23.8%	50.9%	18.2%	40.6%

Source: New York Metropolitan Transportation Council “Hub-Bound Travel,” 1996.

Note: Both peak hour entries and peak period entries have declined as a percentage of total daily entries. The decline has occurred for auto users, transit users, and all persons entering the CBD.

TABLE 7.6 Trips to work by time of day

Time	Percentage Of Total Daily Work Trips By Trip Start Time
12:00 – 5:59 a.m.	5.3%
6:00 a.m.	15.1%
7:00 a.m.	25.1%
8:00 a.m.	12.2%
9:00 a.m.	4.2%
10:00 a.m.	3.3%
11:00 a.m.	3.2%
12:00 p.m.	9.1%
1:00 p.m.	7.1%
2:00 p.m.	4.1%
3:00 p.m.	3.36%
4:00 p.m.	2.9%
5:00 p.m.	1.2%
6:00 p.m.	0.5%
7:00 p.m.	0.7%
8:00 p.m.	1.9%
9:00 – 11:59 p.m.	1.9%

Source: Kansas City Metropolitan Area, Mid-American Regional Council, “Regional Travel Survey,” April 1992.