

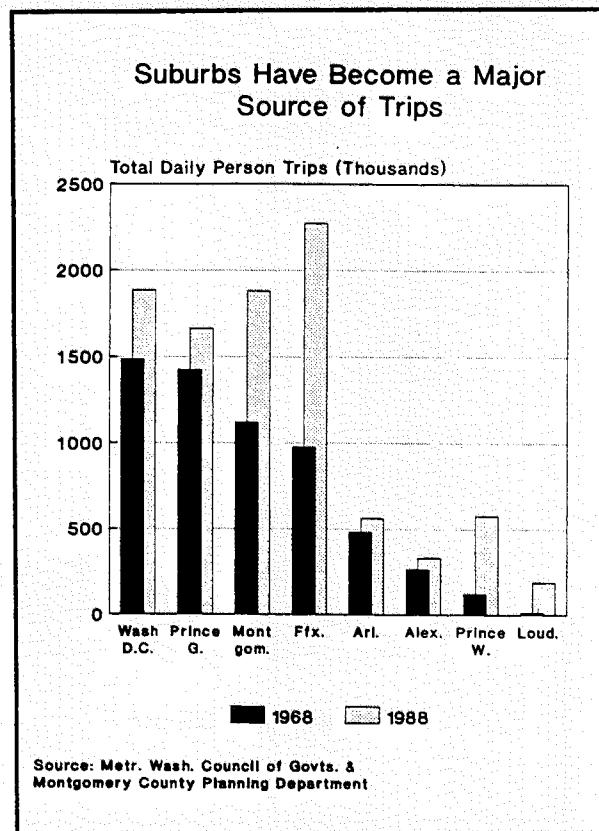
intermediate stops that are made along the way to a traveler's final destination. Typical linked trips include grocery shopping, dry cleaning, fuel stops, and pick-up or drop-off at school or day-care. The growth in both labor force participation rates for women and in two-wage-earner households have been major factors in the growth of linked trips. In the PM peak period, 36 percent of all working women made at least one linked trip in 1988, compared with 25 percent for men.

*** An increased labor force participation rate for women has created changes in travel behavior.** Between 1970 and 1990, the female labor force participation rate of Montgomery County residents grew from 45 percent to 66 percent, well above the national participation rate of 54 percent. Consequently, the proportion of work trips made by women increased 160 percent. Average commuting time for women in 1988 was 21 minutes, 6 minutes shorter than the average commute time for men.

*** The proportion of work trips made during off-peak hours increased.** Between 1968 and 1988, the proportion of work trips made during off-peak hours grew from 8 percent to 11 percent of the total trips. The proportion of work trips made in off-peak hours grew from about 30 percent to about 35 percent of daily work trips. Contributing to this increase are a growing number of commuters who depart for work after 9 AM to avoid congested roads and an increase in part-time work in the retail and service sectors.

II. CHANGES IN TRAVEL PATTERNS

*** Multiple employment, shopping, and recreational centers have developed in suburban locations throughout the Washington region.** As a result, the suburbs are a major source of trips in the region. An increased proportion of trips, particularly work trips, is made within or between suburbs. Between 1968 and 1988, the proportion of the region's work trips both originating and terminating in areas beyond the Capital Beltway throughout the region has increased from 50 percent to 62 percent, while the proportion of work

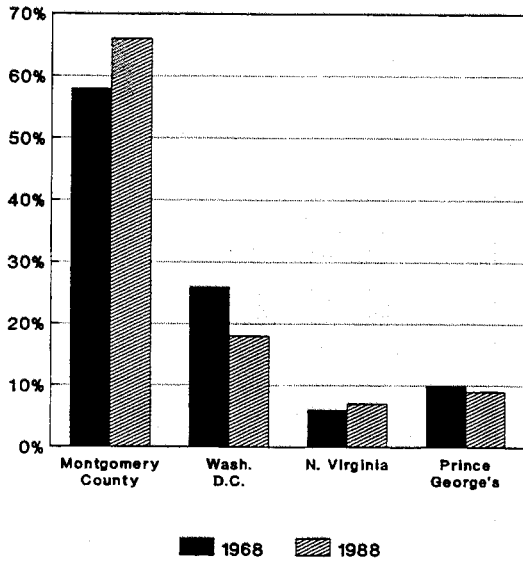


trips originating in outer suburbs and terminating inside the Beltway declined. Almost 40 percent of all work trips in the Washington region terminated in areas beyond the Beltway in 1988 compared to 23 percent in 1968. With the exception of Arlington County, the share of trips beginning and ending within the same jurisdiction has increased.

*** More County residents work here and the share of trips destined for Washington, D.C. has decreased since 1970.** Work trips beginning and ending in the County increased from 54 percent to 59 percent between 1970 and 1987. In absolute terms, trips destined for each of the other jurisdictions increased. However, work trips to the District decreased as a share of the total, from 33 to 25 percent, while the share of work trips terminating in other jurisdictions increased by 3 percent, from 14 to 17 percent.

*** A shrinking proportion of Montgomery County's work force commutes here from outside the County.** Between 1968 and 1988, the proportion of all work trips that originated in

A Shrinking Proportion of Workers Commute From Outside Montgomery County

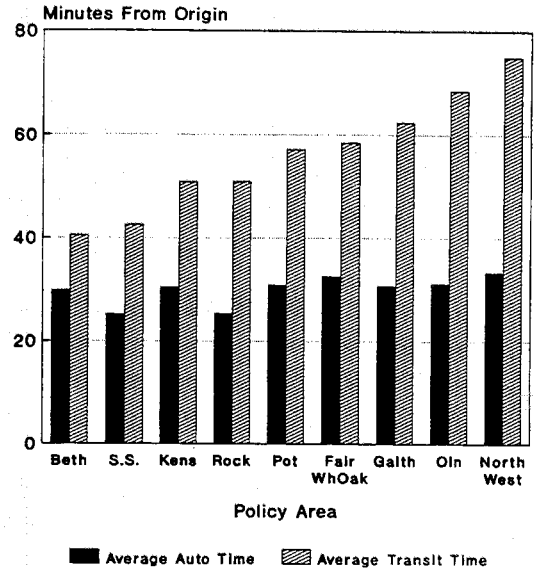


Washington D.C. and ended in Montgomery County dropped from 26 percent to 18 percent. Similarly, the proportion of work trips from Prince George's County declined from 10 percent to 9 percent. While there was slight growth in the proportion of work trips beginning in Northern Virginia, the greatest increase in the share of work trips came from Montgomery County workers who also live here.

III. CHANGES IN TRIP TIMES

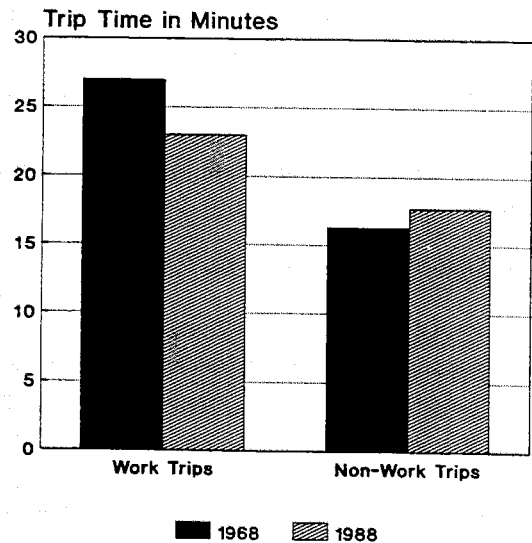
*** Workers spend less time commuting on average than when the General Plan was prepared. Average commuting times for auto drivers have declined from 27 minutes in 1968 to 23 minutes in 1988. The average time for work trips beginning and ending in the County dropped from 20 minutes to 18, while commuting time to Washington, D.C. increased from 36 to 37 minutes. While road improvements have contributed slightly to decreased commute times, the decline also suggests that the average worker lives closer to his or her place of employment.**

Auto Travel Generally Faster Than Transit in 1988 for AM Peak Work Trips



Source: Metro. Wash. Council of Govt. & Montgomery County Planning Dept.

Montgomery County Workers Now Spend Less Time Commuting and More Time Traveling for Non-Work Activities



Source: Montgomery County Planning Dept. and Metro. Washington Council of Govts.