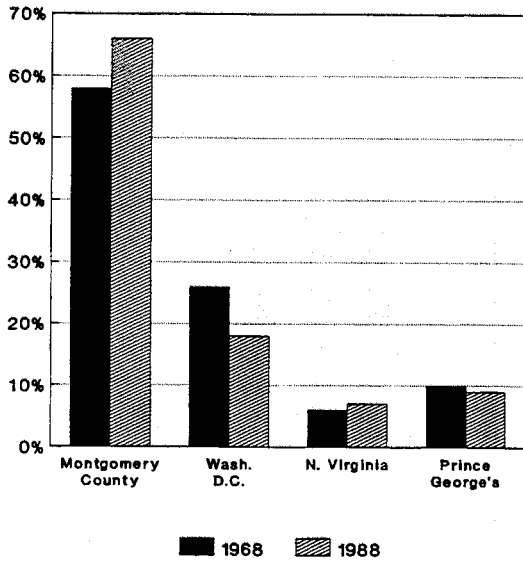


A Shrinking Proportion of Workers Commute From Outside Montgomery County

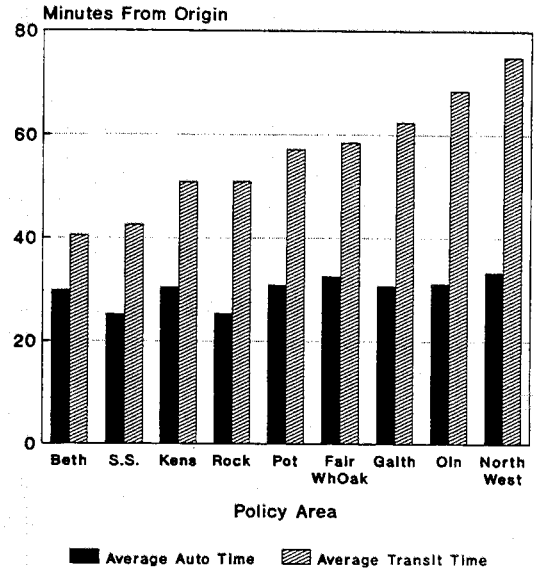


Washington D.C. and ended in Montgomery County dropped from 26 percent to 18 percent. Similarly, the proportion of work trips from Prince George's County declined from 10 percent to 9 percent. While there was slight growth in the proportion of work trips beginning in Northern Virginia, the greatest increase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

III. CHANGES IN TRIP TIMES

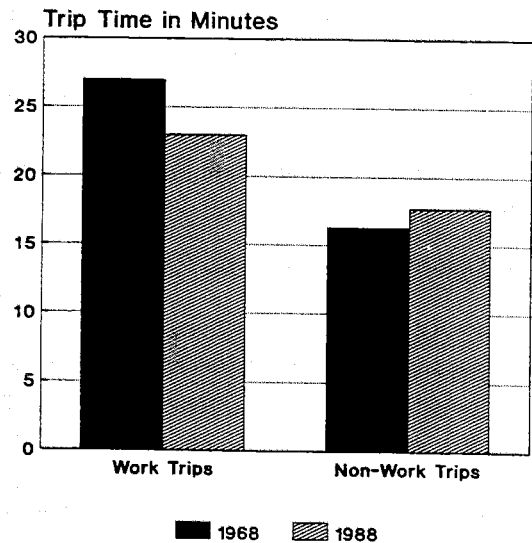
*** Workers spend less time commuting on average than when the General Plan was prepared.** Average commuting times for auto drivers have declined from 27 minutes in 1968 to 23 minutes in 1988. The average time for work trips beginning and ending in the County dropped from 20 minutes to 18, while commuting 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.

* **Non-work trip times have increased.** Average non-work trip times have increased from 16 to 18 minutes between 1968 and 1988. The increase in linked trip-making associated with work trips, such as drop-off at day-care centers or stopping at the food store, may be related to this increase.

* **Over 80 percent of the County's commuters are basically satisfied with their commute.** This assessment is from the Planning Board's 1990 Travel Panel Survey, in which approximately 700 individuals were asked to keep detailed diaries of the time and place of their daily travels.

IV. CHANGES IN MEANS OF TRANSPORTATION

* **Montgomery County vehicle registration increased 88 percent between 1970 and 1990,** while the population 16 and older increased only 73 percent. The number of cars per household increased during the past two decades from 1.66 to 1.73, while the number of persons per household declined. However, Montgomery County's growth in auto ownership has been moderate compared to other Maryland counties. Within the past 20 years, Montgomery County dropped from the first to seventh ranked County in the State for cars per household.

* **Vehicle fuel consumption accounts for a significant share of energy expenditures in the County.** Vehicle fuels accounted for 45 percent of the total \$1.2 billion spent on energy in Montgomery County in 1990. Automobiles alone accounted for 34 percent of total energy consumption in 1990.

* **There has been significant growth in commuting by transit since 1969.** However, single-occupant vehicles remain the predominant means of commuting. In 1969, only about 6 percent of Montgomery County resident workers commuted by transit. By 1987, this percentage had almost doubled to 12 percent. During the same time, the percentage of commuters driving alone

