

\* **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.

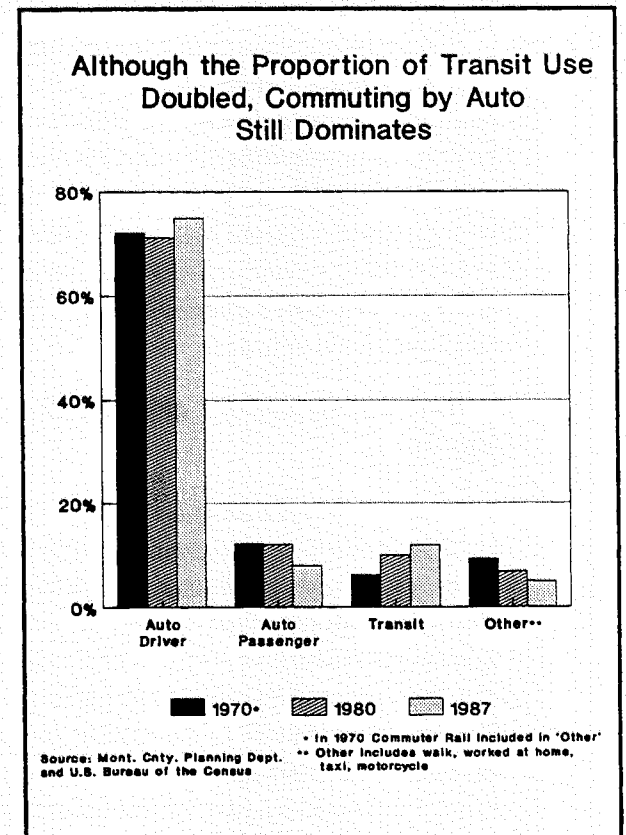
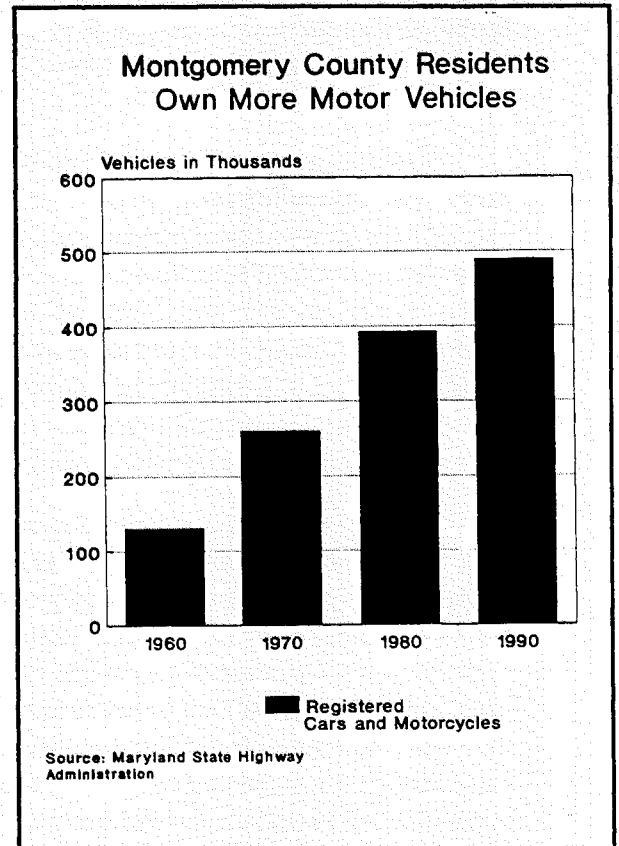
\* **Over 80 percent of the County's commuters are basically satisfied with their commute.** This assessment is from the Planning Board's 1990 Travel Panel Survey, in which approximately 700 individuals were asked to keep detailed diaries of the time and place of their daily travels.

#### 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



increased slightly from 72 percent to 75 percent. One of every six new commuters travels by transit.

**\* Ridesharing has dropped dramatically in every Washington jurisdiction.** Between 1968 and 1988 the proportion of commuters who shared rides dropped from 30 percent to 16 percent in Montgomery County. Similarly the proportion of commuters who ride-share in every Washington area jurisdiction was cut roughly in half. A likely explanation for this is that some people switched from ride-sharing to transit.

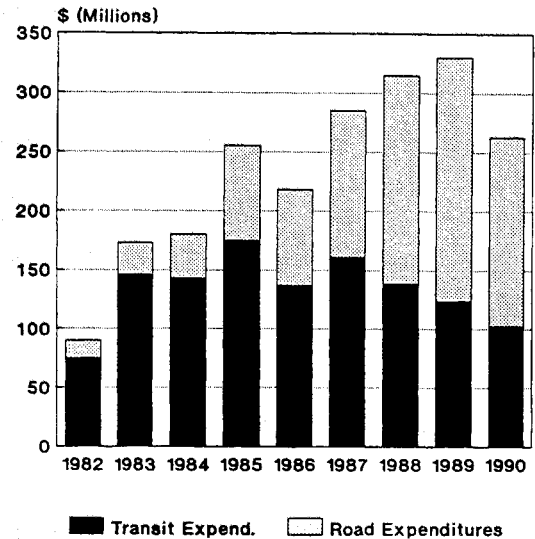
**\* Transit is far better suited for commuters than for non-work travelers.** The transit mode share for all trips, both work and non-work originating in Montgomery County, has declined slightly from 5.3 percent to 4.9 percent of all trips. This reduction in total transit usage, at a time when commuter transit use has increased, suggests that transit service has not done as well in meeting the needs of non-work travelers as it has for commuters.

**\* A large percentage of Montgomery County residents live and work within walking distance of a rail station or bus stop.** Seventy-five percent of respondents to the Planning Department's 1990 Travel Panel Survey reported that they could get from home to the nearest transit stop within ten minutes. An even larger number, 83 percent, noted that they work within a ten-minute walk of transit.

## V. TRANSPORTATION SUPPLY AND DEMAND

Since 1970, it is estimated that over \$3 billion of public funds have been spent on construction and operation of roads, transit, bike trails, and sidewalks in Montgomery County. The single highest expenditure for any one year came in 1989, when over \$330 million were spent. Since 1982, approximately 57 percent of the transportation budget has been spent on developing and operating our transit system, including parking garages.

**About 57% of Total Transportation Expenditures Have Been For Transit Between 1982 and 1990**



Source: MDOT, WSTC Annual Financial Reports, WMATA Budget Office

## A. ROADS

### 1) Road Supply

**\* New road construction and widenings of existing roads occurred almost exclusively within the urban and suburban rings and the I-270 Corridor during the past two decades.** By 1969, a well developed system of roads had been established in the urban and suburban rings. Old U.S. 240 was upgraded to I-70S, which was subsequently designated I-270. The Capital Beltway, I-495, opened to traffic in the mid-1960s. These freeways created vital links to neighboring jurisdictions. The 1970s, a time during which expenditures on roads remained roughly constant, brought road improvements to the urban ring, especially along roads leading to the District of Columbia. In the late 1970s and early 1980s, improvements were made to provide better vehicular access to the Metrorail stations.

During the middle and late 1980's, there was extensive road construction throughout the corridor between Rockville and Germantown, in coordination with the fastest growing areas of the