


*CCMPO Metropolitan
Transportation Plan Update*




*County Travel
Patterns*


Steering Committee
March 20, 2001



Background



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Purpose of Report

- Describe travel demand market served by the MTS
- Establishes a foundation for later work



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Data Tabulation



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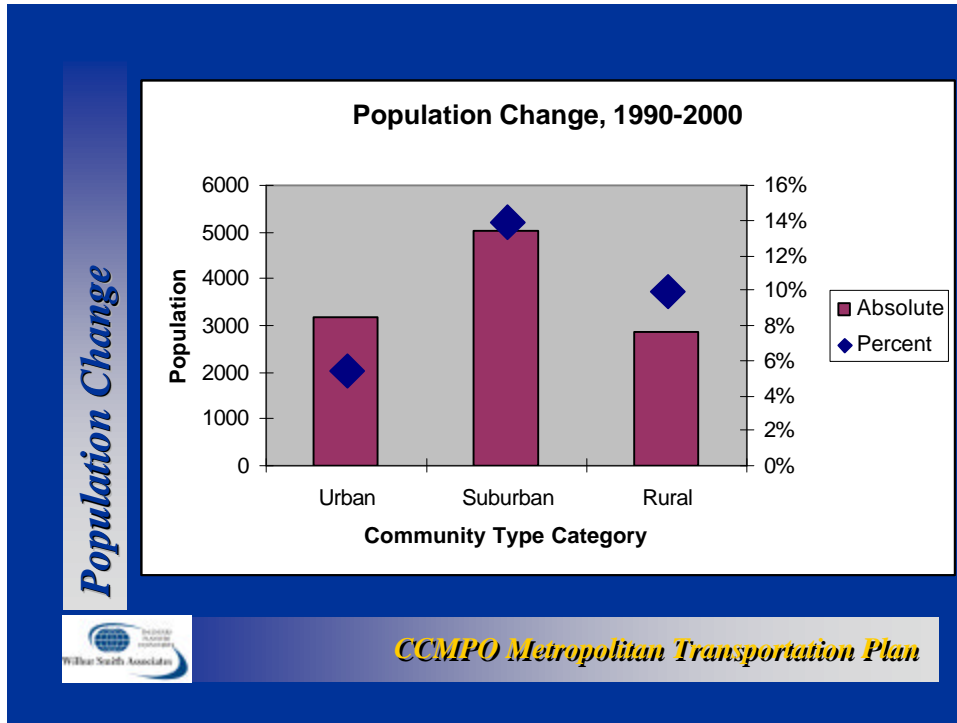
Population Change

- Suburban areas had greatest increase in population
- Colchester had largest absolute increase
- Bolton had largest percentage increase



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	Census 01-Apr-90	Estimates 01-Jul-97	Estimates 01-Jul-98	Absolute Change 90-98	Percent Change 90-98
Urban					
BURLINGTON	39127	39690	40727	1600	4.1
SOUTH BURLINGTON	12809	14306	14263	1454	11.4
WINOOSKI	6649	6793	6779	130	2
subtotal	58585	60789	61769	3184	5%
Suburban					
ESSEX	16498	17742	17969	1471	8.9
Essex Junction	[8397]	[8318]	[8317]		[1.0]
COLCHESTER	14731	16609	16855	2124	14.4
WILLISTON	4887	6241	6311	1424	29.1
subtotal	36116	40592	41135	5019	14%
Rural					
MILTON	8404	9135	9083	679	8.1
SHELBURNE	5871	6618	6640	769	13.1
JERICO	4302	4755	4727	425	9.9
HINESBURG	3780	4024	4026	246	6.5
RICHMOND	3729	3922	3932	203	5.4
CHARLOTTE	3148	3428	3387	239	7.6
UNDERHILL	2799	2978	2982	183	6.5
WESTFORD	1740	1857	1870	130	7.5
HUNTINGTON	1609	1815	1794	185	11.5
BOLTON	971	1245	1333	362	37.3
ST GEORGE	705	811	799	94	13.3
BUELS GORE3	2	6	14	12	600
subtotal	28656	31459	31504	2848	10%

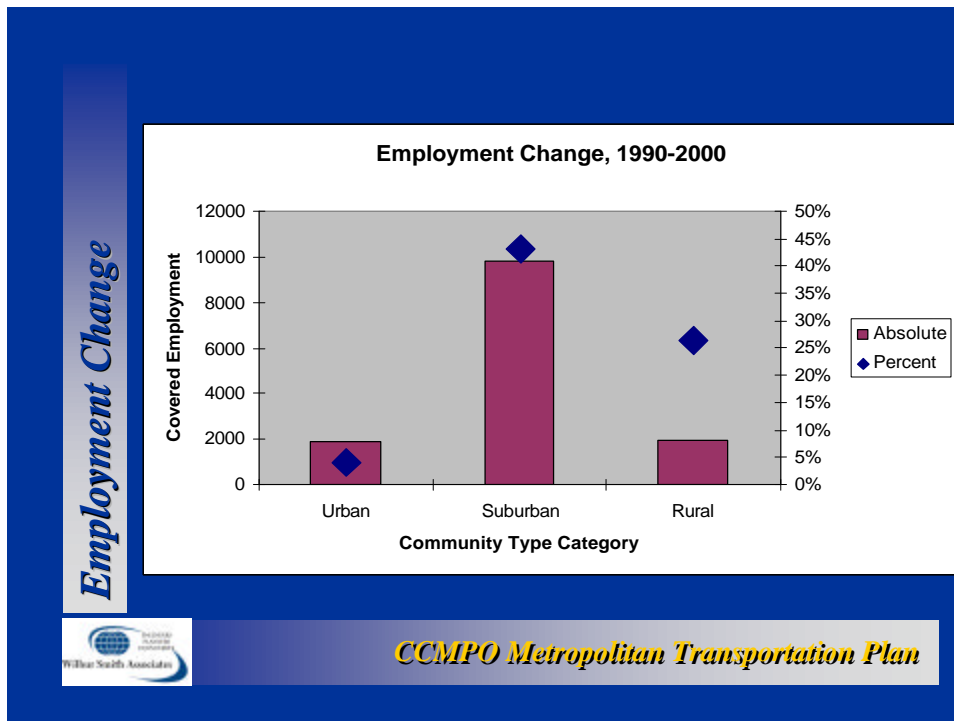


- Employment Change*
- Suburban areas had greatest increase in employment
 - Williston had largest absolute increase
 - St. George had largest percentage increase
 - Burlington/Winooski lost jobs?
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Employment Change

	1990		1999		Change	
	Units	Employment	Units	Employment	Number	Percent
Urban						
BURLINGTON	1668	30801	1562	29924	-877	-3%
SOUTH BURLINGTON	765	13545	939	16811	3266	24%
WINOOSKI	225	3171	189	2670	-501	-16%
subtotal	2658	47517	2690	49405	1888	4%
Suburban						
ESSEX	540	13295	610	15043	1748	13%
WILLISTON	337	4578	610	9469	4891	107%
COLCHESTER	350	4915	504	8090	3175	65%
subtotal	1227	22788	1724	32602	9814	43%
Rural						
SHELBURNE	250	2528	325	3232	704	28%
MILTON	178	1390	186	2113	723	52%
RICHMOND	100	777	121	944	167	21%
JERICHO	66	538	110	692	154	29%
HINESBURG	99	860	99	871	11	1%
CHARLOTTE	78	437	98	536	99	23%
UNDERHILL	56	312	66	282	-30	-10%
HUNTINGTON	25	91	33	169	78	86%
WESTFORD	22	91	30	171	80	88%
BOLTON	17	199	18	110	-89	-45%
ST. GEORGE	6	18	7	40	22	122%
subtotal	897	7241	1093	9160	1919	27%
Chittenden County	4782	77546	5507	91167	13621	18%

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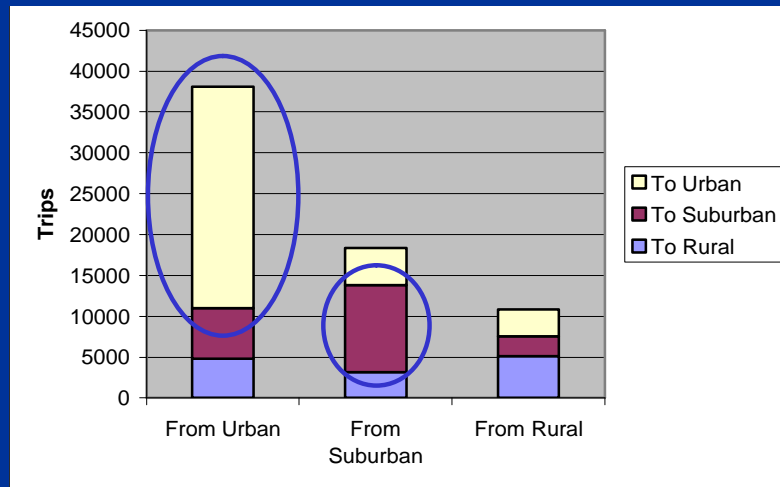
Travel Flows

- About 40 percent of all trips relate to urban area
- Majority of urban trips are from or to the urban core
- Watch for shift to Suburban trips in the Future



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Travel Flows Between Areas



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Travel Flows Between Areas

FROM	Rural	TO	
		Suburban (AM)	Urban (AM)
	Milton South	182	184
	Milton North	287	385
	Shelburne - Charlotte	302	1299
	Hinesburg	224	373
	Richmond-Bolton-Hunt	570	542
	Jericho-Underhill	649	310
	Westford	157	68
	St George	70	84
	Total	2441	3245

FROM	Suburban	TO	
		Urban (AM)	Rural (PM)
	Colchester South	216	303
	Colchester West	1657	156
	Colchester Central	427	118
	Essex Junction	821	951
	Essex Town	467	327
	Williston - North	560	1206
	Williston South	276	71
	Colchester North	167	21
	Total	4590	3152


FROM	Urban	TO	
		Suburban (PM)	Rural (PM)
	Burlington North End	405	83
	Burlington Central	2302	1571
	Burlington South End	423	449
	So. Burlington N.E.	1966	1468
	So. Burlington Shel Rd	385	903
	So. Burlington SE Quad	110	113
	Winooski	598	194
	Total	6190	4781

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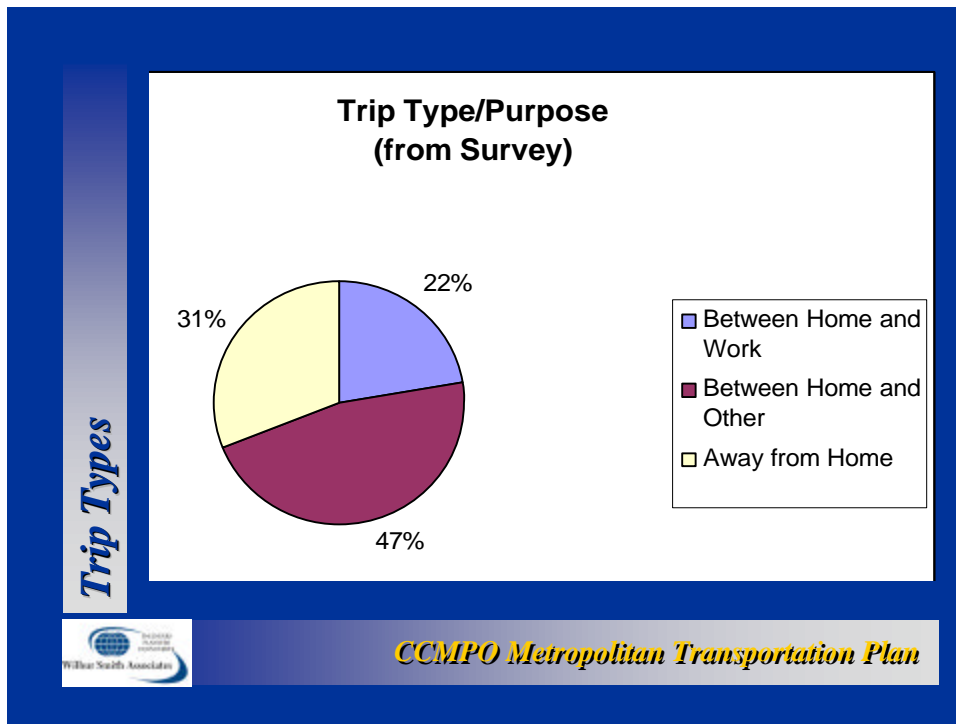


Trip Types

- Trips to/from work are less than quarter of total
- Home to other trips approaching half of total



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- ### *Trip Duration*
- Some 38% of the trips are less than 15 minutes long
 - 78% less than 30 minutes long
 - Work trips tend to be longer than other trips
 - Rural residents make longer trips
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Trip Duration

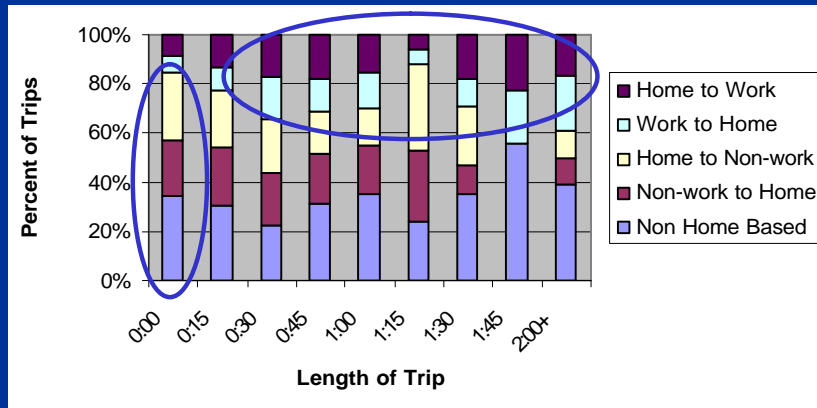
Trip Duration by Purpose

Time	Non Home Based	Non-work to Home	Home to Non-work	Work to Home	Home to Work	Total	Percent
0:00	507	324	406	101	122	1460	38%
0:15	470	363	356	142	207	1538	40%
0:30	128	118	121	97	98	562	15%
0:45	45	29	25	19	26	144	4%
1:00	28	16	12	12	12	80	2%
1:15	4	5	6	1	1	17	0%
1:30	6	2	4	2	3	17	0%
1:45	5	0	0	2	2	9	0%
2:00+	7	2	2	4	3	18	0%
NA	0	1	3	0	1	5	0%
	1200	860	935	380	475	3850	

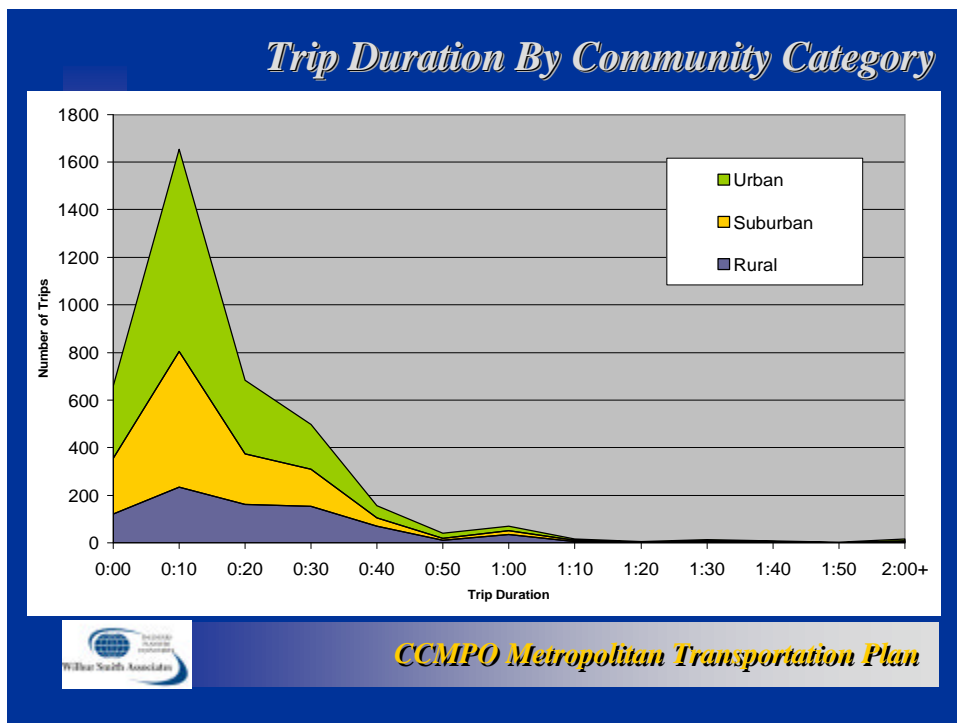
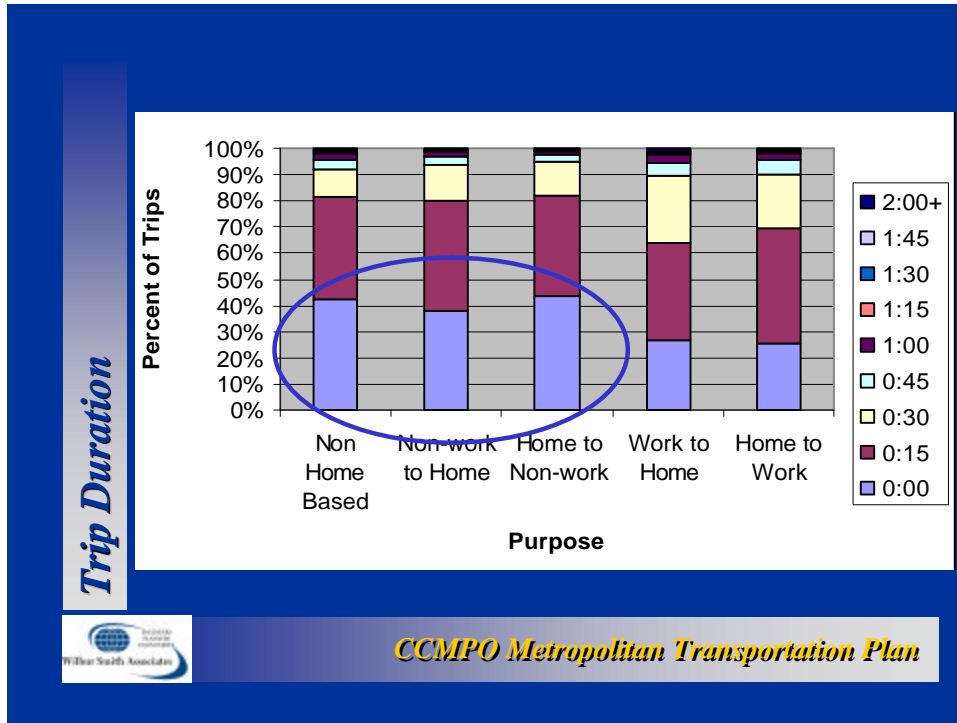


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Trip Duration




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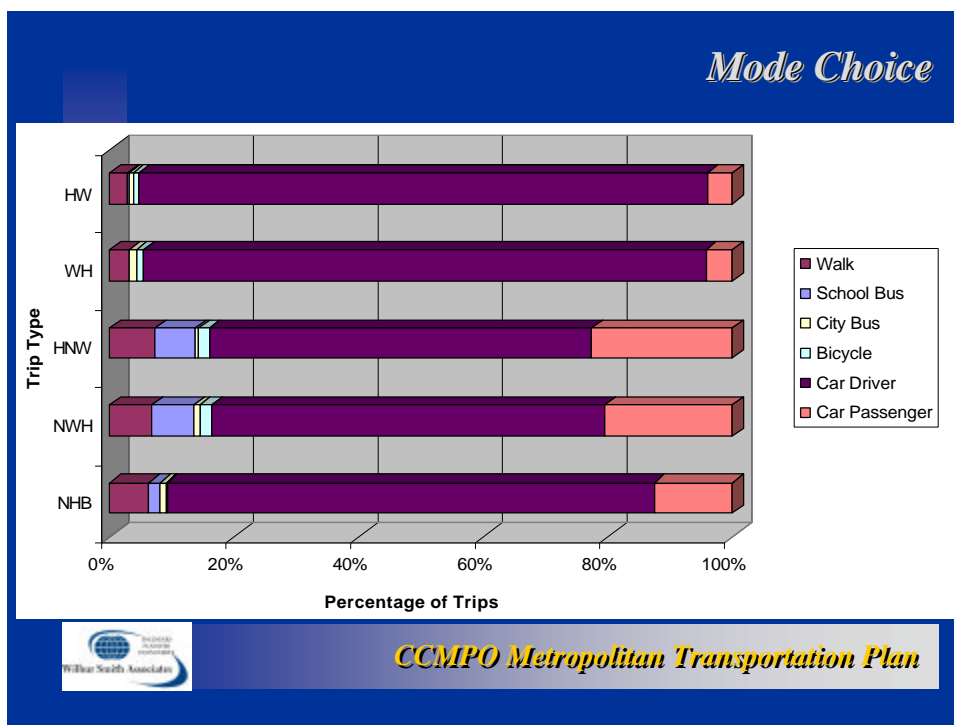


Mode Choice

- Vast majority of all trips are made by car
- Use of “alternative” modes increases among non-work trips



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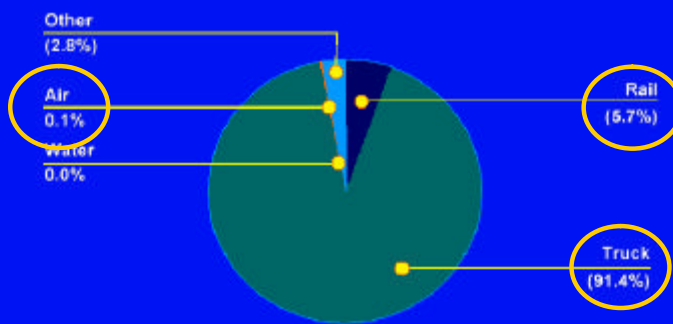
Goods Movement

- Most freight (by weight) moves in and out of region by truck
- Majority of freight traffic (by weight) moves to/from southern



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Chittenden County Mode Shares



Goods Movement



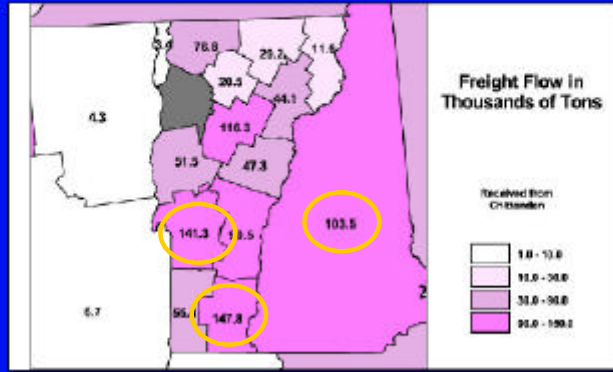
CAMBRIDGE
CORPORATION



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Goods Movement

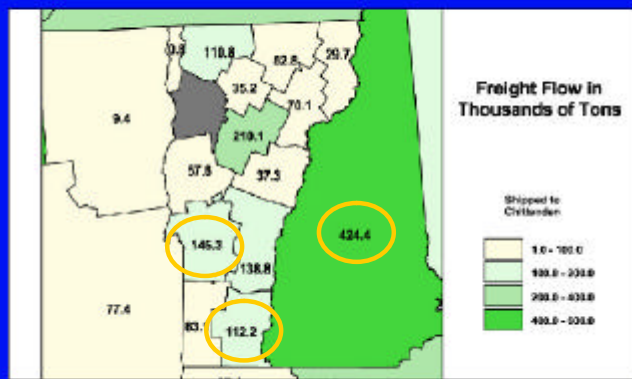
Destinations of Total Outbound Commodity Flows



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Goods Movement

Origins of Total Inbound Commodity Flows



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Other Questions to be Researched?



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