

Differences in Trip Chaining Between Men and Women

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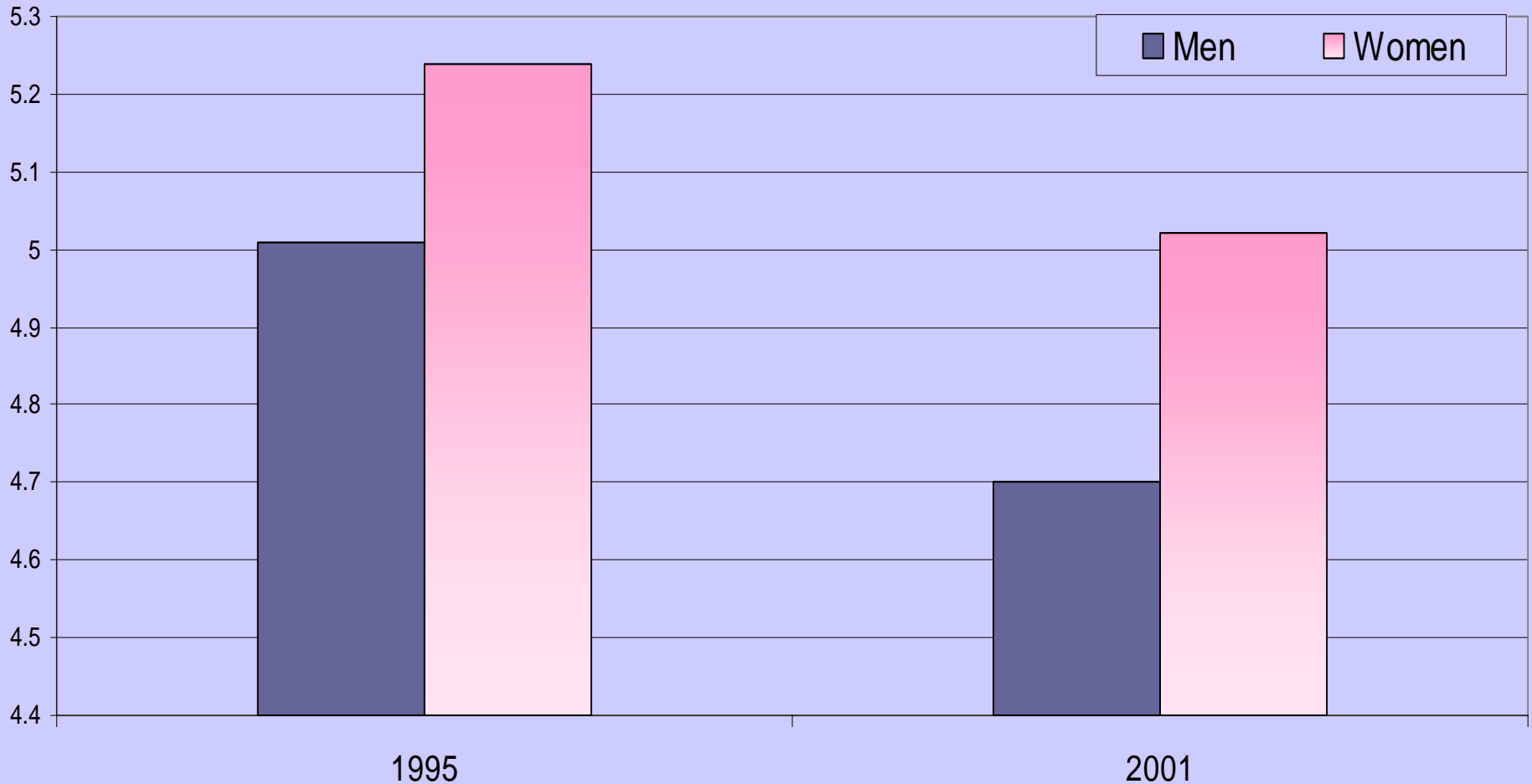
Women...

- Of working age work (71% compared to 86% of men)
- Workers make more individual trips than men workers (120 more each year)
- Work 2.7 miles closer to home (8.7 vs. 11.4 miles for men) regardless of occupation
- Pick-up and drop-off children at school on their way to and from work, even in 2-worker families
- Chain other trips into their commutes more often than men, and this varies by race/ethnicity and purpose of the stops

P.S. There's a surprise ending

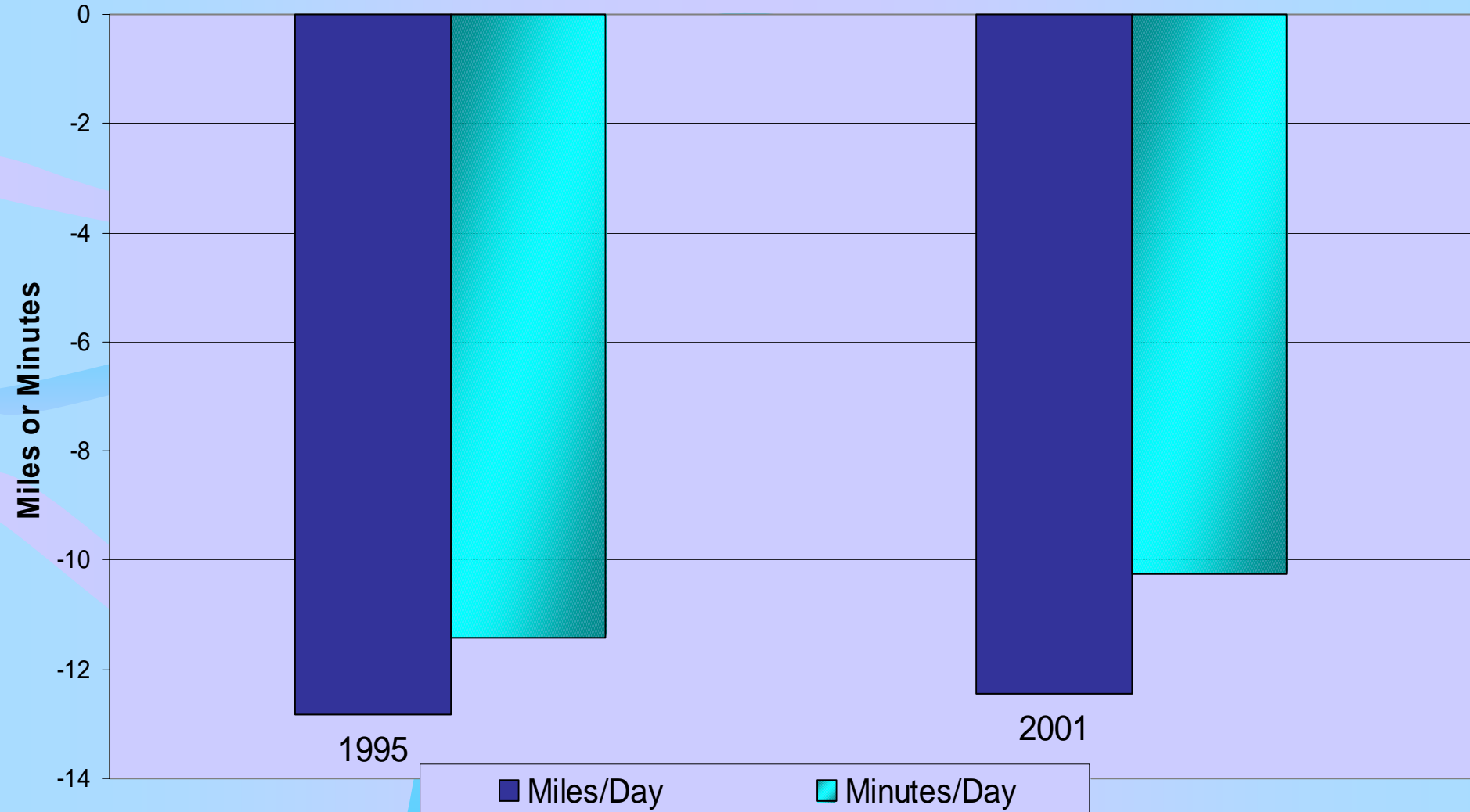
Women workers make more trips, about 120 more per year than men workers...

Number of Daily Trips per Person



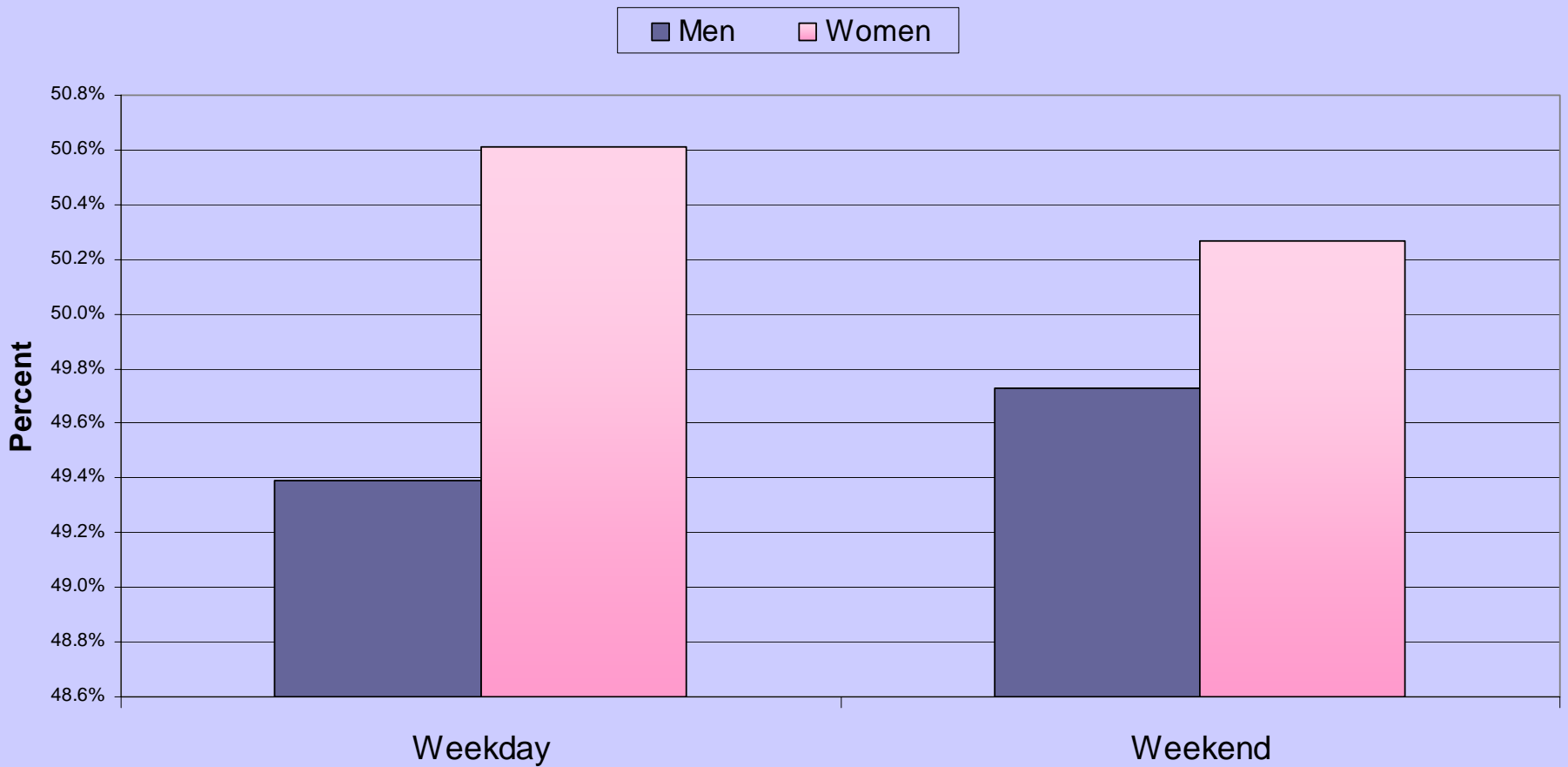
But travel fewer miles and minutes than men....

Number of Daily Miles and Minutes Less In Travel by Women



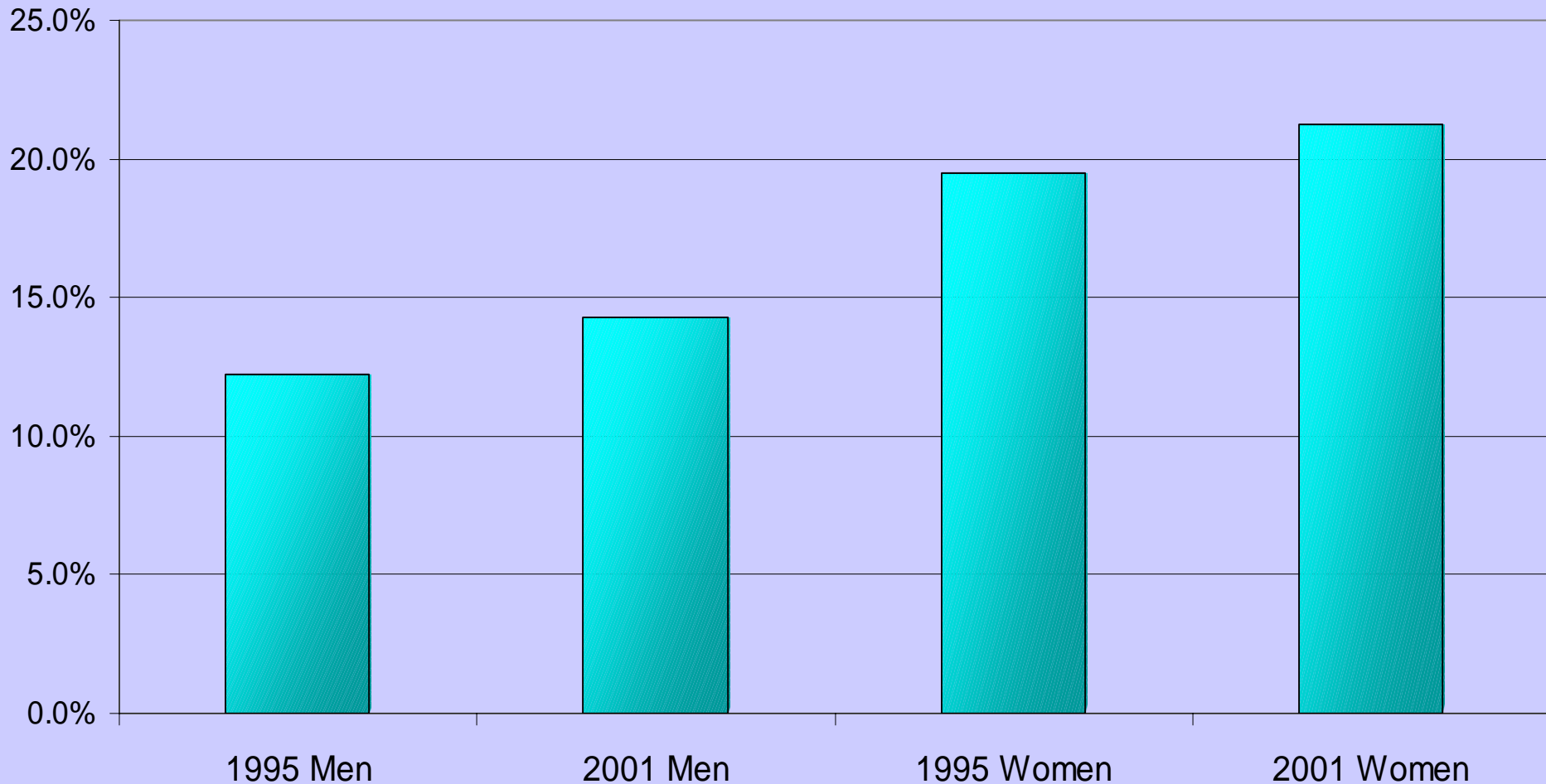
Overall, women (16-65 years old) travel more miles in home-based tours

Percent of Miles for Home-Based Tours by DOW



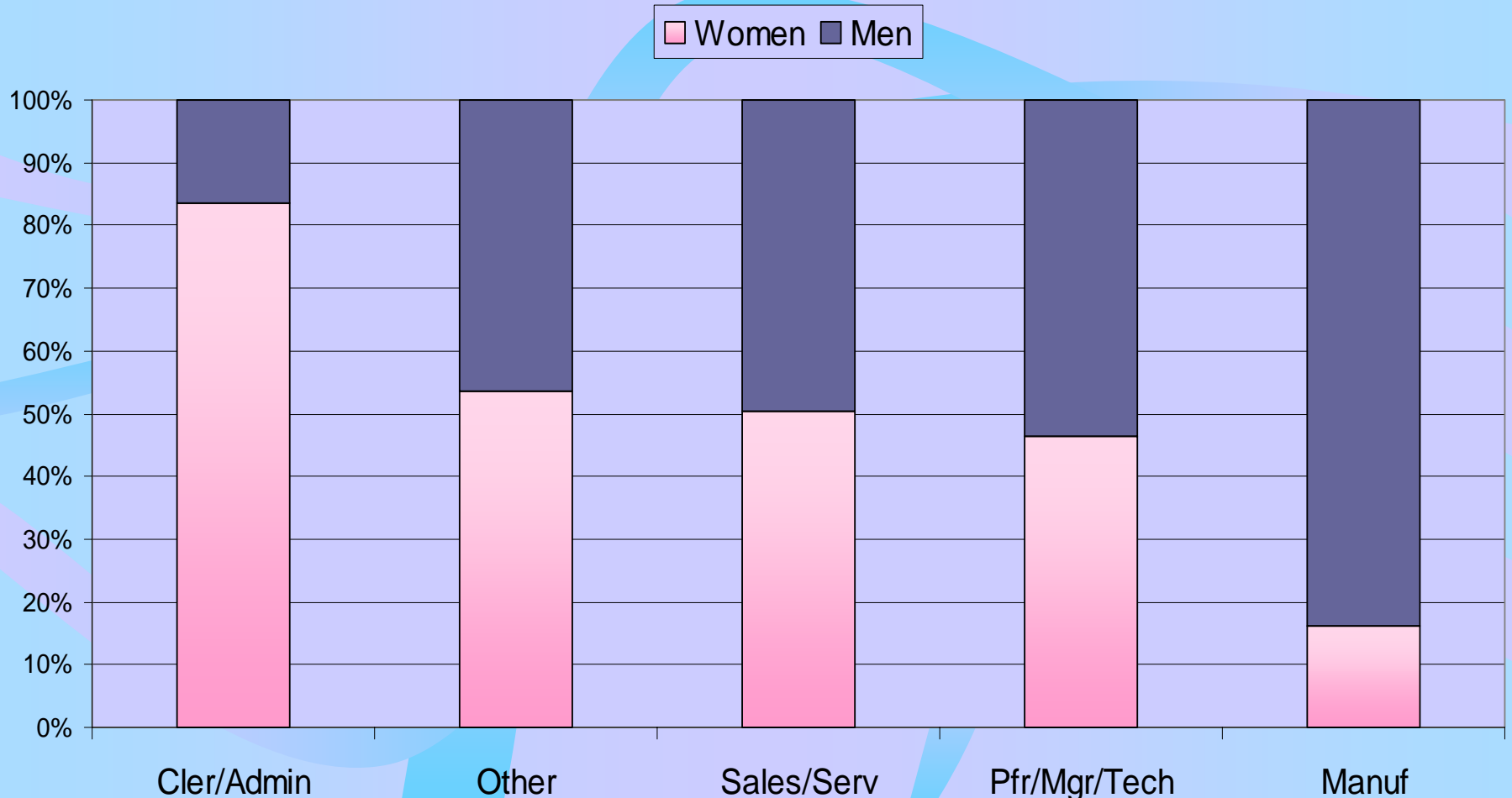
Both men and women commuters increased trip chaining since 1995...

Percent of Men and Women who Stop Home-Work or Work-Home



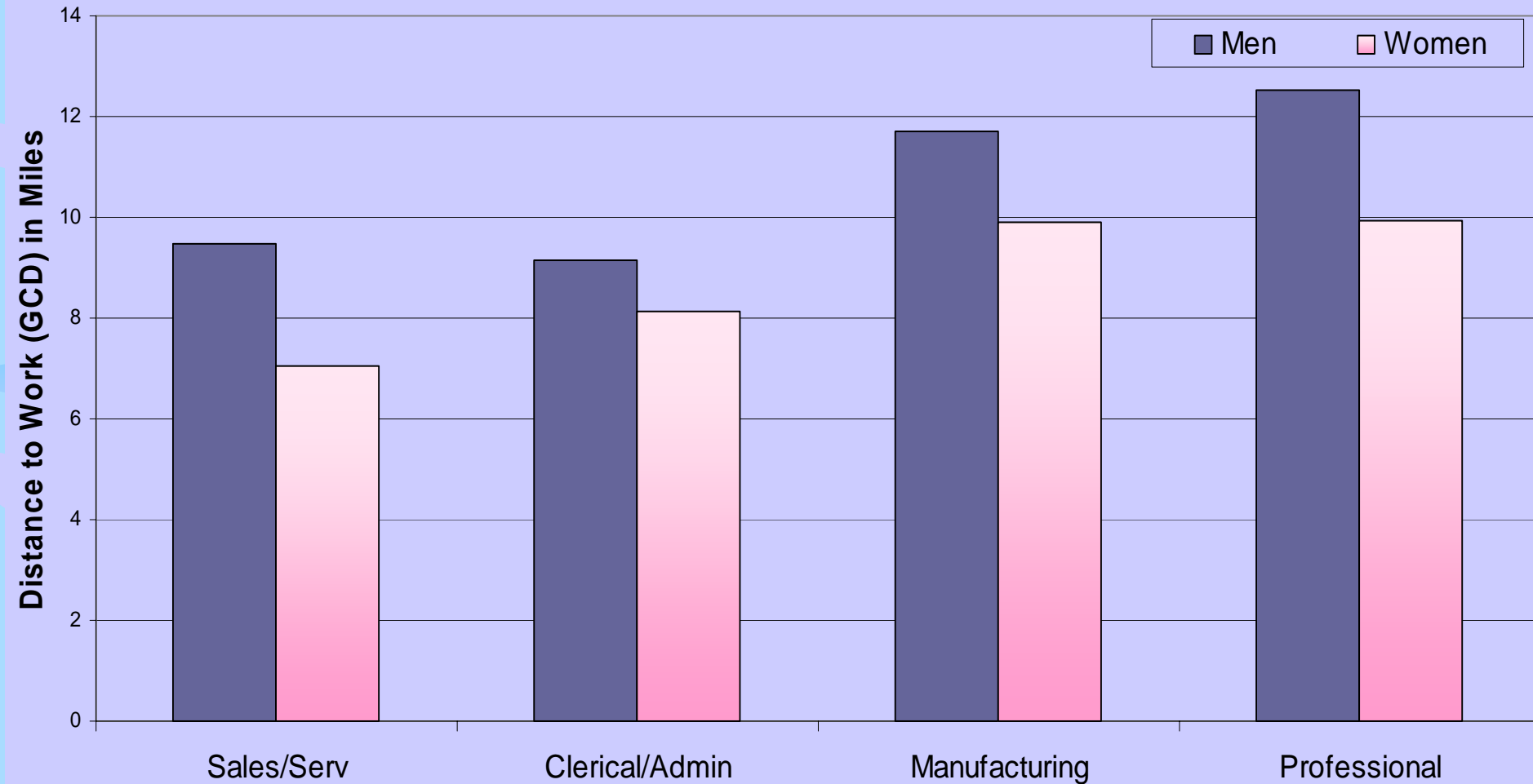
46% of all workers are women, but this varies by occupation...

Percent of Women by Occupation Status



No matter what occupation, women work closer to home...

Distance to Work by Occupation



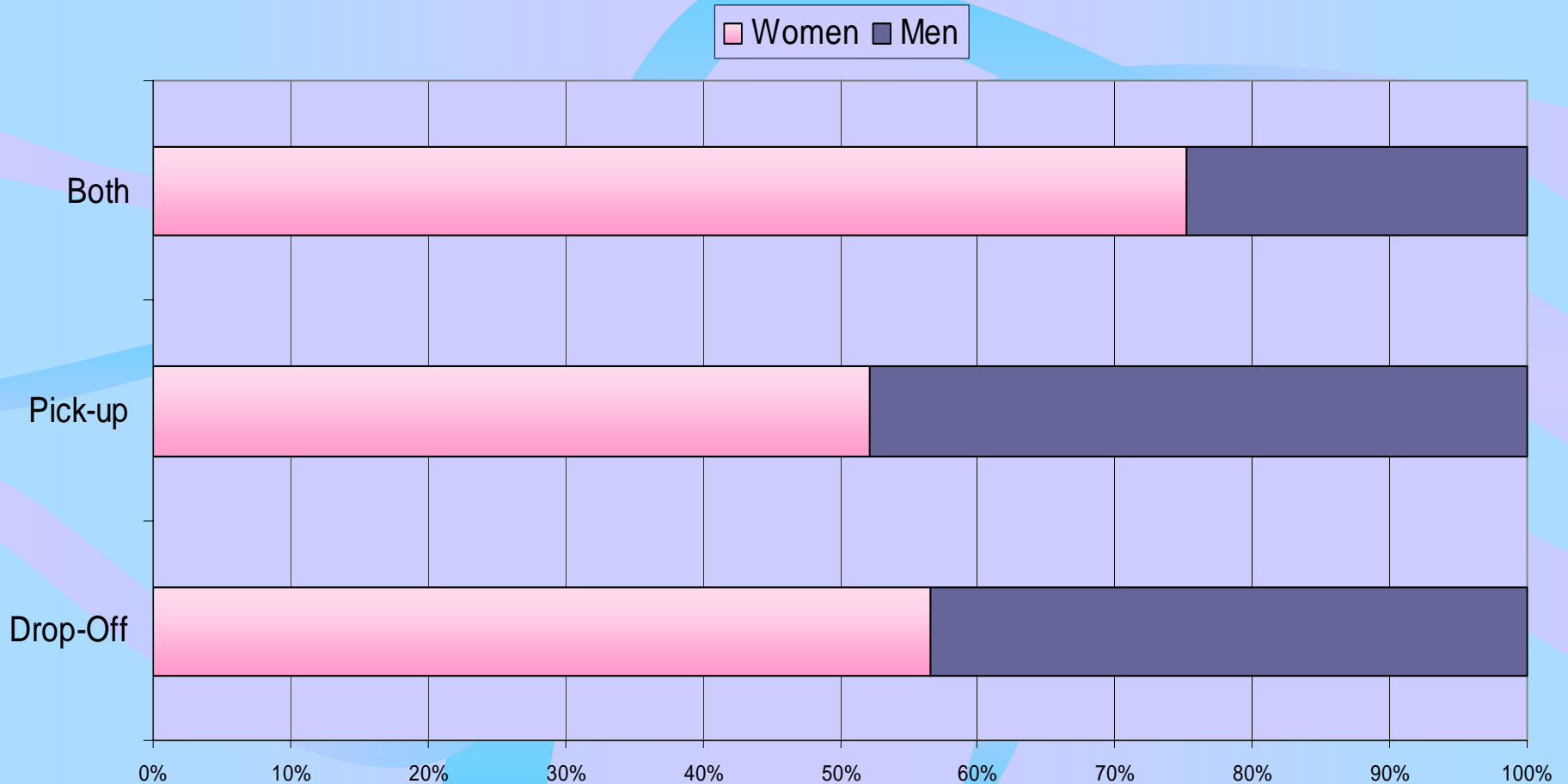
Women with children work closer to home than their male counterparts...

Distance to Work by Life Cycle



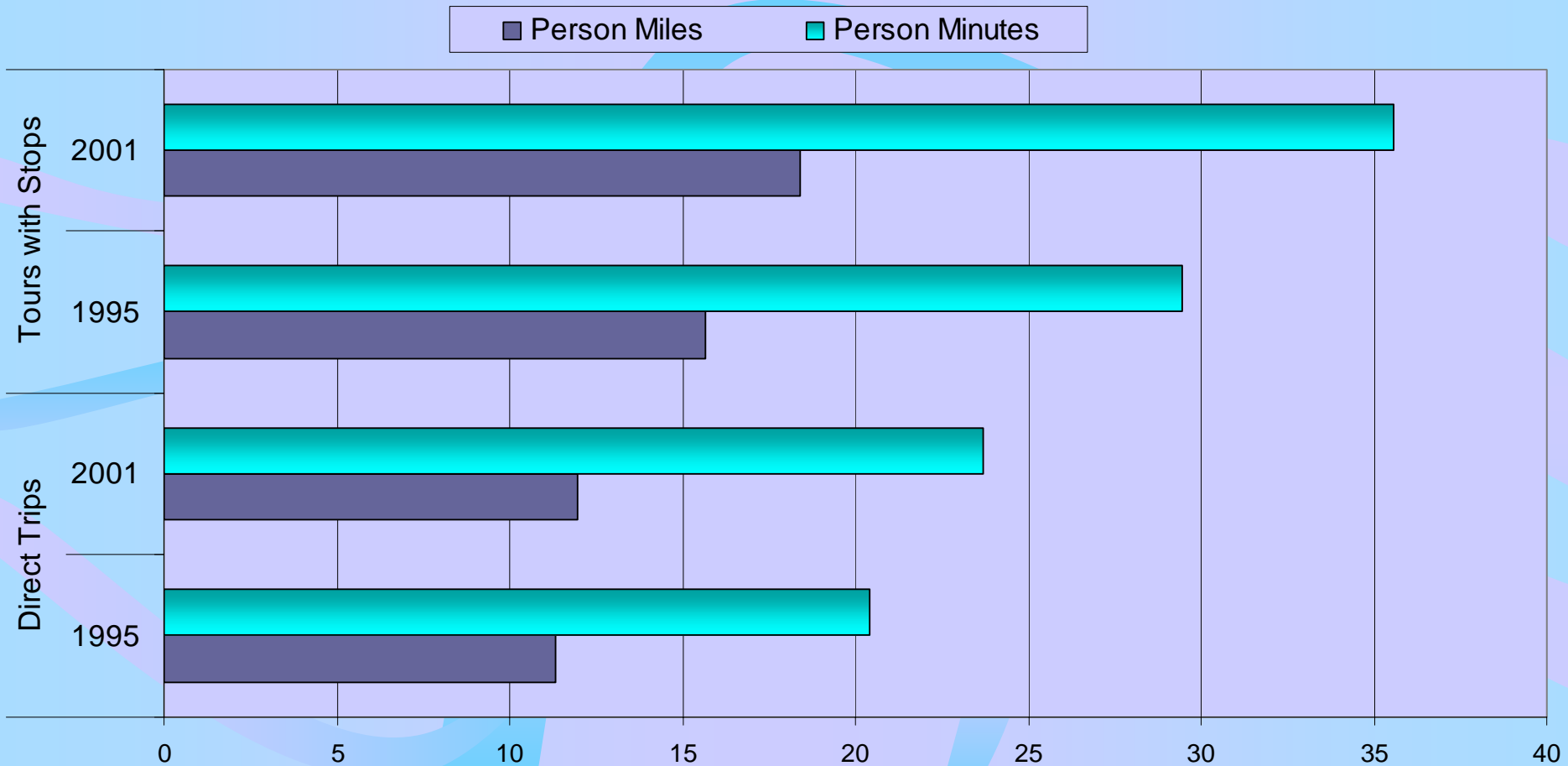
Maybe because even in 2-worker families, women are more likely to pick-up/drop off kids at school...

Percent of 2-Worker 2-Parent HHs by Who Drops/Picks-up the Kids at School



And miles and minutes in travel are related to chaining behavior...

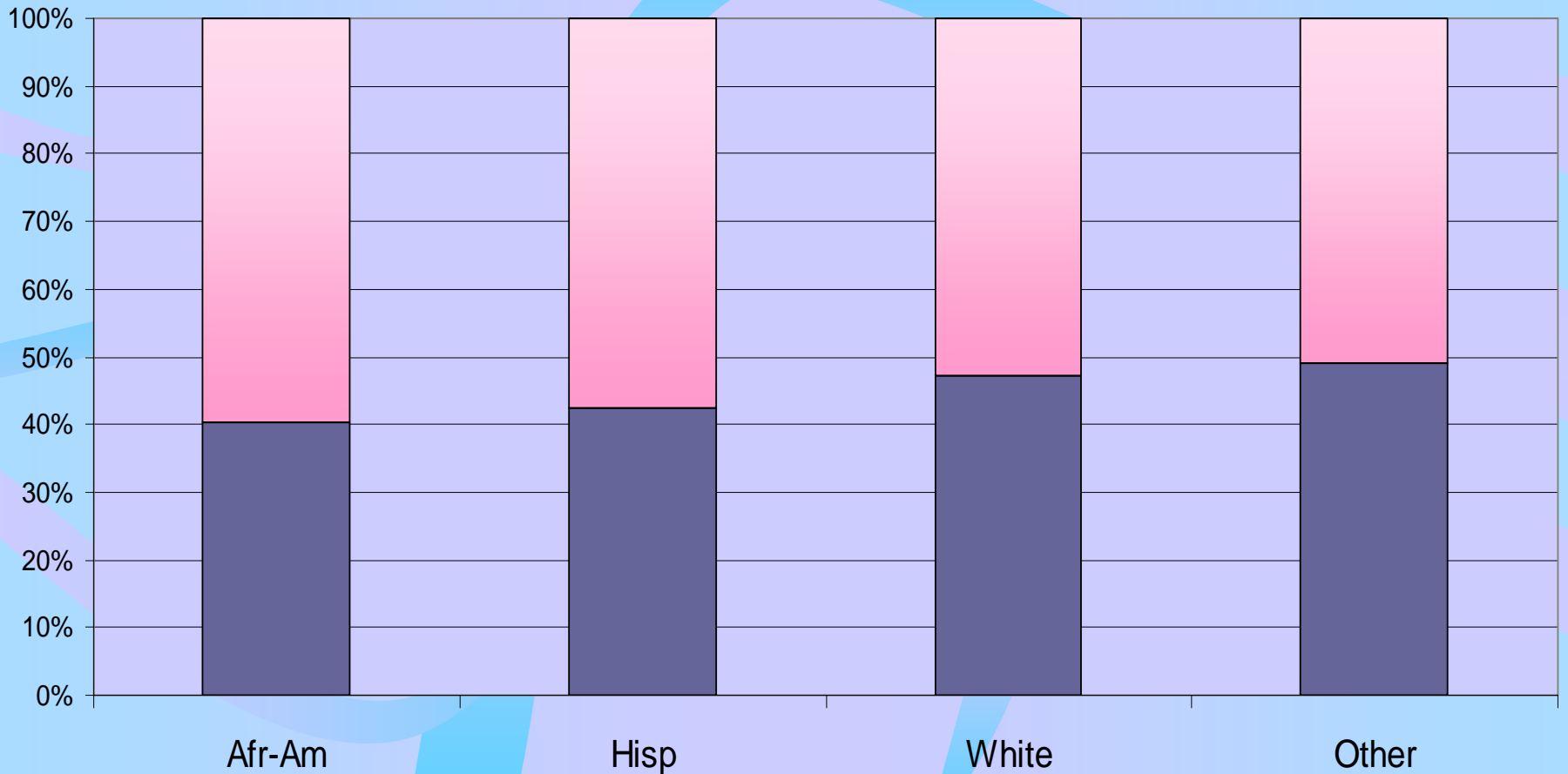
Difference in Miles and Minutes in Commuting



There is variation by race and ethnicity...

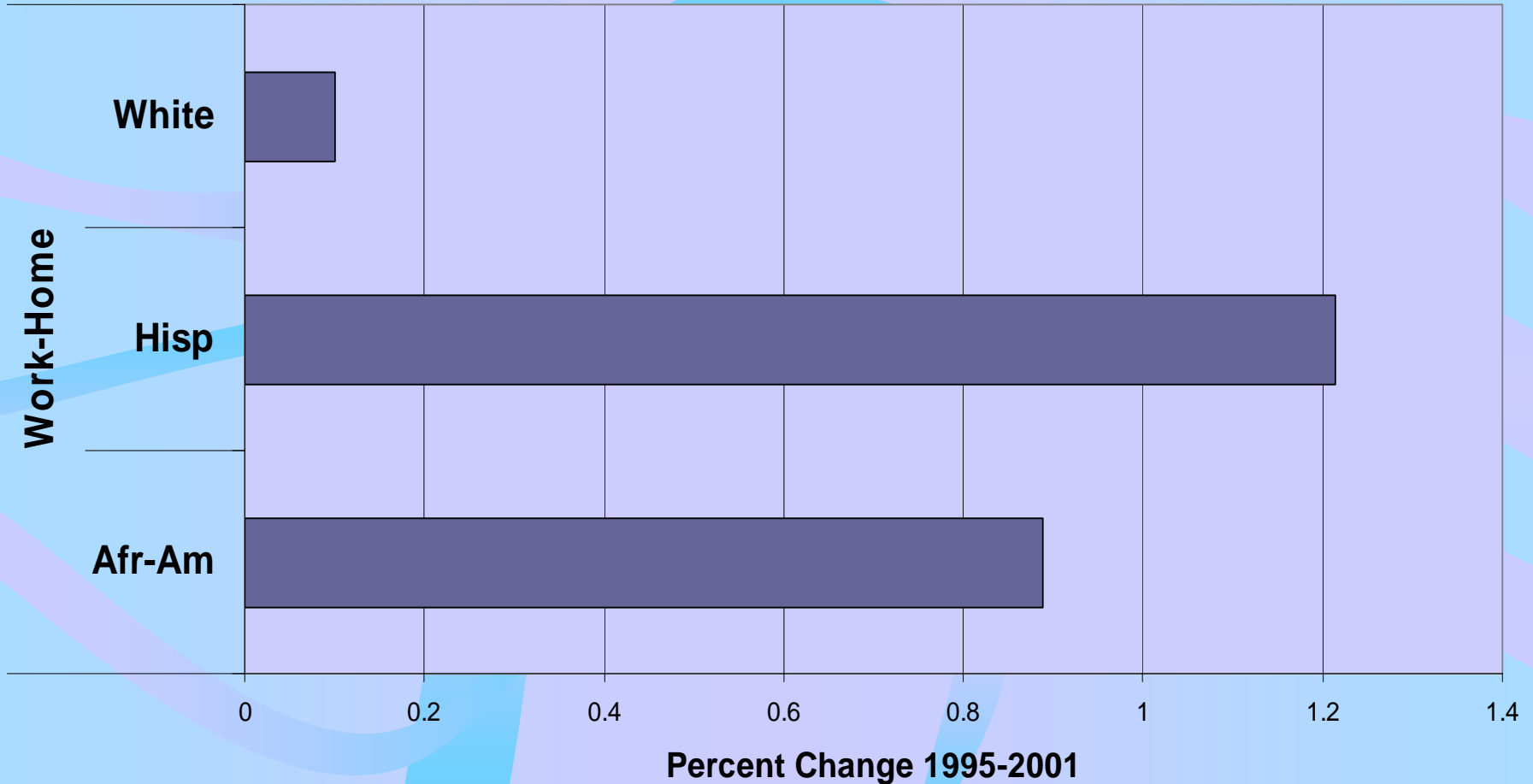
Percent of Men and Women who Stop Home-Work or Work-Home

■ Men who Stop ■ Women who Stop



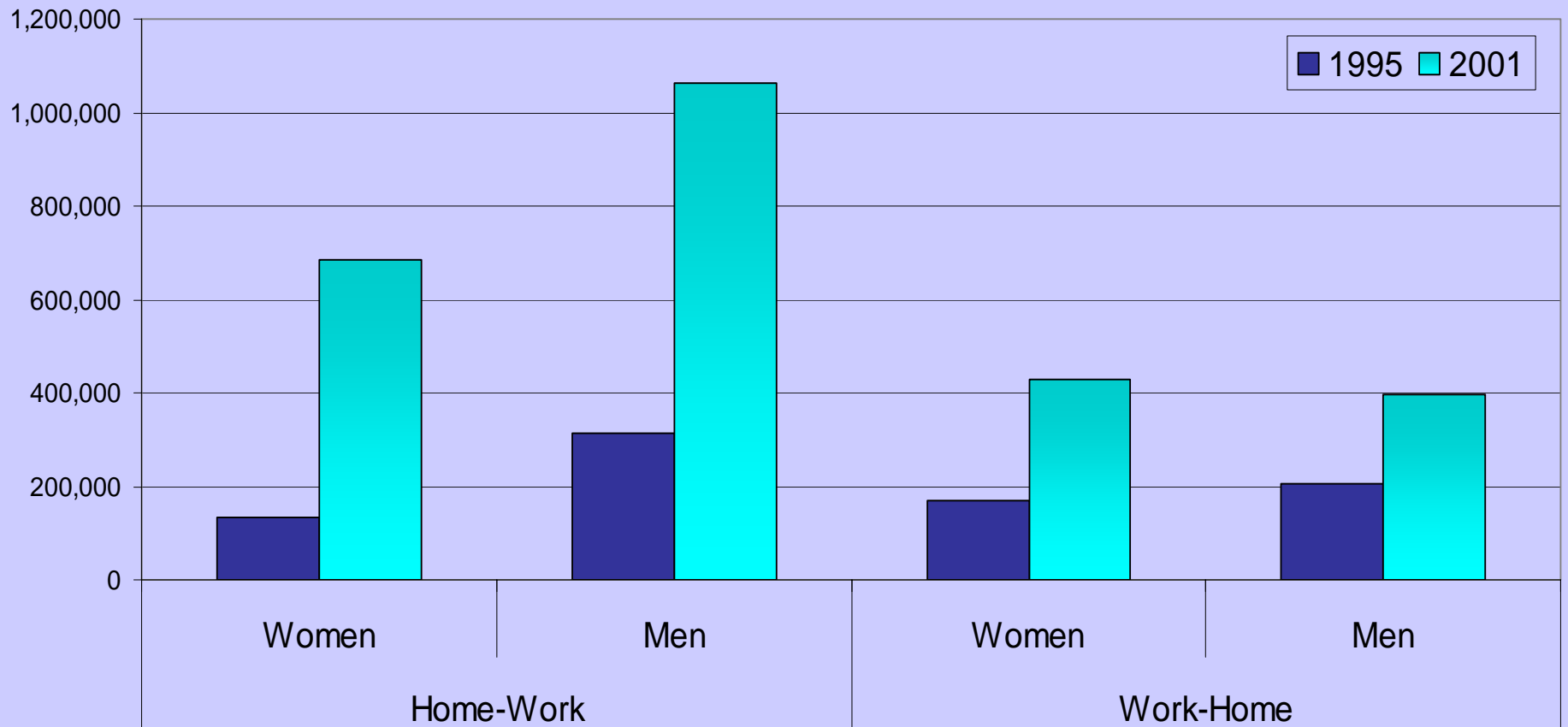
And variation within race and ethnicity by purpose....

Growth in Shopping Stops 1995-2001



Stops for meals and/or coffee increased pretty dramatically between 1995 and 2001...

Number of Daily Trips to Stop for Coffee/Meals During Commute



We call this the “Starbucks” effect

