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MICHIGAN TRAVEL COUNTS 4 TRAVEL CHARACTERISTICS REPORT



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Report Title:

Michigan Travel Counts 4 Travel Characteristics Report

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CONTENTS

EXECUTIVE SUMMARY I
1.0 PROJECT INTRODUCTION AND BACKGROUND 3
2.0 KEY FINDINGS: MICHIGAN TRAVEL COUNTS 4
2.1 MICHIGAN TRAVEL SUMMARY 4
INTERPRETING THE RESULTS 4
2.2 WHO TRAVELS IN MICHIGAN? 4
CONCLUSION: WHO TRAVELS 18
2.3 WHY DO PEOPLE TRAVEL IN MICHIGAN? 19
WHY DON'T PEOPLE TRAVEL IN MICHIGAN? 32
CONCLUSION: WHY PEOPLE TRAVEL 36
2.4 HOW DO PEOPLE TRAVEL IN MICHIGAN? 37
CONCLUSION: HOW PEOPLE TRAVEL 58
2.5 WHEN DO PEOPLE TRAVEL IN MICHIGAN? 59
CONCLUSION: WHEN PEOPLE TRAVEL 62
2.6 HOW OFTEN DO PEOPLE TRAVEL IN MICHIGAN? 62
CONCLUSION: HOW OFTEN PEOPLE TRAVEL 64
2.7 WHERE DO PEOPLE TRAVEL IN MICHIGAN? 64
CONCLUSION: WHERE PEOPLE TRAVEL 67
2.8 WHO MAKES LONG-DISTANCE TRIPS IN MICHIGAN, AND HOW, WHY, AND WHERE DO THEY TRAVEL? 67
CONCLUSION: LONG-DISTANCE TRAVEL 76
2.9 TRANSPORTATION INSECURITY 76
TSI-3 SURVEY QUESTIONS 77
2.10 HOW HAVE TRAVEL CHARACTERISTICS CHANGED AS A WHOLE? 78

3.0 CONCLUSION 84

LIST OF TABLES

TABLE 1: COMPLETE SURVEYS BY SURVEY METHOD 3
TABLE 2: WEEKDAY PERSON TRIPS BY AGE 5
TABLE 3: WEEKDAY PERSON TRIP RATE BY AGE (VEHICLE TRIPS + OTHER WORK TRIPS) 6
TABLE 4: WEEKDAY PERSON TRIPS BY WORKER STATUS 7
TABLE 5: WEEKDAY PERSON TRIP RATE BY HOUSEHOLD SIZE 7
TABLE 6: WEEKDAY VEHICLE TRIP RATE BY HOUSEHOLD SIZE 8
TABLE 7: TOTAL HOUSEHOLD AND VEHICLE HOUSEHOLD TRIP RATES BY HOUSEHOLD SIZE 9
TABLE 8: VEHICLE TRIP RATES BY NUMBER OF VEHICLES IN THE HOUSEHOLD 9
TABLE 9: HOUSEHOLD TRIP RATES BY HOUSEHOLD INCOME 10
TABLE 10: VEHICLE AND NON-VEHICLE HOUSEHOLD TRIP RATES BY HOUSEHOLD SIZE AND NUMBER OF WORKERS 10
TABLE 11: VEHICLE AND NON-VEHICLE TRIP RATES BY AGE AND WORKER STATUS 11
TABLE 12: WEEKDAY TRIP RATE BY WORKERS AGED 16+ 11
TABLE 13: TRIP RATES BY AGE, WORKER STATUS, AND GENDER (BY PERSON) 12
TABLE 14: WEEKDAY TRIP RATE BY GENDER 12
TABLE 15: WEEKDAY VEHICLE-DRIVER TRIP RATES BY AGE AND GENDER 13
TABLE 16: WEEKDAY PERSON TRIP RATES FOR YOUNGER AGE GROUPS 13
TABLE 17: SHARE OF PERSONS WHO DRIVE BY AGE (LEGAL DRIVING AGES ONLY) 14
TABLE 18: SHARE OF PERSONS WHO DRIVE BY GENDER (LEGAL DRIVING AGES ONLY) 15
TABLE 19: SHARE OF PERSONS WHO DRIVE BY GENDER (PEOPLE AGES 16-24) 15
TABLE 20: SHARE OF PERSONS WHO DRIVE BY GENDER (PEOPLE AGES 65+) 16
TABLE 21: VEHICLE TRIP RATE BY HOUSEHOLD VEHICLES 17
TABLE 22: PERSON TRIP RATE BY HOUSEHOLD INCOME 17
TABLE 23: NUMBER OF WORKERS AND VEHICLES BY INCOME 18
TABLE 24: PERSON TRIP RATE BY TRIP PURPOSE 19
TABLE 25: DISTRIBUTION OF WEEKDAY TRIPS BY PURPOSE 19
TABLE 26: MEAN AUTO OCCUPANCY BY TRIP PURPOSE 20
TABLE 27: WEEKDAY TRAVEL BY PURPOSE AND GENDER: WEIGHTED PERCENT 21
TABLE 28: WEEKDAY TRAVEL BY PURPOSE AND GENDER: UNWEIGHTED TRIP COUNT 21
TABLE 29: WEEKDAY TRAVEL BY PURPOSE AND GENDER: 95% CONFIDENCE INTERVAL 21
TABLE 30: TRIP PURPOSE BY HOUSEHOLD INCOME: WEIGHTED PERCENT 22
TABLE 31: TRIP PURPOSE BY HOUSEHOLD INCOME: UNWEIGHTED TRIP COUNT 22
TABLE 32: TRIP PURPOSE BY HOUSEHOLD INCOME: 95% CONFIDENCE INTERVAL 23
TABLE 33: PURPOSE OF WEEKDAY WALKING AND BIKING TRIPS BY CHILDREN (AGES 15 OR YOUNGER): WEIGHTED PERCENT 24
TABLE 34: PURPOSE OF WEEKDAY WALKING AND BIKING TRIPS BY CHILDREN (AGES 15 OR YOUNGER): UNWEIGHTED TRIP COUNT 24
TABLE 35: PURPOSE OF WEEKDAY WALKING AND BIKING TRIPS BY CHILDREN (AGES 15 OR YOUNGER): 95% CONFIDENCE INTERVAL 24
TABLE 36: PURPOSE OF WEEKDAY WALKING AND BIKING TRIPS BY PEOPLE AGES 16 AND OLDER: WEIGHTED PERCENT 25
TABLE 37: PURPOSE OF WEEKDAY WALKING AND BIKING TRIPS BY PEOPLE AGES 16 AND OLDER: UNWEIGHTED TRIP COUNT 25
TABLE 38: PURPOSE OF WEEKDAY WALKING AND BIKING TRIPS BY PEOPLE AGES 16 AND OLDER: 95% CONFIDENCE INTERVAL 25
TABLE 39: TRIP PURPOSE BY TIME OF DAY: WEIGHTED PERCENT 26
TABLE 40: TRIP PURPOSE BY TIME OF DAY: UNWEIGHTED COUNT 27
TABLE 41: TRIP PURPOSE BY TIME OF DAY: 95% CONFIDENCE INTERVAL 27

TABLE 42: DISTRIBUTION OF WEEKDAY TRIPS BY PURPOSE: ALL PERSONS 28
TABLE 43: DISTRIBUTION OF WEEKDAY TRIPS BY PURPOSE: ALL 16 AND OLDER 29
TABLE 44: DISTRIBUTION OF WEEKDAY TRIPS BY PURPOSE: ALL WORKERS 30
TABLE 45: PURPOSE FOR EACH TRAVEL DAY OF THE WEEK: WEIGHTED PERCENT 31
TABLE 46: PURPOSE FOR EACH TRAVEL DAY OF THE WEEK: UNWEIGHTED COUNT 31
TABLE 47: PURPOSE FOR EACH TRAVEL DAY OF THE WEEK: 95% CONFIDENCE INTERVAL 32
TABLE 48: AVERAGE WEEKDAY TRIP DURATION (MINUTES) BY PURPOSE: VEHICLE DRIVER TRIPS BY PEOPLE 32
TABLE 49: TELEWORK TIME BY DAY OF WEEK AMONG PEOPLE WHO REPORT TELEWORKING 33
TABLE 50: PEOPLE REPORTING NO TRAVEL BY AGE 33
TABLE 51: REASONS FOR NO TRAVEL (MONDAY – THURSDAY) 34
TABLE 52: REPORTED DELIVERIES ON TRAVEL DAY 35
TABLE 53: TELEWORK FREQUENCY 36
TABLE 54: PERSON TRIP RATE BY TRAVEL MODE 37
TABLE 55: WEEKDAY TRAVEL MODE FOR ALL PEOPLE AND PURPOSES 38
TABLE 56: AVERAGE TRIP DURATION (MINUTES) BY MEANS OF WEEKDAY TRAVEL, ALL PURPOSES 39
TABLE 57: TRAVEL MODE BY AGE GROUP FOR NON-DRIVERS: WEIGHTED PERCENT 39
TABLE 58: TRAVEL MODE BY AGE GROUP FOR NON-DRIVERS: UNWEIGHTED TRIP COUNT 40
TABLE 59: TRAVEL MODE BY AGE GROUP FOR NON-DRIVERS: 95% CONFIDENCE INTERVAL 40
TABLE 60: TRAVEL MODE BY PRESENCE OF HOUSEHOLD VEHICLE(S): WEIGHTED PERCENT 41
TABLE 61: TRAVEL MODE BY PRESENCE OF HOUSEHOLD VEHICLE(S): UNWEIGHTED TRIP COUNT 42
TABLE 62: TRAVEL MODE BY PRESENCE OF HOUSEHOLD VEHICLE(S): 95% CONFIDENCE INTERVAL 42
TABLE 63: TRAVEL MODE BY PEOPLE IN HOUSEHOLDS BY WHETHER A VEHICLE IS AVAILABLE (AGES 16+): WEIGHTED PERCENT 42
TABLE 64: TRAVEL MODE BY PEOPLE IN HOUSEHOLDS BY WHETHER A VEHICLE IS AVAILABLE (AGES 16+): UNWEIGHTED TRIP COUNT 43
TABLE 65: TRAVEL MODE BY PEOPLE IN HOUSEHOLDS BY WHETHER A VEHICLE IS AVAILABLE (AGES 16+): 95% CONFIDENCE INTERVAL 43
TABLE 66: TRAVEL MODE BY HOUSEHOLD INCOME: WEIGHTED PERCENT 44
TABLE 67: TRAVEL MODE BY HOUSEHOLD INCOME: UNWEIGHTED TRIP COUNT 44
TABLE 68: TRAVEL MODE BY HOUSEHOLD INCOME: 95% CONFIDENCE INTERVAL 45
TABLE 69: TRAVEL MODE BY AGE GROUP: WEIGHTED PERCENT 46
TABLE 70: TRAVEL MODE BY AGE GROUP: UNWEIGHTED TRIP COUNT 47
TABLE 71: TRAVEL MODE BY AGE GROUP: 95% CONFIDENCE INTERVAL 47
TABLE 72: TRAVEL MODE BY TIME OF DAY: WEIGHTED PERCENT 48
TABLE 73: TRAVEL MODE BY TIME OF DAY: UNWEIGHTED TRIP COUNT 49
TABLE 74: TRAVEL MODE BY TIME OF DAY: 95% CONFIDENCE INTERVAL 49
TABLE 75: TRAVEL MODE TO WORK BY AREA: WEIGHTED PERCENT 50
TABLE 76: TRAVEL MODE TO WORK BY AREA: UNWEIGHTED PERSON TRIP COUNT 51
TABLE 77: TRAVEL MODE TO WORK (MODE SHARE FOR WORK TRIPS) BY AREA: 95% CONFIDENCE INTERVAL 52
TABLE 78: USUAL VERSUS ACTUAL MEANS OF TRAVEL FOR COMMUTING 53
TABLE 79: TRAVEL MODE BY AREA: WEIGHTED PERCENT 55
TABLE 80: TRAVEL MODE BY AREA: UNWEIGHTED TRIP COUNT 56
TABLE 81: TRAVEL MODE BY AREA: 95% CONFIDENCE INTERVAL 57
TABLE 82: TRAVEL MODE FOR OLDER NON-LICENSED TRAVELERS: WEIGHTED PERCENT 58
TABLE 83: TRAVEL MODE FOR OLDER NON-LICENSED TRAVELERS: COUNT 58
TABLE 84: TRAVEL MODE FOR OLDER NON-LICENSED TRAVELERS: 95% CONFIDENCE INTERVAL 58

TABLE 85: TRIP RATE BY DAY OF WEEK 59
TABLE 86: WORK TRIP DEPARTURE TIME 60
TABLE 87: AVERAGE TRIP LENGTH (MILES) 60
TABLE 88: AVERAGE TRIP DURATION (MINUTES) BY HOUSEHOLD INCOME, ALL PURPOSES AND ALL MEANS OF TRAVEL 60
TABLE 89: AVERAGE TRIP DURATION (MINUTES) BY AREA (VEHICLE WORK TRIPS BY WORKERS AGED 16+) 61
TABLE 90: VEHICLE TRIPS BY PURPOSE, WEEKDAY PEAK PERIODS 61
TABLE 91: AVERAGE PERSON TRIP RATE 62
TABLE 92: TRIP FREQUENCY BY AGE 63
TABLE 93: TRIP FREQUENCY BY EMPLOYMENT 63
TABLE 94: MINUTES PER WEEKDAY SPENT IN VEHICLES BY WORKER STATUS 64
TABLE 95: WORKPLACE LOCATION 65
TABLE 96: TRIP DISTANCE (MILES) BY DESTINATION PURPOSE 66
TABLE 97: AVERAGE TRIP DISTANCE (MILES) TO ACCESS HEALTH CARE BY AREA 66
TABLE 98: WEIGHTED PERCENT OF PERSONS WITH ZERO LONG-DISTANCE TRIPS (100 MILES OR MORE) BY REGION 68
TABLE 99: WEIGHTED COUNT AND PERCENT OF PURPOSE OF LONG-DISTANCE TRAVEL 69
TABLE 100: WEIGHTED PERCENT OF TRIPS BY MODE OF LONG-DISTANCE TRAVEL 70
TABLE 101: WEIGHTED MEAN DISTANCE IN MILES BY MEANS OF TRAVEL 71
TABLE 102: WEIGHTED MEAN NUMBER OF LONG-DISTANCE TRIPS MADE BY PEOPLE IN THE 6 MONTHS PERIOD GROUPED BY HOUSEHOLD INCOME 73
TABLE 103: WEIGHTED COUNT AND PERCENT OF PEOPLE WHO TRAVELED 100 MILES OR MORE IN THE 6 MONTHS OF DATA COLLECTION, GROUPED BY HOUSEHOLD LIFECYCLE 74
TABLE 104: WEIGHTED PERCENT OF TRIPS 100 MILES OR MORE BY COUNTRY OF DESTINATION (WEIGHTED N = 9,139,896 TRIPS) 75
TABLE 105: WEIGHTED PERCENT OF LONG-DISTANCE TRIPS BY STATE OF DESTINATION (U.S. TRIPS ONLY. N = 8,662,756 TRIPS) 76
TABLE 106: TRANSPORTATION SECURITY INDEX (TSI-3) 78
TABLE 107: COMPARED TO MTC3: TRIP RATE BY AGE 79
TABLE 108: COMPARED TO MTC3: TRIP RATE BY AGE X GENDER 80
TABLE 109: COMPARED TO MTC3: TRIP RATE BY WORKER STATUS 81
TABLE 110: COMPARED TO MTC3: PURPOSE 82
TABLE 111: COMPARED TO MTC3: DISTANCE 83
TABLE 112: COMPARED TO MTC3: PERSON AND VEHICLE TRIPS PER HOUSEHOLD BY NUMBER OF PEOPLE 83
TABLE 113: COMPARED TO MTC3: MODE FOR ALL TRIP PURPOSES 83
TABLE 114: COMPARING TELEWORK SHARES IN MICHIGAN WITH OTHER STATEWIDE HTS 85

LIST OF FIGURES

FIGURE 1: WEEKDAY TRIPS BY AGE 5
FIGURE 2: WEEKDAY PERSON TRIP RATE BY AGE (VEHICLE TRIPS + OTHER TRIPS) 6
FIGURE 3: TOTAL HOUSEHOLD AND VEHICLE HOUSEHOLD TRIP RATES BY HOUSEHOLD SIZE 8
FIGURE 4: DRIVER STATUS BY AGE (LEGAL DRIVING AGES ONLY) 14
FIGURE 5: WEIGHTED PERCENT OF PERSONS WHO DRIVE BY GENDER (PEOPLE AGES 65+) 16
FIGURE 6: WEEKDAY TRAVEL BY PURPOSE AND GENDER: WEIGHTED PERCENT 20
FIGURE 7: TRIP PURPOSE BY TIME OF DAY: WEIGHTED PERCENT 26
FIGURE 8: DISTRIBUTION OF WEEKDAY TRIPS BY PURPOSE: ALL PERSONS 28
FIGURE 9: DISTRIBUTION OF WEEKDAY TRIPS BY PURPOSE: ALL 16 AND OLDER 29
FIGURE 10: DISTRIBUTION OF WEEKDAY TRIPS BY PURPOSE: ALL WORKERS 30
FIGURE 11: WEEKDAY TRAVEL MODE FOR ALL PEOPLE AND PURPOSES 38
FIGURE 12: TRAVEL MODE BY PRESENCE OF HOUSEHOLD VEHICLE(S) 41
FIGURE 13: TRAVEL MODE BY AGE GROUP 46
FIGURE 14: TRAVEL MODE BY AREA 54

FIGURE 15: WORKPLACE LOCATION 65
FIGURE 16: WEIGHTED PURPOSE OF LONG-DISTANCE TRAVEL 69
FIGURE 17: WEIGHTED MODE SHARE OF LONG-DISTANCE TRAVEL..... 70
FIGURE 18: WEIGHTED MEAN DISTANCE IN MILES BY MEANS OF TRAVEL..... 71
FIGURE 19: WEIGHTED MEAN NUMBER OF LONG-DISTANCE TRIPS IN THE LAST 6 MONTHS BY HOUSEHOLD INCOME 72
FIGURE 20: WEIGHTED PERCENT OF PEOPLE WHO TRAVELED 100 MILES OR MORE IN THE LAST 6 MONTHS OF DATA BY HOUSEHOLD LIFECYCLE 73
FIGURE 21: PERCENT OF LONG-DISTANCE TRIPS BY STATE OF DESTINATION (U.S. TRIPS ONLY)..... 75
FIGURE 22: COMPARED TO MTC3: PURPOSE 82

LIST OF ABBREVIATIONS

BCATS	Battle Creek
GCMPC	Flint
GLBR	Bay-Midland-Saginaw
GVMC	Grand Rapids
HTS	Household travel survey
JACTS	Jackson
KATS	Kalamazoo
MACC	Holland-Zeeland
MDOT	Michigan Department of Transportation
MTC4	Michigan Travel Counts 4
SEMCOG	Southeast Michigan Council of Governments
TCRPC	Lansing
TSI	Transportation Security Index
TTCI	Traverse City
TwinCATS	Twin Cities Area Transportation Study
WESTPLAN	Muskegon

EXECUTIVE SUMMARY

The Michigan Travel Counts 4 (MTC4) household travel survey provides a comprehensive and current picture of everyday travel behavior across Michigan. Compared to the previous Michigan Travel Counts 3 (MTC3) survey conducted in 2015, the findings revealed both continuity in overall travel levels and meaningful shifts in who was traveling, why trips were made, and how travel was distributed across modes and time of day.

Travel behavior in Michigan continued to vary by age, employment status, household characteristics, and access to vehicles. Nearly all residents made at least one trip on a typical weekday, averaging just over four trips per person a day. Adults in their prime working years (ages 35-54) made the most trips, while children and the oldest residents made fewer. Workers traveled more frequently than non-workers, and households with more vehicles and higher incomes made more vehicle trips. Driving remained nearly universal among working-age adults, while teenagers, young adults ages 18-24, and the oldest residents were least likely to drive. Females made more trips per day than males overall, largely due to higher participation in escort, errand, and shopping trips.

The most common reasons for travel in Michigan were work or volunteer activities, shopping, errands, social or recreational activities, and escorting household members. Compared to 2015, work related travel represented a larger share of weekday trips, while trips for social, recreational, and school purposes declined. Among adults, shopping emerged as the single most common trip purpose, while work dominated travel for employed residents. Trip purposes were generally consistent across income levels, though lower income households devoted a greater share of travel to shopping and errands. Notably, about 14% of residents reported no travel on a given weekday, most often by choice, while a small but meaningful share cited lack of transportation.

Automobile travel continued to dominate how Michigan residents get around. Nearly half of all weekday trips were made by driving alone, with shared rides accounting for most of the remaining vehicle travel. Walking was the most common non-vehicle mode, while transit and bicycling represented relatively small shares of total trips. Vehicle availability was the strongest determinant of mode choice: residents in households without vehicles relied far more on shared rides, walking, and transit, while those with vehicle access overwhelmingly drove alone. Compared to 2015, the share of single-occupant vehicle travel increased, while walking, transit, and shared rides declined. Transit trips, while infrequent, remained the longest in duration, highlighting the time burden faced by transit-dependent travelers.

Travel patterns also varied by time of day and day of week. Weekday travel peaked mid-week, with Thursdays showing the highest average number of trips. School travel remained highly

concentrated in the early morning hours, while work travel was more spread across the morning than in 2015, reflecting greater schedule flexibility and increased telework. Nearly half of workers reported teleworking at least occasionally, though only a small share fully replaced commuting with working from home. Together, these findings show that while total travel levels in Michigan remain relatively stable, the underlying structure of travel—when people travel, why trips are made, and how residents move—has shifted in important ways since 2015, with implications for transportation planning, investment, and equity across the state.

1.0 PROJECT INTRODUCTION AND BACKGROUND

The Michigan Travel Counts 4 (MTC4) household travel survey was a statewide data collection effort designed to provide the Michigan Department of Transportation (MDOT) and the state's Metropolitan Planning Organizations (MPOs) with refreshed travel behavior data throughout the state. This is the latest iteration of this data collection, which was last conducted in 2014-2015 with the Michigan Travel Counts 3 (MTC3). The survey data support the development and update of Michigan's statewide passenger travel demand model, six Transportation Management Area (TMA) models, and eight Small Urban Model Area (SUMA) models. The 2024-2025 household travel survey serves as the foundation for the next decade of travel demand modeling and other travel behavior analysis.

Since the previous survey, advances in travel data collection methodology, particularly the use of smartphone-based applications, allowed for more complete and accurate recording of trips, locations, and timing. These advancements enabled MTC4 to more effectively capture evolving travel behavior patterns for Michigan residents.

Data collection for MTC4 occurred over two waves in Spring 2024 and Spring 2025 to coincide when schools were in session. To encourage smartphone app use, households in which all adult members owned a smartphone were offered higher incentives to complete a seven-day travel diary using the rMove® smartphone app. Households in which not all adult members owned a smartphone or households who elected not to use the rMove app participated by online survey (rMove for Web) or via a survey call center. Non-smartphone households reported their travel for one weekday (i.e., Monday, Tuesday, Wednesday, Thursday, or Friday). Data from Monday-Thursday is generally used to report travel characteristics because these days represent 'typical' travel and correspond to the days of the week used in the various travel demand models maintained by MDOT. The survey collected a total of 23,573 complete households, comprising 47,345 persons and 158,501 person-days. The count by travel diary platform is shown below (Table 1).

TABLE 1: COMPLETE SURVEYS BY SURVEY METHOD

SURVEY METHOD	HOUSEHOLDS	PERSONS	PERSON-DAYS
Call Center	1,149	1,581	1,553
Online (rMove for Web)	12,654	26,404	25,862
Smartphone App (rMove)	9,770	19,360	131,086
Total	23,573	47,345	158,501

2.0 KEY FINDINGS: MICHIGAN TRAVEL COUNTS

2.1 MICHIGAN TRAVEL SUMMARY

The following sections summarize typical weekday travel among residents in Michigan. The survey dataset includes both complete and incomplete records for households that participated via the rMove smartphone app for multiple days. While only complete weekdays received weights, the tables include unweighted counts and 95% confidence intervals to provide sample size context. Trip rates are calculated as the average number of trips taken on complete household days (i.e., weekdays on which all household members completed the survey). “Trips” refer to linked trips in this section. Linked trips refer to the total travel between origin and destination. If a resident walks to a bus station, rides a bus, then walks to a final destination, this is considered **one** trip.

Interpreting the results

Although household travel survey data provide opportunities for many types of analysis, data users should always consider the context when applying the data. MTC4 was designed to collect typical weekday data from residents in Michigan. Therefore, the MTC4 dataset is not useful for analyzing and understanding visitor travel behavior or weekend travel behavior.

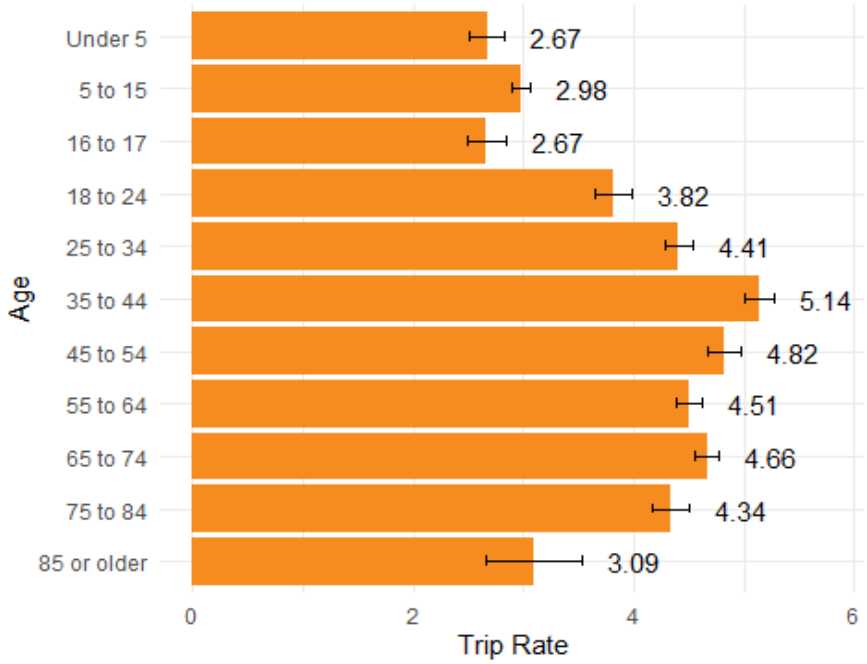
Data users should always use weighted calculated estimates (distribution, mean, median) rather than unweighted calculations in any analysis intended to draw conclusions about the state. Unweighted counts (sample sizes) are provided to give context on the underlying response base used in the calculations.

Asterisks in the data tables indicate results with high relative standard error. One asterisk (*) indicates estimates with high relative standard error (30% < RSE < 50%) and results should be interpreted with caution. Two asterisks (**) indicate very high relative standard error (RSE > 50%) and results are generally not suitable for fine-grained comparisons. Due to rounding, totals may not sum exactly to 100.0%. A caret (^) indicates a statistically significant difference between two estimates, applied on tables comparing 2015 data to 2025 results. Confidence intervals (CIs) are provided at the 95% confidence level and shown as error bars on charts. They indicate the likely range around each estimate; when CIs overlap, the estimates should not be treated as statistically different.

2.2 WHO TRAVELS IN MICHIGAN?

Table 2 shows the average number of trips residents made each weekday, split by age group. Children under age 18 made the fewest trips, averaging fewer than three trips on a weekday. Among adults, those age 85 or older made the fewest trips averaging just 3.09 weekday trips.

FIGURE 1: WEEKDAY TRIPS BY AGE



Note: Bars on estimates represent the range of the Confidence Interval (CI) shown in the next table enabling visual separation of overlapping estimates and discernment of actual statistical differences between two estimates. If the CI's overlap, then an actual difference cannot be safely assumed.

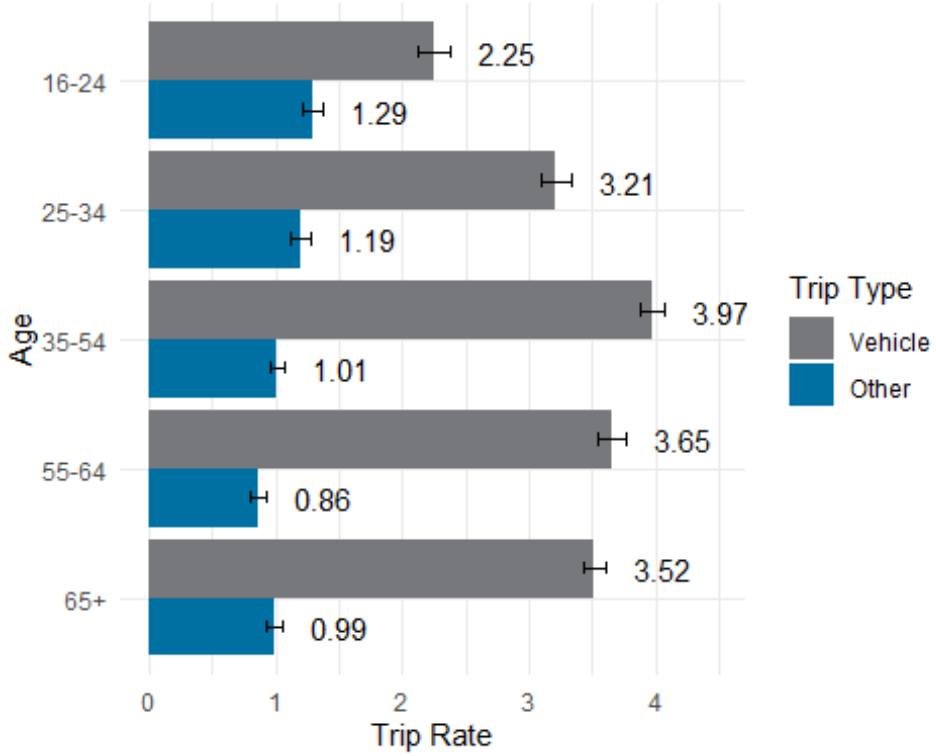
TABLE 2: WEEKDAY PERSON TRIPS BY AGE

AGE	UNWEIGHTED PERSON COUNT	MEAN	MEAN 95% CI
Under 5	1,977	2.67	[2.47, 2.87]
5-15	4,711	2.98	[2.87, 3.08]
16-17	825	2.67	[2.48, 2.85]
18-24	2,317	3.82	[3.63, 4.01]
25-34	5,720	4.41	[4.26, 4.55]
35-44	6,088	5.14	[4.99, 5.29]
45-54	5,000	4.82	[4.64, 4.99]
55-64	6,928	4.51	[4.38, 4.64]
65-74	8,517	4.66	[4.54, 4.78]
75-84	3,525	4.34	[4.15, 4.52]
85+	537	3.09	[2.63, 3.54]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

All age groups made more vehicle trips than non-vehicle trips (Table 3). Adults ages 35-54 made the highest proportion of vehicle trips.

FIGURE 2: WEEKDAY PERSON TRIP RATE BY AGE (VEHICLE TRIPS + OTHER TRIPS)



Note: Bars on estimates represent the range of the Confidence Interval (CI) shown in the next table enabling visual separation of overlapping estimates and discernment of actual statistical differences between two estimates. If the CI's overlap, then an actual difference cannot be safely assumed.

TABLE 3: WEEKDAY PERSON TRIP RATE BY AGE (VEHICLE TRIPS + OTHER WORK TRIPS)

AGE	UNWEIGHTED PERSON COUNT	VEH TRIP RATE	VEH TRIP RATE 95% CI	OTHER TRIP RATE	OTHER TRIP RATE 95% CI
16-24	3,142	2.25	[2.09, 2.40]	1.29	[1.20, 1.39]
25-34	5,720	3.21	[3.08, 3.34]	1.19	[1.09, 1.29]
35-54	11,088	3.97	[3.86, 4.08]	1.01	[0.94, 1.07]
55-64	6,928	3.65	[3.53, 3.77]	0.86	[0.78, 0.94]
65+	12,579	3.52	[3.42, 3.61]	0.99	[0.92, 1.06]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

Table 4 showcases trip rates by worker status. Self-employed workers made the most trips on a typical weekday (5.40), followed by those who are employed full time (4.70) or part time (4.75), and those who were in unpaid volunteer or intern roles (4.71).

TABLE 4: WEEKDAY PERSON TRIPS BY WORKER STATUS

WORKER STATUS	UNWEIGHTED PERSON COUNT	MEAN	MEAN 95% CI
Employed full-time (paid)	15,497	4.70	[4.62, 4.79]
Employed part-time (paid)	3,717	4.75	[4.56, 4.94]
Self-employed	1,773	5.40	[4.86, 5.94]
Not employed and not looking for work	3,413	3.73	[3.54, 3.91]
Unemployed and looking for work	1,578	3.70	[3.4, 4.0]
Unpaid volunteer or intern	271	4.71	[4.1, 5.32]
Employed, but not currently working	286	3.77	[3.3, 4.24]
Retired	12,922	4.44	[4.34, 4.54]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

Table 5 and Table 6 show the average number of trips per weekday by household size. The first shows trips per person while the second shows trips per vehicle. As expected, trips per vehicle were lower due to household members traveling together or traveling by other modes (e.g., walking, biking).

TABLE 5: WEEKDAY PERSON TRIP RATE BY HOUSEHOLD SIZE

HOUSEHOLD SIZE	UNWEIGHTED PERSON COUNT	MEAN	MEAN 95% CI
One Person	9,297	4.55	[4.47, 4.64]
Two People	17,783	4.43	[4.34, 4.51]
Three People	7,049	4.09	[3.96, 4.22]
Four or More People	12,016	3.97	[3.85, 4.09]

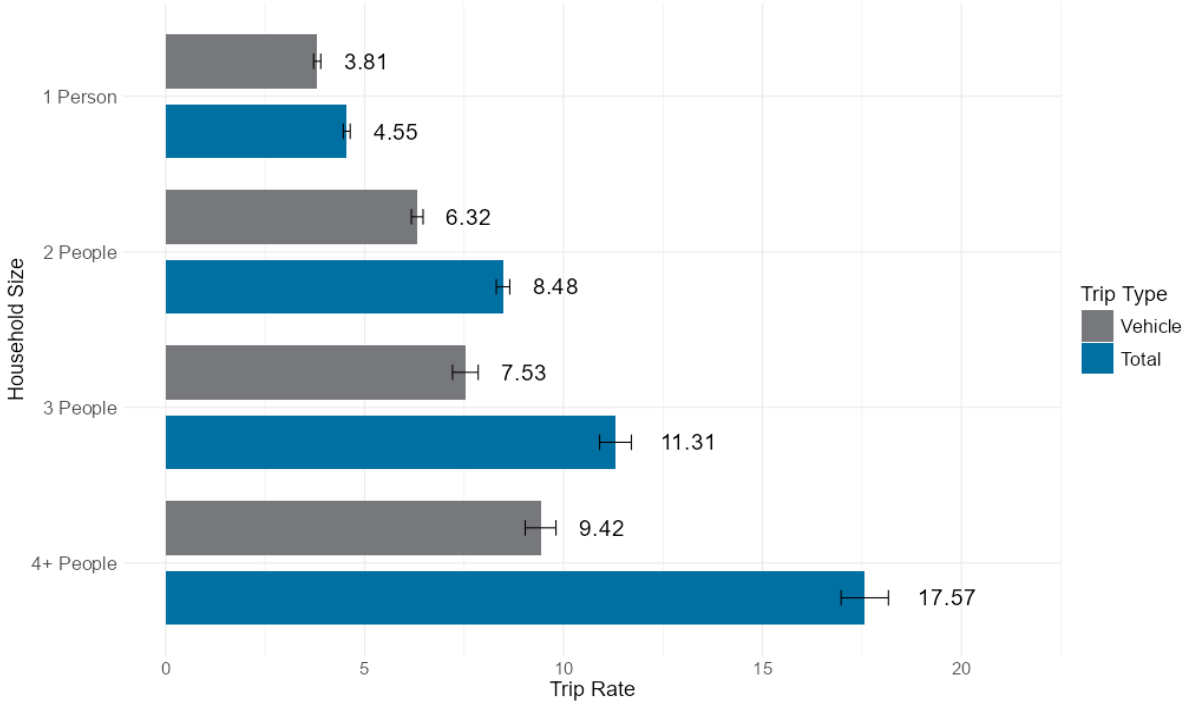
Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 6: WEEKDAY VEHICLE TRIP RATE BY HOUSEHOLD SIZE

HOUSEHOLD SIZE	UNWEIGHTED PERSON COUNT	MEAN	MEAN 95% CI
One Person	9,297	4.04	[3.95, 4.13]
Two People	17,783	4.11	[4.03, 4.20]
Three People	7,049	3.74	[3.60, 3.87]
Four or More People	12,016	3.54	[3.42, 3.66]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

FIGURE 3: TOTAL HOUSEHOLD AND VEHICLE HOUSEHOLD TRIP RATES BY HOUSEHOLD SIZE



Note: Bars on estimates represent the range of the Confidence Interval (CI) shown in the next table enabling visual separation of overlapping estimates and discernment of actual statistical differences between two estimates. If the CI's overlap, then an actual difference cannot be safely assumed.

Figure 3 and Table 7 shows the same information at the household level (i.e., summing up all trips among household members). Table 8 shows vehicle trips per weekday by number of vehicles in the household. Intuitively, households with a greater number of vehicles took higher numbers of vehicle trips per weekday.

TABLE 7: TOTAL HOUSEHOLD AND VEHICLE HOUSEHOLD TRIP RATES BY HOUSEHOLD SIZE

HOUSEHOLD SIZE	UNWEIGHTED HOUSEHOLD COUNT	TOTAL TRIP RATE	TOTAL TRIP RATE 95% CI	VEH TRIP RATE	VEH TRIP RATE 95% CI
One Person	9,297	4.55	[4.47, 4.64]	3.81	[3.72, 3.90]
Two People	9,122	8.48	[8.31, 8.65]	6.32	[6.17, 6.47]
Three People	2,448	11.31	[10.91, 11.71]	7.53	[7.21, 7.85]
Four or More People	2,706	17.57	[16.97, 18.16]	9.42	[9.04, 9.81]
Total	23,573	9.58	[9.41, 9.75]	6.39	[6.28, 6.51]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 8: VEHICLE TRIP RATES BY NUMBER OF VEHICLES IN THE HOUSEHOLD

NUMBER OF VEHICLES	UNWEIGHTED HOUSEHOLD COUNT	VEH TRIP RATE	VEH TRIP RATE 95% CI
0 Vehicles	1,566	0.55	[0.40, 0.70]
1 Vehicle	10,057	4.80	[4.67, 4.92]
2 Vehicles	8,528	7.48	[7.31, 7.64]
3+ Vehicles	3,422	9.61	[9.27, 9.96]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

Table 9 shows the household trips per day by household income level. Households with higher incomes (earning $100,000 or more) tended to make more vehicle trips per weekday than those with lower incomes. Table 10 shows vehicle and non-vehicle trip rates at the household level by household size and worker status. Table 11 shows the same trip rates by worker status grouped by age. In all categories, workers made more vehicle trips than non-workers. Among workers, those ages 35-54 made the most trips per day. Workers ages 16+ made an average of 4.51 trips per weekday (Table 12).

TABLE 9: HOUSEHOLD TRIP RATES BY HOUSEHOLD INCOME

INCOME	UNWEIGHTED HOUSEHOLD COUNT	VEH TRIP RATE	VEH TRIP RATE 95% CI	OTHER TRIP RATE	OTHER TRIP RATE 95% CI
Under $30,000	4,599	3.65	[3.44, 3.86]	3.06	[2.80, 3.31]
$30,000-$59,999	5,308	5.57	[5.35, 5.78]	3.02	[2.74, 3.30]
$60,000-$74,999	2,362	6.74	[6.43, 7.04]	3.13	[2.77, 3.50]
$75,000-$99,999	2,934	7.11	[6.78, 7.44]	3.13	[2.81, 3.46]
$100,000-$199,999	4,982	8.44	[8.19, 8.69]	3.69	[3.46, 3.92]
$200,000 or more	1,183	8.67	[8.17, 9.17]	3.49	[3.14, 3.84]
Prefer not to answer	2,205	6.58	[6.22, 6.94]	2.57	[2.23, 2.90]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 10: VEHICLE AND NON-VEHICLE HOUSEHOLD TRIP RATES BY HOUSEHOLD SIZE AND NUMBER OF WORKERS

HOUSEHOLD SIZE	HOUSEHOLD WORKERS	UNWEIGHTED HOUSEHOLD COUNT	VEH TRIP RATE	VEH TRIP RATE 95% CI	OTHER TRIP RATE	OTHER TRIP RATE 95% CI
1 Person	0 Workers	4,786	3.53	[3.40, 3.66]	0.92	[0.83, 1.00]
	1 Worker	4,511	4.06	[3.94, 4.19]	0.58	[0.53, 0.64]
2 People	0 Workers	3,776	5.93	[5.67, 6.20]	2.60	[2.38, 2.81]
	1 Worker	2,487	6.09	[5.82, 6.36]	2.34	[2.11, 2.56]
	2 Workers	2,859	6.84	[6.61, 7.08]	1.63	[1.47, 1.79]
3 People	0 Workers	267	4.59	[3.55, 5.63]	3.62	[2.88, 4.36]
	1 Worker	856	6.64	[6.13, 7.14]	5.01	[4.51, 5.51]
	2 Workers	995	8.15	[7.65, 8.64]	4.00	[3.58, 4.41]
	3 Workers	330	8.72	[7.94, 9.50]	1.72	[1.35, 2.08]
4 or More	0 Workers	137	4.67	[3.04, 6.30]	10.55	[7.86, 13.25]
	1 Workers	793	7.35	[6.78, 7.92]	9.85	[8.90, 10.79]
	2 Workers	1,240	10.08	[9.59, 10.57]	8.46	[7.91, 9.02]
	3+ Workers	536	11.60	[10.66, 12.54]	5.20	[4.54, 5.87]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 11: VEHICLE AND NON-VEHICLE TRIP RATES BY AGE AND WORKER STATUS

WORKER STATUS	AGE	UNWEIGHTED PERSON COUNT	VEH TRIP RATE	VEH TRIP RATE 95% CI	OTHER TRIP RATE	OTHER TRIP RATE 95% CI
Non-Worker	16-24	1,254	1.37	[1.14, 1.60]	1.66	[1.49, 1.83]
	25-34	1,084	2.04	[1.74, 2.34]	1.95	[1.63, 2.27]
	35-54	2,150	2.62	[2.40, 2.84]	1.51	[1.33, 1.69]
	55-64	2,963	3.27	[3.05, 3.50]	1.24	[1.10, 1.39]
	65+	10,748	3.34	[3.24, 3.44]	1.05	[0.96, 1.13]
	Total	18,199	2.85	[2.77, 2.93]	1.30	[1.23, 1.36]
Worker	16-24	1,888	2.81	[2.62, 3.01]	1.06	[0.95, 1.17]
	25-34	4,636	3.49	[3.35, 3.63]	1.02	[0.93, 1.11]
	35-54	8,938	4.24	[4.12, 4.36]	0.91	[0.84, 0.97]
	55-64	3,965	3.85	[3.70, 3.99]	0.66	[0.56, 0.75]
	65+	1,831	4.19	[3.96, 4.43]	0.77	[0.63, 0.90]
	Total	21,258	3.83	[3.76, 3.91]	0.90	[0.85, 0.94]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 12: WEEKDAY TRIP RATE BY WORKERS AGED 16+

UNWEIGHTED PERSON COUNT	MEAN	MEAN 95% CI
21,258	4.51	[4.45, 4.57]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

Table 13 through Table 16 analyze trips per day by age and gender. Overall, females generally made more trips per day than males. This difference was more pronounced among non-workers than workers. While travel varied by age group, the variation is greater among females than among males.

TABLE 13: TRIP RATES BY AGE, WORKER STATUS, AND GENDER (BY PERSON)

GROUP	UNWEIGHTED PERSON COUNT	VEH TRIP RATE	VEH TRIP RATE 95% CI	OTHER TRIP RATE	OTHER TRIP RATE 95% CI
65+	12,579	3.52	[3.42, 3.61]	0.99	[0.92, 1.06]
55-64	6,928	3.65	[3.53, 3.77]	0.86	[0.78, 0.94]
35-54	11,088	3.97	[3.86, 4.08]	1.01	[0.94, 1.07]
25-34	5,720	3.21	[3.08, 3.34]	1.19	[1.09, 1.29]
16-24	3,142	2.25	[2.10, 2.40]	1.29	[1.20, 1.39]
Female Non-Workers	13,329	1.95	[1.86, 2.03]	1.88	[1.81, 1.96]
Male Non-Workers	10,812	1.62	[1.54, 1.69]	1.94	[1.86, 2.01]
Female Workers	10,733	3.89	[3.78, 4.00]	1.02	[0.96, 1.08]
Male Workers	9,735	3.83	[3.73, 3.92]	0.77	[0.72, 0.82]
Females	24,062	2.93	[2.86, 3.00]	1.45	[1.40, 1.50]
Males	20,547	2.73	[2.67, 2.80]	1.35	[1.30, 1.40]
Non-Workers (ages 16+)	24,887	1.76	[1.70, 1.82]	1.28	[1.21, 1.35]
Workers (ages 16+)	21,258	3.83	[3.76, 3.91]	0.89	[0.85, 0.94]
Total	46,145	2.81	[2.76, 2.86]	1.40	[1.35, 1.44]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 14: WEEKDAY TRIP RATE BY GENDER

GENDER	UNWEIGHTED PERSON COUNT	MEAN	MEAN 95% CI
Female	24,062	4.37	[4.3, 4.45]
Male	20,547	4.08	[4.01, 4.15]
Other	301	3.53	[3.09, 3.98]
Prefer not to answer	1,235	3.46	[3.21, 3.71]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 15: WEEKDAY VEHICLE-DRIVER TRIP RATES BY AGE AND GENDER

GENDER	AGE	UNWEIGHTED PERSON COUNT	VEH TRIP RATE	VEH TRIP RATE 95% CI
Female	16-24	1,486	2.35	[2.11, 2.59]
	25-34	2,935	3.21	[3.02, 3.40]
	35-54	5,871	4.05	[3.89, 4.21]
	55-64	3,861	3.73	[3.56, 3.91]
	65+	6,714	3.40	[3.28, 3.52]
Male	16-24	1,461	2.22	[2.01, 2.43]
	25-34	2,482	3.24	[3.06, 3.42]
	35-54	4,864	3.93	[3.78, 4.08]
	55-64	2,906	3.60	[3.44, 3.76]
	65+	5,644	3.66	[3.53, 3.80]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

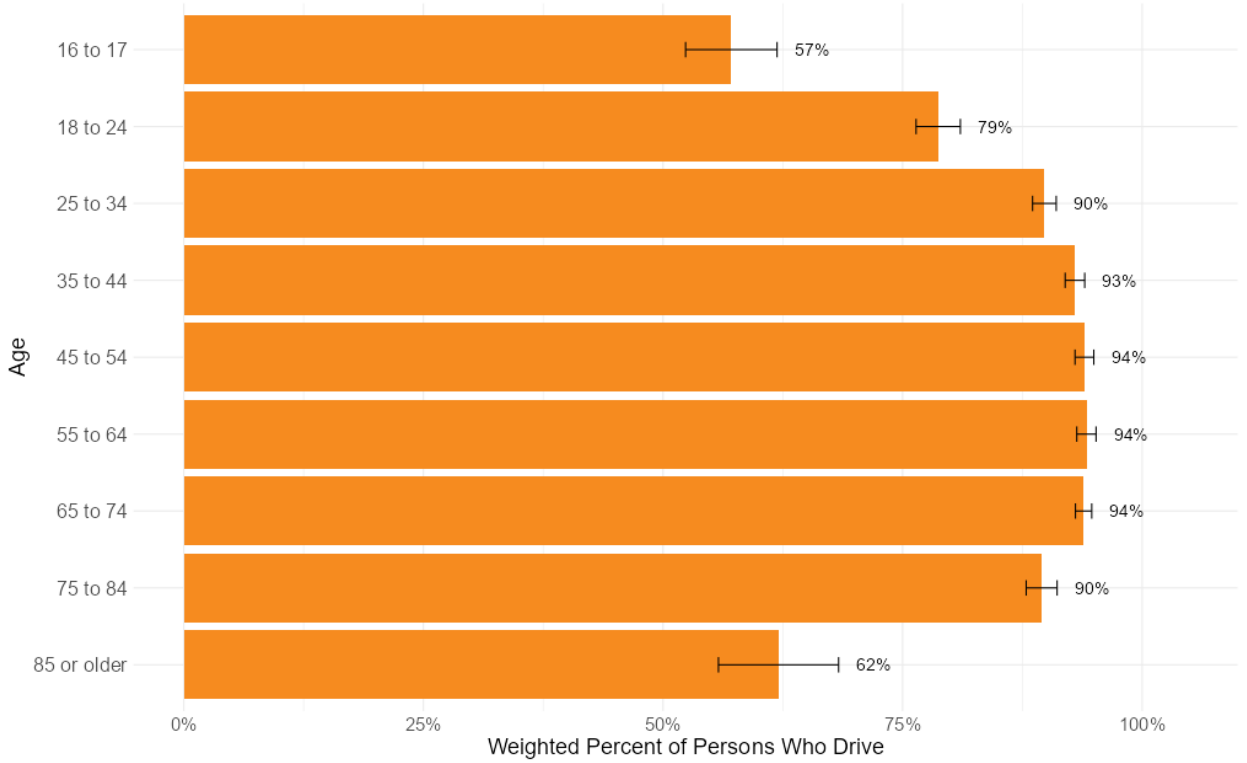
TABLE 16: WEEKDAY PERSON TRIP RATES FOR YOUNGER AGE GROUPS

GENDER	AGE	UNWEIGHTED PERSON COUNT	TRIP RATE	TRIP RATE 95% CI
Female	0-17	3,575	2.87	[2.75, 2.99]
	18-24	1,106	4.07	[3.79, 4.35]
	25-34	2,935	4.66	[4.45, 4.87]
Male	0-17	3,595	2.88	[2.76, 2.99]
	18-24	1,056	3.64	[3.37, 3.90]
	25-34	2,482	4.21	[4.03, 4.40]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

Most Michigan residents of legal driving age reported that they drive, with nine-in-ten residents ages 35-74 reporting they drive. Younger and older drivers, those 16-17 years old or 85 years old and older, were least likely to drive (Table 17). Nearly 1-in-4 adults ages 18-24 reported they did not drive. Across male and female residents, nine-in-ten reported that they drive, with “other gender” least likely to indicate that they drive (Table 18). Table 19 shows driver status by gender among 16-24-year-old residents while Table 20 shows driver status by gender among residents age 65+.

FIGURE 4: DRIVER STATUS BY AGE (LEGAL DRIVING AGES ONLY)



Note: Bars on estimates represent the range of the Confidence Interval (CI) shown in the next table enabling visual separation of overlapping estimates and discernment of actual statistical differences between two estimates. If the CI's overlap, then an actual difference cannot be safely assumed.

TABLE 17: SHARE OF PERSONS WHO DRIVE BY AGE (LEGAL DRIVING AGES ONLY)

AGE	UNWEIGHTED DRIVER COUNT	PERCENT	PERCENT 95% CI
16-17	496	57.1%	[52.0%, 62.1%]
18-24	1,792	78.7%	[76.1%, 81.1%]
25-34	5,181	89.8%	[88.4%, 91.0%]
35-44	5,678	93.0%	[91.8%, 94.0%]
45-54	4,671	94.0%	[92.9%, 94.9%]
55-64	6,546	94.2%	[93.1%, 95.1%]
65-74	8,101	93.9%	[93.0%, 94.7%]
75-84	3,223	89.5%	[87.7%, 91.1%]
85+	358	62.1%	[55.3%, 68.4%]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 18: SHARE OF PERSONS WHO DRIVE BY GENDER (LEGAL DRIVING AGES ONLY)

GENDER	UNWEIGHTED DRIVER COUNT	PERCENT	PERCENT 95% CI
Female	19,005	89.5%	[88.7%, 90.2%]
Male	16,006	90.7%	[89.9%, 91.4%]
Other Gender	204	65.7%	[56.7%, 73.6%]
Prefer not to answer	831	87.0%	[82.8%, 90.2%]

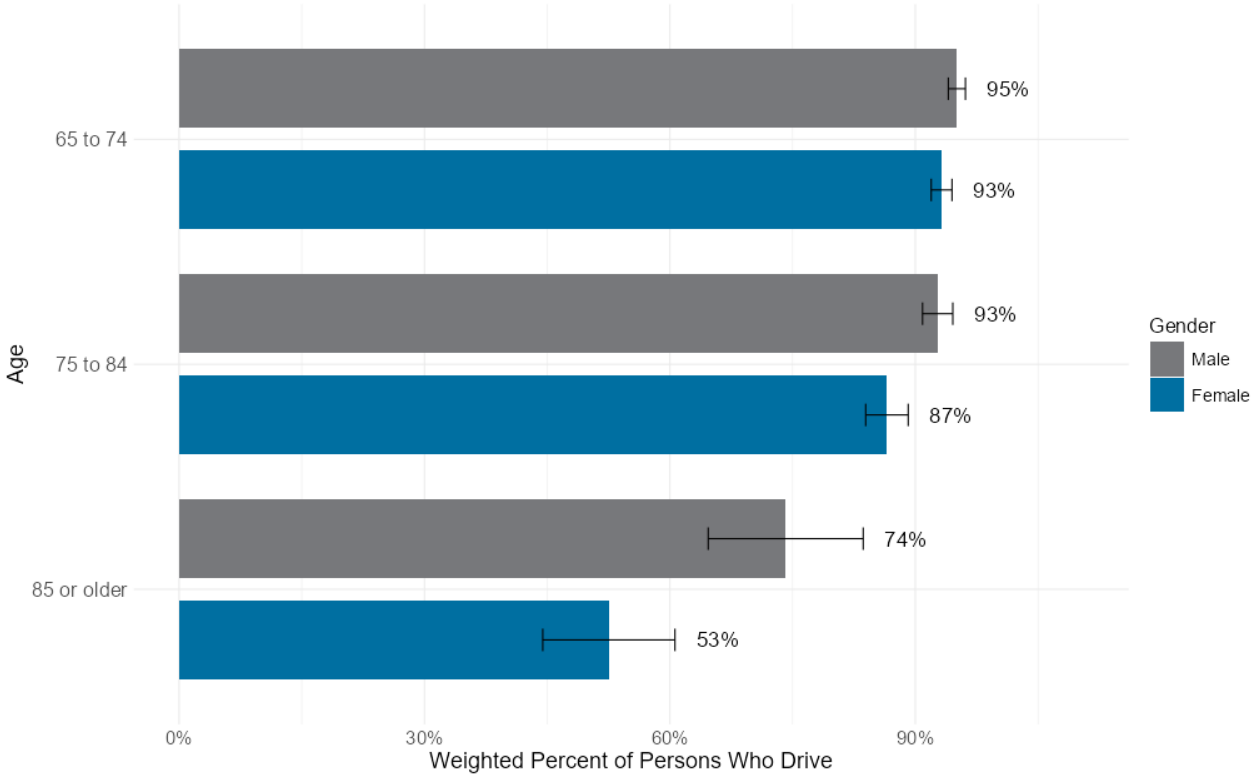
Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 19: SHARE OF PERSONS WHO DRIVE BY GENDER (PEOPLE AGES 16-24)

GENDER	UNWEIGHTED DRIVER COUNT	PERCENT	PERCENT 95% CI
Female	1,107	74.7%	[71.2%, 78.0%]
Male	1,067	74.0%	[70.5%, 77.2%]
Other Gender	46	49.1%	[33.9%, 64.4%]
Prefer not to answer	68	68.7%	[52.2%, 81.5%]
Total	2,288	73.6%	[71.1%, 75.9%]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

FIGURE 5: WEIGHTED PERCENT OF PERSONS WHO DRIVE BY GENDER (PEOPLE AGES 65+)



Note: Bars on estimates represent the range of the Confidence Interval (CI) shown in the next table enabling visual separation of overlapping estimates and discernment of actual statistical differences between two estimates. If the CI's overlap, then an actual difference cannot be safely assumed.

TABLE 20: SHARE OF PERSONS WHO DRIVE BY GENDER (PEOPLE AGES 65+)

GENDER	AGE	UNWEIGHTED DRIVER COUNT	PERCENT	PERCENT 95% CI
Female	65-74	4,362	93.2%	[91.8%, 94.4%]
	75-84	1,617	86.5%	[83.6%, 89.0%]
	85+	167	52.5%	[44.4%, 60.5%]
Male	65-74	3,574	95.1%	[93.9%, 96.0%]
	75-84	1,580	92.7%	[90.7%, 94.4%]
	85+	188	74.2%	[63.6%, 82.5%]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

As expected, the vehicle trips per day among persons in households without vehicles were much lower than those in households with vehicles (Table 21). There was very little difference in

vehicle trips among people in households with one or two vehicles, though vehicle trips did increase among those in three-vehicle households.

TABLE 21: VEHICLE TRIP RATE BY HOUSEHOLD VEHICLES

HOUSEHOLD VEHICLES	UNWEIGHTED HOUSEHOLD COUNT	MEAN	MEAN 95% CI
No Vehicles	1,566	0.35	[0.26, 0.45]
One Vehicle	10,057	2.87	[2.78, 2.96]
Two Vehicles	8,528	2.84	[2.77, 2.91]
Three or More Vehicles	3,422	3.14	[3.02, 3.25]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

Households with an annual income greater than $30,000 made more than 4 trips on an average weekday, while those with under $30,000 of income reported fewer than 4 trips (Table 22). The survey observed that higher income groups generally had higher numbers of workers and higher vehicle counts (Table 23).

TABLE 22: PERSON TRIP RATE BY HOUSEHOLD INCOME

INCOME	UNWEIGHTED PERSON COUNT	MEAN	MEAN 95% CI
Under $30,000	7,062	3.75	[3.6, 3.91]
$30,000-$59,999	9,139	4.15	[4.0, 4.3]
$60,000-$74,999	4,542	4.42	[4.24, 4.59]
$75,000-$99,999	6,068	4.31	[4.14, 4.47]
$100,000-$199,999	12,029	4.38	[4.27, 4.5]
$200,000 or more	3,079	4.33	[4.15, 4.51]
Prefer not to answer	4,226	4.1	[3.91, 4.3]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 23: NUMBER OF WORKERS AND VEHICLES BY INCOME

INCOME	UNWEIGHTED HOUSEHOLD COUNT	MEAN WORKERS	MEAN WORKERS 95% CI	MEAN VEHICLES	MEAN VEHICLES 95% CI
Under $30,000	4,599	0.56	[0.53, 0.6]	0.94	[0.91, 0.98]
$30,000-$59,999	5,308	0.97	[0.93, 1.01]	1.52	[1.48, 1.57]
$60,000-$74,999	2,362	1.12	[1.07, 1.18]	1.78	[1.72, 1.84]
$75,000-$99,999	2,934	1.28	[1.23, 1.33]	1.96	[1.9, 2.02]
$100,000-$199,999	4,982	1.69	[1.65, 1.73]	2.32	[2.28, 2.37]
$200,000 or more	1,183	1.75	[1.69, 1.82]	2.45	[2.36, 2.54]
Prefer not to answer	2,205	1.07	[1.0, 1.15]	2.01	[1.93, 2.1]
Total	23,573	1.17	[1.15, 1.19]	1.77	[1.75, 1.8]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

Conclusion: Who travels

Trip rates were heavily influenced by demographics, most notably household size, worker status, gender, and age. Adults in their mid-careers (ages 35-54) made the most weekday trips, while children and those 85 and older made the fewest. Vehicle trips dominated all age groups, though the share of non-vehicle trips declined with age. Self-employed workers traveled most frequently, and workers overall made more trips than non-workers. Larger households generated more total trips, but individuals in smaller households made more trips per person. Households with more vehicles also made more vehicle trips, and those without a vehicle made very few. Females generally made more trips per day than males, a gap most pronounced among non-workers. Higher-income households consistently made more vehicle trips, a pattern tied to the fact that higher-income households also tended to have more workers and more vehicles. Across the state, driving was nearly universal among working-age adults, with the lowest rates found among teenagers, young adults ages 18-24, those ages 85 and older, and people of other gender identities.

2.3 WHY DO PEOPLE TRAVEL IN MICHIGAN?

Residents traveled most often to work, accompany (or escort) a household member, or to shop/run an errand (Table 24). Among residents ages 16+, shopping made up the largest proportion of trips. Among working residents, work trips comprised the highest share of travel while shopping- and social/recreational-related travel were comparatively lower (Table 25). Carpooling was most popular on trips to pick-up or drop-off another person (Table 26).

TABLE 24: PERSON TRIP RATE BY TRIP PURPOSE

PURPOSE	UNWEIGHTED TRIP COUNT	MEAN	MEAN 95% CI
Home	83,226	1.59	[1.57, 1.61]
Work	23,478	0.46	[0.45, 0.47]
Work-related	19,618	0.23	[0.21, 0.24]
School	6,309	0.21	[0.2, 0.22]
School-related	650	0.01	[0.01, 0.01]
Escort	16,979	0.44	[0.41, 0.46]
Shop	39,611	0.62	[0.6, 0.64]
Meal	23,791	0.34	[0.33, 0.36]
Social/Recreational	24,678	0.35	[0.34, 0.37]
Errand	19,909	0.29	[0.28, 0.31]
Overnight	11,826	0.16	[0.15, 0.17]
Other	6,245	0.16	[0.15, 0.18]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 25: DISTRIBUTION OF WEEKDAY TRIPS BY PURPOSE

PURPOSE	PERCENTAGE OF TRIPS (ALL PERSONS)	PERCENTAGE OF TRIPS (AGE 16+)	PERCENTAGE OF TRIPS (WORKERS)
Errands	8.9%	9.5%	7.1%
Social and Recreation	21.3%	21.7%	19.5%
Shop	19.0%	20.2%	15.7%
Pick-Up/Drop-Off	13.3%	12.8%	13.1%
School	6.7%	2.0%	1.2%
Work/Volunteer	20.9%	23.6%	35.9%
Other	9.9%	10.3%	7.6%

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

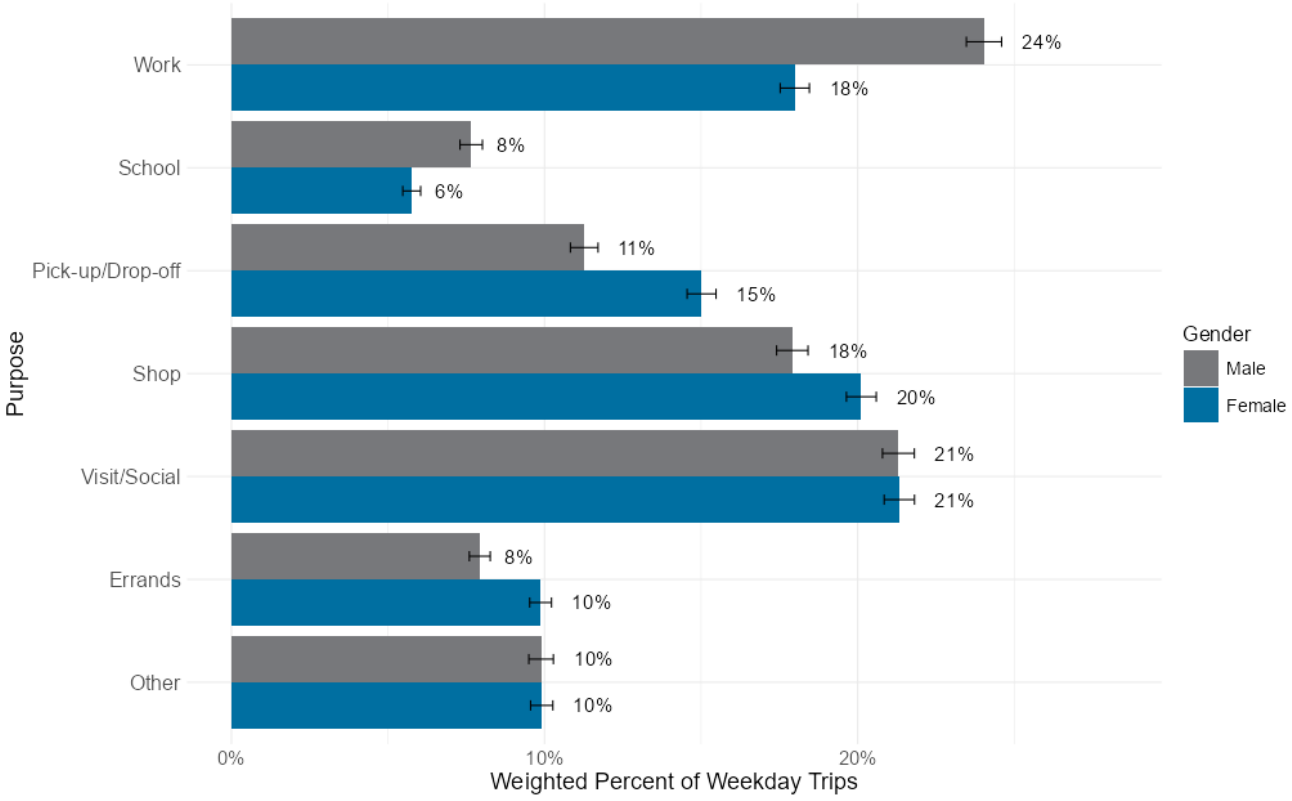
TABLE 26: MEAN AUTO OCCUPANCY BY TRIP PURPOSE

PURPOSE	UNWEIGHTED TRIP COUNT	MEAN	MEAN 95% CI
Work/Volunteer	38,225	1.20	[1.18, 1.21]
Social & Recreation	41,836	1.80	[1.77, 1.84]
Shop & Errands	56,837	1.61	[1.58, 1.64]
Pick-Up/Drop-Off	16,248	2.11	[2.07, 2.16]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

As discussed earlier, female residents made more trips than male counterparts, 4.37 vs. 4.08 trips. Females often shouldered more household responsibilities such as dropping off children at school and activities, household errands, and shopping (Table 27 through Table 29).

FIGURE 6: WEEKDAY TRAVEL BY PURPOSE AND GENDER: WEIGHTED PERCENT



Note: Bars on estimates represent the range of the Confidence Interval (CI) shown in the next table enabling visual separation of overlapping estimates and discernment of actual statistical differences between two estimates. If the CI's overlap, then an actual difference cannot be safely assumed.

TABLE 27: WEEKDAY TRAVEL BY PURPOSE AND GENDER: WEIGHTED PERCENT

GENDER	WORK/ VOLUNTEER	PICK-UP/ DROP-OFF	SCHOOL	ERRANDS	VISIT/ SOCIAL	SHOP	OTHER
Female	18.0%	15.0%	5.8%	9.9%	21.3%	20.1%	9.9%
Male	24.0%	11.3%	7.7%	7.9%	21.3%	17.9%	9.9%
Total	20.8%	13.3%	6.6%	9.0%	21.3%	19.1%	9.9%

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 28: WEEKDAY TRAVEL BY PURPOSE AND GENDER: UNWEIGHTED TRIP COUNT

GENDER	WORK/ VOLUNTEER	PICK-UP/ DROP-OFF	SCHOOL	ERRANDS	VISIT/ SOCIAL	SHOP	OTHER
Female	20,552	10,179	3,418	11,805	26,178	22,504	9,912
Male	21,174	6,390	3,210	7,669	21,135	16,228	7,719
Total	41,726	16,569	6,628	19,474	47,313	38,732	17,631

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 29: WEEKDAY TRAVEL BY PURPOSE AND GENDER: 95% CONFIDENCE INTERVAL

GENDER	WORK/ VOLUNTEER	PICK-UP/ DROP-OFF	SCHOOL	ERRANDS	VISIT/ SOCIAL	SHOP	OTHER
Female	[17.3%, 18.7%]	[14.3%, 15.8%]	[5.4%, 6.1%]	[9.4%, 10.4%]	[20.7%, 22.0%]	[19.5%, 20.8%]	[9.3%, 10.5%]
Male	[23.2%, 24.9%]	[10.6%, 12.0%]	[7.2%, 8.1%]	[7.5%, 8.4%]	[20.6%, 22.0%]	[17.2%, 18.6%]	[9.3%, 10.5%]
Total	[20.2%, 21.4%]	[12.7%, 13.9%]	[6.3%, 7.0%]	[8.6%, 9.4%]	[20.7%, 21.9%]	[18.5%, 19.7%]	[9.4%, 10.4%]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

Table 30 through Table 32 demonstrate reasons for traveling by income level. Travel purposes by income level are very similar, excluding households with incomes under $30,000 and households that preferred not to report an income level. These differences may be tied to other factors, like age (e.g., retirees with lower incomes).

TABLE 30: TRIP PURPOSE BY HOUSEHOLD INCOME: WEIGHTED PERCENT

INCOME	HOME	WORK/ VOLUNTEER	PICK-UP/ DROP-OFF	SCHOOL	VISIT/ SOCIAL	SHOP AND ERRANDS	OTHER
Under $30,000	31.1%	9.0%	9.4%	5.3%	13.1%	24.5%	7.6%
$30,000-$59,999	31.5%	12.6%	8.6%	3.8%	14.9%	21.2%	7.4%
$60,000-$74,999	32.1%	14.7%	8.6%	3.8%	15.0%	18.6%	7.2%
$75,000-$99,999	32.0%	16.4%	7.9%	4.6%	14.7%	17.8%	6.7%
$100,000-$199,999	33.9%	16.8%	9.8%	5.1%	13.9%	15.1%	5.5%
$200,000 or more	34.6%	15.2%	9.3%	5.5%	15.2%	15.0%	5.2%
Prefer not to answer	33.0%	11.8%	7.5%	2.9%	14.4%	21.6%	8.6%
Total	32.6%	14.1%	8.9%	4.5%	14.3%	18.8%	6.7%

All estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 31: TRIP PURPOSE BY HOUSEHOLD INCOME: UNWEIGHTED TRIP COUNT

INCOME	HOME	WORK/ VOLUNTEER	PICK-UP/ DROP-OFF	SCHOOL	VISIT/ SOCIAL	SHOP AND ERRANDS	OTHER
Under $30,000	10,456	4,161	2,575	1,190	5,707	9,014	2,437
$30,000-$59,999	16,834	9,047	3,514	1,123	9,829	13,371	3,907
$60,000-$74,999	8,863	5,243	1,947	577	5,514	6,418	2,019
$75,000-$99,999	12,084	7,100	2,137	943	7,182	8,290	2,525
$100,000-$199,999	22,787	12,666	4,654	2,169	12,807	13,754	4,380
$200,000 or more	5,665	2,603	1,116	645	3,333	3,242	1,013
Prefer not to answer	6,537	2,276	1,036	312	4,097	5,431	1,790
Total	83,226	43,096	16,979	6,959	48,469	59,520	18,071

Counts are unweighted household/person/trips and are provided for context on base sample sizes.

TABLE 32: TRIP PURPOSE BY HOUSEHOLD INCOME: 95% CONFIDENCE INTERVAL

INCOME	HOME	WORK/ VOLUNTEER	PICK-UP/ DROP-OFF	SCHOOL	VISIT/ SOCIAL	SHOP AND ERRANDS	OTHER
Under $30,000	[30.1%, 32.1%]	[8.1%, 9.9%]	[8.2%, 10.8%]	[4.6%, 6.0%]	[12.2%, 14.2%]	[23.2%, 25.9%]	[6.5%, 8.9%]
$30,000-$59,999	[30.6%, 32.4%]	[11.8%, 13.4%]	[7.8%, 9.5%]	[3.4%, 4.3%]	[13.6%, 16.3%]	[20.0%, 22.4%]	[6.7%, 8.2%]
$60,000-$74,999	[31.2%, 33.0%]	[13.4%, 16.1%]	[7.7%, 9.7%]	[3.3%, 4.4%]	[13.9%, 16.2%]	[17.3%, 20.0%]	[6.3%, 8.1%]
$75,000-$99,999	[31.0%, 33.0%]	[15.3%, 17.6%]	[7.0%, 8.9%]	[4.0%, 5.2%]	[13.6%, 15.8%]	[16.7%, 18.9%]	[5.8%, 7.7%]
$100,000-$199,999	[33.3%, 34.5%]	[16.0%, 17.6%]	[9.1%, 10.7%]	[4.7%, 5.5%]	[13.2%, 14.6%]	[14.3%, 15.8%]	[4.9%, 6.0%]
$200,000 or more	[33.6%, 35.6%]	[13.8%, 16.8%]	[8.1%, 10.6%]	[4.9%, 6.1%]	[14.1%, 16.5%]	[13.7%, 16.3%]	[4.5%, 6.0%]
Prefer not to answer	[32.1%, 34.0%]	[10.7%, 13.1%]	[6.4%, 8.8%]	[2.3%, 3.6%]	[13.3%, 15.7%]	[20.0%, 23.4%]	[7.6%, 9.8%]
Total	[32.3%, 33.0%]	[13.7%, 14.5%]	[8.6%, 9.3%]	[4.3%, 4.8%]	[13.9%, 14.8%]	[18.3%, 19.2%]	[6.4%, 7.0%]

All estimates are generated using linked trips and weighted data to represent the population of interest.

Among all reasons for traveling, residents were most likely to walk or bike for school (children), work (adults), or social and recreational purposes (Table 33 through Table 38). Most walking trips among children were to school while the highest share of bike trips were for recreation. Among adults, the highest share of both walk and bike trips were for recreation.

TABLE 33: PURPOSE OF WEEKDAY WALKING AND BIKING TRIPS BY CHILDREN (AGES 15 OR YOUNGER): WEIGHTED PERCENT

MODE	SCHOOL	SOCIAL/ RECREATION	ERRAND	OTHER
Bike	29.4%	41.2%*	-.-**	11.7%*
Walk	51.0%	29.7%*	4.3%*	15.0%
Bike & Walk Total	47.6%	31.5%	6.4%*	14.5%

Estimates are generated using linked trips and weighted data to represent the population of interest.
* Unstable estimate (RSE is greater than 30% but less than 50%); result should be interpreted with caution.
** Unstable estimate (RSE is greater than 50%); estimate should be suppressed.

TABLE 34: PURPOSE OF WEEKDAY WALKING AND BIKING TRIPS BY CHILDREN (AGES 15 OR YOUNGER): UNWEIGHTED TRIP COUNT

MODE	SCHOOL	SOCIAL/ RECREATION	ERRAND	OTHER
Bike	44	33	13	15
Walk	268	187	34	111
Bike & Walk Total	312	220	47	126

Counts are unweighted trips and are provided for context on base sample sizes.
Estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 35: PURPOSE OF WEEKDAY WALKING AND BIKING TRIPS BY CHILDREN (AGES 15 OR YOUNGER): 95% CONFIDENCE INTERVAL

MODE	SCHOOL	SOCIAL/ RECREATION	ERRAND	OTHER
Bike	[13.9%, 51.6%]	[22.7%, 62.6%]*	[--, --]**	[4.6%, 26.7%]*
Walk	[39.3%, 62.7%]	[17.7%, 45.4%]*	[2.0%, 8.9%]*	[10.4%, 21.1%]
Bike & Walk Total	[37.3%, 58.2%]	[20.7%, 44.7%]	[3.5%, 11.3%]*	[10.3%, 19.9%]

Estimates are generated using linked trips and weighted data to represent the population of interest.
* Unstable estimate (RSE is greater than 30% but less than 50%); result should be interpreted with caution.
** Unstable estimate (RSE is greater than 50%); estimate should be suppressed.

TABLE 36: PURPOSE OF WEEKDAY WALKING AND BIKING TRIPS BY PEOPLE AGES 16 AND OLDER: WEIGHTED PERCENT

MODE	WORK OR SCHOOL	SOCIAL/ RECREATION	SHOP AND ERRANDS	OTHER
Bike	20.7%	37.9%	27.6%	13.9%
Walk	30.5%	43.0%	15.3%	11.2%
Bike & Walk Total	29.4%	42.4%	16.8%	11.5%

Estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 37: PURPOSE OF WEEKDAY WALKING AND BIKING TRIPS BY PEOPLE AGES 16 AND OLDER: UNWEIGHTED TRIP COUNT

MODE	WORK OR SCHOOL	SOCIAL/ RECREATION	SHOP AND ERRANDS	OTHER
Bike	428	535	279	146
Walk	3,181	4,431	1,263	908
Bike & Walk Total	3,609	4,966	1,542	1,054

Estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 38: PURPOSE OF WEEKDAY WALKING AND BIKING TRIPS BY PEOPLE AGES 16 AND OLDER: 95% CONFIDENCE INTERVAL

MODE	WORK OR SCHOOL	SOCIAL/ RECREATION	SHOP AND ERRANDS	OTHER
Bike	[15.6%, 26.8%]	[31.6%, 44.6%]	[21.6%, 34.4%]	[10.0%, 18.9%]
Walk	[27.6%, 33.7%]	[39.6%, 46.4%]	[13.4%, 17.3%]	[9.6%, 13.1%]
Bike & Walk Total	[26.6%, 32.2%]	[39.3%, 45.5%]	[14.9%, 18.8%]	[10.0%, 13.3%]

Estimates are generated using linked trips and weighted data to represent the population of interest.

Figure 7 and Table 39 through Table 41 analyze travel by purpose and time of day. The most concentrated purpose-driven travel was returning to home between 3 and 6 PM (11.7%) and going to work between 6 and 9 AM. As work options have become more flexible, typical commute hours have also expanded with nearly 5% of residents traveling to work between 9 AM and 3 PM.

FIGURE 7: TRIP PURPOSE BY TIME OF DAY: WEIGHTED PERCENT

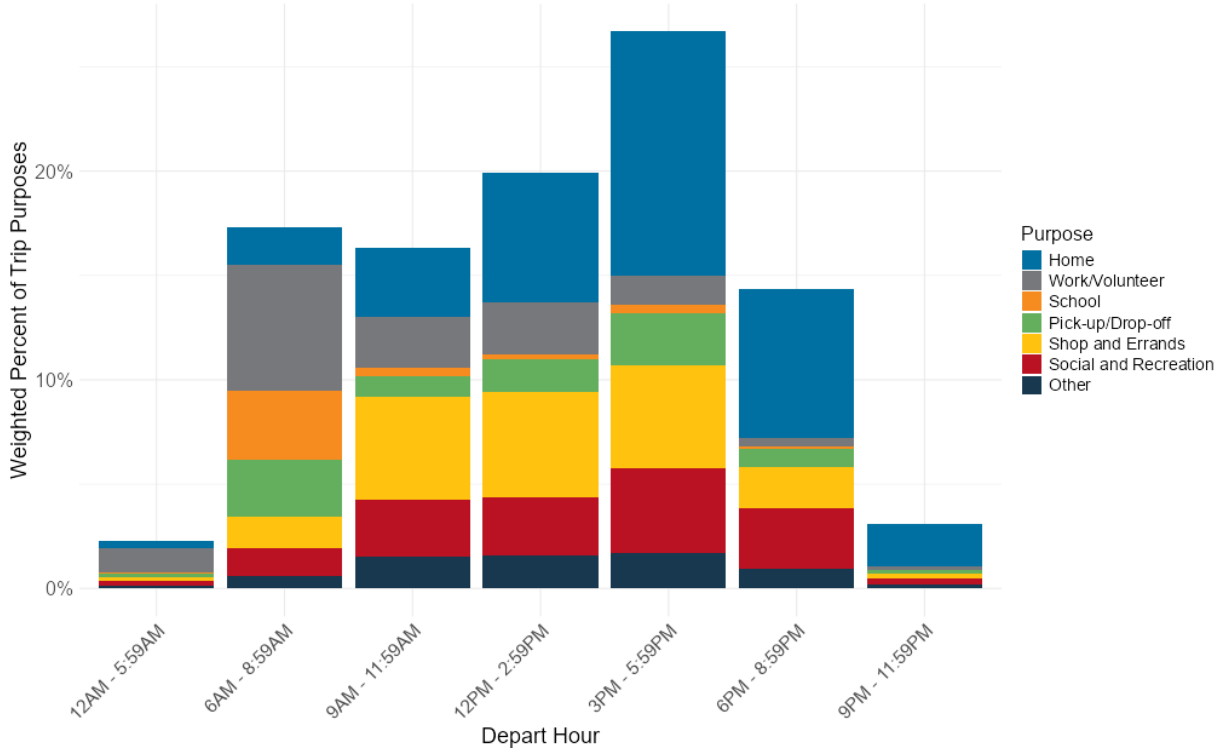


TABLE 39: TRIP PURPOSE BY TIME OF DAY: WEIGHTED PERCENT

PURPOSE	12AM – 5:59AM	6AM – 8:59AM	9AM – 11:59AM	12PM – 2:59PM	3PM – 5:59PM	6PM – 8:59PM	9PM – 11:59PM
Home	0.4%	1.8%	3.3%	6.2%	11.7%	7.1%	2.1%
Work/Volunteer	1.2%	6.0%	2.4%	2.5%	1.4%	0.4%	0.2%
School	0.1%	3.3%	0.4%	0.3%	0.4%	0.1%	>0.1%*
Social and Recreation	0.2%	1.3%	2.7%	2.8%	4.1%	2.9%	0.3%
Shop and Errands	0.1%	1.5%	4.9%	5.0%	4.9%	2.0%	0.2%
Pick-up/Drop-off	0.2%	2.7%	1.0%	1.6%	2.5%	0.8%	0.1%
Other	0.1%	0.6%	1.5%	1.6%	1.7%	1.0%	0.2%

All estimates are generated using linked trips and weighted data to represent the population of interest.
* Unstable estimate (RSE is greater than 30% but less than 50%); result should be interpreted with caution.

TABLE 40: TRIP PURPOSE BY TIME OF DAY: UNWEIGHTED COUNT

PURPOSE	12AM – 5:59AM	6AM – 8:59AM	9AM – 11:59AM	12PM – 2:59PM	3PM – 5:59PM	6PM – 8:59PM	9PM – 11:59PM
Home	937	3,707	9,720	16,604	28,318	18,543	5,397
Work/Volunteer	2,604	16,483	8,282	8,583	4,789	1,752	603
School	76	4,753	698	514	702	174	42
Social and Recreation	736	4,428	9,462	10,025	13,335	9,350	1,133
Shop and Errands	355	4,567	15,514	17,018	15,134	6,202	730
Pick-up/Drop-off	287	4,126	2,194	3,376	4,751	1,831	414
Other	244	1,353	3,763	4,119	4,759	3,065	768

Counts are of unweighted trips and are provided for context on base sample sizes.

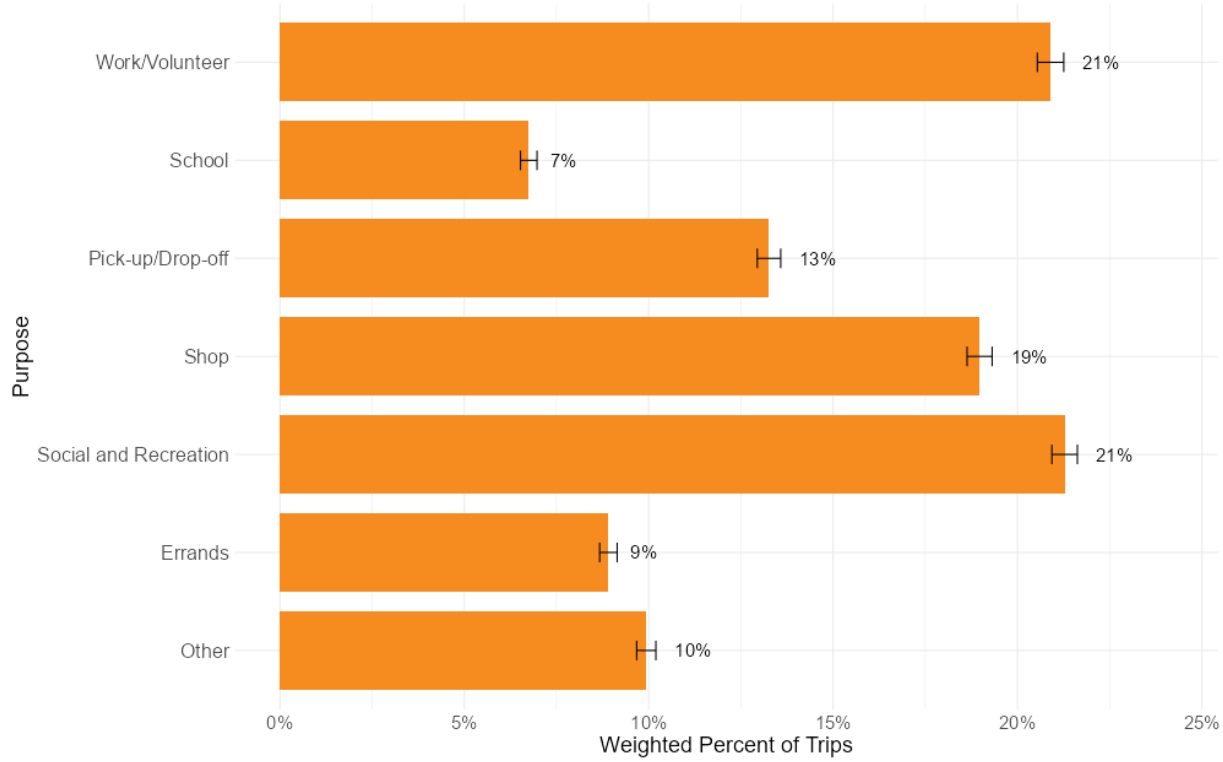
TABLE 41: TRIP PURPOSE BY TIME OF DAY: 95% CONFIDENCE INTERVAL

PURPOSE	12AM – 5:59AM	6AM – 8:59AM	9AM – 11:59AM	12PM – 2:59PM	3PM – 5:59PM	6PM – 8:59PM	9PM – 11:59PM
Home	[0.3%, 0.4%]	[1.7%, 1.9%]	[3.2%, 3.5%]	[6.0%, 6.4%]	[11.5%, 12.0%]	[6.9%, 7.3%]	[1.9%, 2.2%]
Work/Volunteer	[1.1%, 1.3%]	[5.8%, 6.2%]	[2.3%, 2.6%]	[2.3%, 2.6%]	[1.3%, 1.5%]	[0.4%, 0.5%]	[0.1%, 0.2%]
School	[0.0%, 0.1%]	[3.1%, 3.5%]	[0.3%, 0.4%]	[0.2%, 0.3%]	[0.3%, 0.5%]	[0.1%, 0.2%]	[0.0%, 0.1%]*
Social and Recreation	[0.2%, 0.3%]	[1.2%, 1.5%]	[2.6%, 2.9%]	[2.6%, 3.0%]	[3.9%, 4.3%]	[2.7%, 3.0%]	[0.3%, 0.4%]
Shop and Errands	[0.1%, 0.2%]	[1.4%, 1.6%]	[4.7%, 5.2%]	[4.8%, 5.3%]	[4.7%, 5.2%]	[1.9%, 2.2%]	[0.2%, 0.3%]
Pick-up/Drop-off	[0.1%, 0.2%]	[2.6%, 2.9%]	[0.9%, 1.1%]	[1.4%, 1.7%]	[2.3%, 2.7%]	[0.7%, 0.9%]	[0.1%, 0.2%]
Other	[0.1%, 0.2%]	[0.5%, 0.7%]	[1.4%, 1.7%]	[1.4%, 1.7%]	[1.6%, 1.8%]	[0.9%, 1.1%]	[0.1%, 0.2%]

All estimates are generated using linked trips and weighted data to represent the population of interest.

Among all residents the primary reasons for weekday travel were work/volunteer and social/recreation purposes, followed by shopping and escort (pick-up/drop-off) (Figure 8 and Table 42).

FIGURE 8: DISTRIBUTION OF WEEKDAY TRIPS BY PURPOSE: ALL PERSONS



Note: Bars on estimates represent the range of the Confidence Interval (CI) shown in the next table enabling visual separation of overlapping estimates and discernment of actual statistical differences between two estimates. If the CI's overlap, then an actual difference cannot be safely assumed.

TABLE 42: DISTRIBUTION OF WEEKDAY TRIPS BY PURPOSE: ALL PERSONS

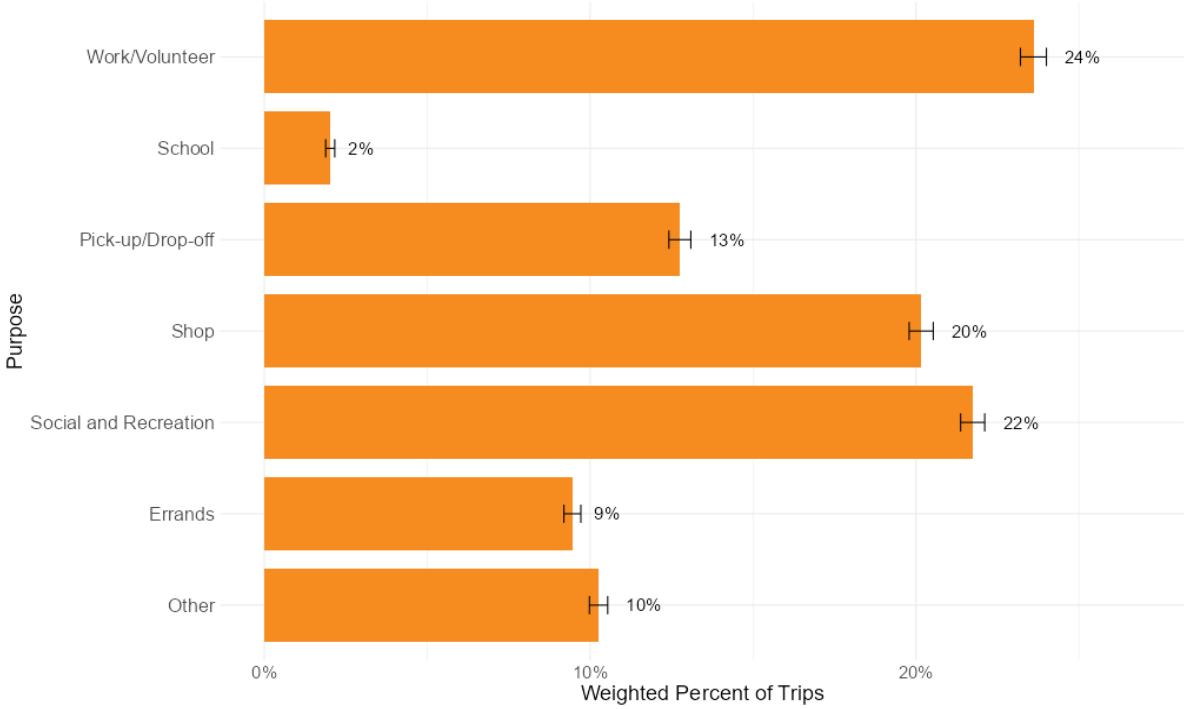
PURPOSE CATEGORY	UNWEIGHTED TRIP COUNT	PERCENT	PERCENT 95% CI
Work/Volunteer	43,096	20.9%	[20.3%, 21.5%]
School	6,959	6.7%	[6.4%, 7.1%]
Social and Recreation	48,469	21.3%	[20.7%, 21.9%]
Errands	19,909	8.9%	[8.5%, 9.3%]
Shop	39,611	19.0%	[18.4%, 19.5%]
Pick-Up/Drop-Off	16,979	13.3%	[12.7%, 13.9%]
Other	18,071	9.9%	[9.5%, 10.4%]

Note: CI = Confidence Interval
Counts are unweighted trips and are provided for context on base sample sizes.
Estimates are generated using linked trips and weighted data to represent the population of interest.

For residents age 16 and older, the top three reasons for travel were work/volunteer (24%), social and recreation (22%), and shop (20%). Among all workers, the top three trip purposes remained the same though work/volunteer skewed higher (36%), and social and recreation

(19%) and shop (16%) dropped. Escort trips (pick-up/drop-off) remained consistent at 13% among both age cohorts (Figure 9, Table 43, Figure 10, and Table 44).

FIGURE 9: DISTRIBUTION OF WEEKDAY TRIPS BY PURPOSE: ALL 16 AND OLDER



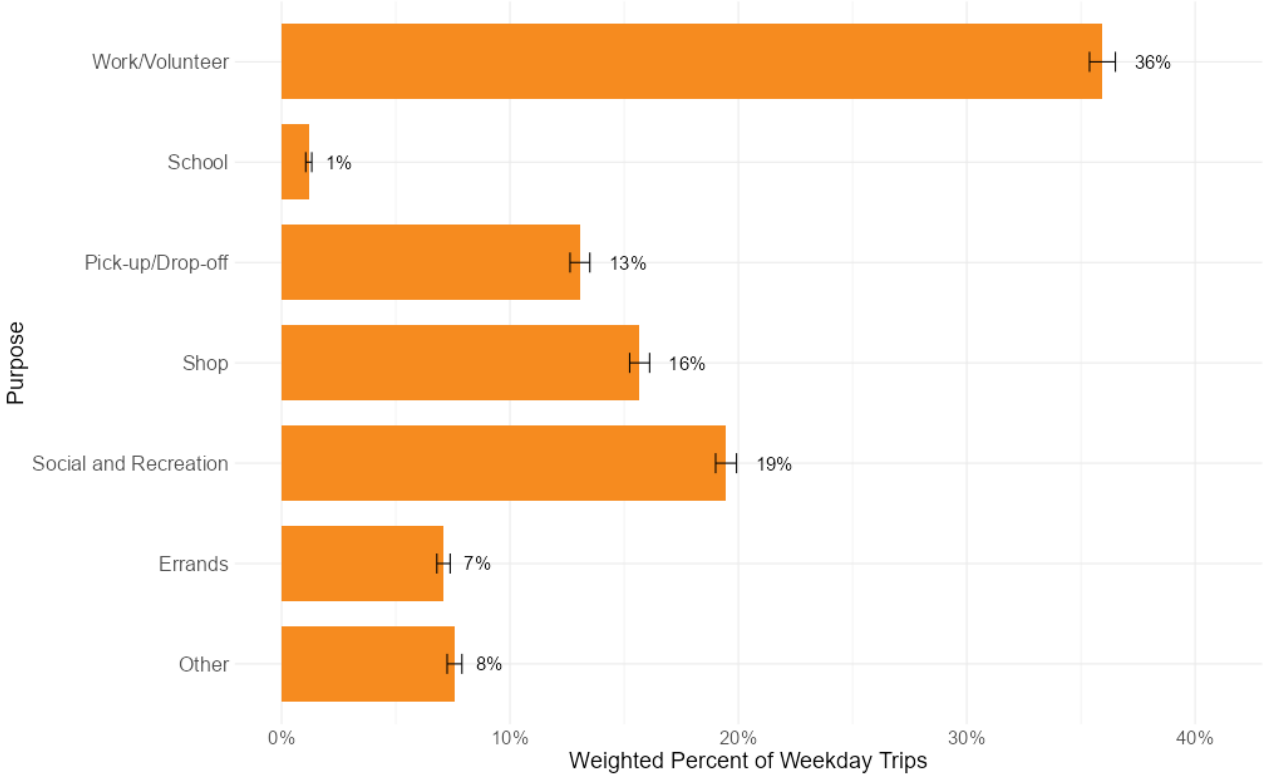
Note: Bars on estimates represent the range of the Confidence Interval (CI) shown in the next table enabling visual separation of overlapping estimates and discernment of actual statistical differences between two estimates. If the CI's overlap, then an actual difference cannot be safely assumed.

TABLE 43: DISTRIBUTION OF WEEKDAY TRIPS BY PURPOSE: ALL 16 AND OLDER

PURPOSE CATEGORY	UNWEIGHTED TRIP COUNT	PERCENT	PERCENT 95% CI
Work/Volunteer	42,944	23.6%	[23.0%, 24.2%]
School	2,180	2.0%	[1.8%, 2.2%]
Social and Recreation	46,190	21.7%	[21.2%, 22.3%]
Errands	19,301	9.5%	[9.1%, 9.8%]
Shop	38,447	20.2%	[19.6%, 20.7%]
Pick-Up/Drop-Off	15,002	12.8%	[12.2%, 13.3%]
Other	17,239	10.3%	[9.8%, 10.7%]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

FIGURE 10: DISTRIBUTION OF WEEKDAY TRIPS BY PURPOSE: ALL WORKERS



Note: Bars on estimates represent the range of the Confidence Interval (CI) shown in the next table enabling visual separation of overlapping estimates and discernment of actual statistical differences between two estimates. If the CI's overlap, then an actual difference cannot be safely assumed.

TABLE 44: DISTRIBUTION OF WEEKDAY TRIPS BY PURPOSE: ALL WORKERS

PURPOSE CATEGORY	UNWEIGHTED TRIP COUNT	PERCENT	PERCENT 95% CI
Work/Volunteer	42,574	35.9%	[35.1%, 36.8%]
School	958	1.2%	[1.0%, 1.4%]
Social and Recreation	24,122	19.5%	[18.9%, 20.1%]
Errands	8,553	7.1%	[6.7%, 7.5%]
Shop	17,910	15.7%	[15.1%, 16.3%]
Pick-Up/Drop-Off	8,537	13.1%	[12.4%, 13.8%]
Other	7,951	7.6%	[7.1%, 8.0%]

Note: CI = Confidence Interval
Counts are unweighted trips and are provided for context on base sample sizes.
Estimates are generated using linked trips and weighted data to represent the population of interest.

Trip purposes also varied by day of week. Residents traveled to work less frequently on Thursdays and school less frequently on Mondays. All other purposes were fairly even across weekdays (Table 45 through Table 47).

TABLE 45: PURPOSE FOR EACH TRAVEL DAY OF THE WEEK: WEIGHTED PERCENT

DAY OF WEEK	WORK/ VOLUNTEER	SCHOOL	SOCIAL AND RECREATION	PICK-UP/ DROP-OFF	ERRANDS	SHOP	OTHER
Monday	22.0%	4.4%	20.4%	11.6%	9.1%	20.8%	11.7%
Tuesday	21.3%	7.1%	20.9%	13.7%	8.6%	19.0%	9.4%
Wednesday	21.1%	7.9%	21.3%	14.3%	8.9%	17.9%	8.5%
Thursday	19.5%	6.8%	22.2%	13.0%	9.1%	18.7%	10.7%
Total	20.9%	6.7%	21.3%	13.3%	8.9%	19.0%	9.9%

Estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 46: PURPOSE FOR EACH TRAVEL DAY OF THE WEEK: UNWEIGHTED COUNT

DAY OF WEEK	WORK/ VOLUNTEER	SCHOOL	SOCIAL AND RECREATION	PICK-UP/ DROP-OFF	ERRANDS	SHOP	OTHER
Monday	8,901	910	10,079	2,930	4,274	8,906	4,162
Tuesday	11,294	2,025	12,249	4,547	5,277	10,045	4,441
Wednesday	11,651	2,140	12,830	4,813	5,269	10,300	4,337
Thursday	11,250	1,884	13,311	4,689	5,089	10,360	5,131
Total	43,096	6,959	48,469	16,979	19,909	39,611	18,071

Counts are unweighted household/person/trips and are provided for context on base sample sizes.

TABLE 47: PURPOSE FOR EACH TRAVEL DAY OF THE WEEK: 95% CONFIDENCE INTERVAL

DAY OF WEEK	WORK/ VOLUNTEER	SCHOOL	SOCIAL AND RECREATION	PICK-UP/ DROP-OFF	ERRANDS	SHOP	OTHER
Monday	[20.5%, 23.4%]	[3.8%, 5.1%]	[19.3%, 21.5%]	[10.4%, 13.0%]	[8.4%, 9.9%]	[19.6%, 22.0%]	[10.7%, 12.7%]
Tuesday	[20.2%, 22.5%]	[6.6%, 7.7%]	[19.7%, 22.2%]	[12.6%, 14.8%]	[7.9%, 9.3%]	[17.9%, 20.2%]	[8.6%, 10.1%]
Wednesday	[20.1%, 22.2%]	[7.3%, 8.6%]	[20.3%, 22.5%]	[13.3%, 15.4%]	[8.1%, 9.8%]	[16.9%, 18.9%]	[7.8%, 9.2%]
Thursday	[18.5%, 20.5%]	[6.2%, 7.4%]	[21.1%, 23.2%]	[11.9%, 14.1%]	[8.4%, 9.8%]	[17.7%, 19.8%]	[9.6%, 12.0%]
Total	[20.3%, 21.5%]	[6.4%, 7.1%]	[20.7%, 21.9%]	[12.7%, 13.9%]	[8.5%, 9.3%]	[18.4%, 19.5%]	[9.5%, 10.4%]

All estimates are generated using linked trips and weighted data to represent the population of interest.

Trip durations varied somewhat by purpose with work and other purpose trips generally taking the longest among those driving a vehicle (Table 48). This was consistent with findings from the previous Michigan Travel Counts survey.

TABLE 48: AVERAGE WEEKDAY TRIP DURATION (MINUTES) BY PURPOSE: VEHICLE DRIVER TRIPS BY PEOPLE

PURPOSE	UNWEIGHTED TRIP COUNT	MEAN	MEAN 95% CI
Work/Volunteer	35,448	22.95	[22.31, 23.59]
School	1,006	21.22	[19.00, 23.45]
Social and Recreation	31,309	20.95	[19.96, 21.93]
Pick-up and Drop-off	11,878	18.25	[17.27, 19.24]
Shop and Errands	45,166	18.44	[17.67, 19.21]
Other	12,503	26.50	[25.17, 27.82]
Total	138,631	20.92	[20.48, 21.36]

Note: CI = Confidence Interval
Counts are unweighted trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

Why don't people travel in Michigan?

While residents were least likely to travel to work on Mondays, the average time spent teleworking was consistent across days of week – likely owing to time off on Mondays (e.g., long weekends) than workers choosing to work from home instead of commuting to a workplace outside the home (Table 49).

TABLE 49: TELEWORK TIME BY DAY OF WEEK AMONG PEOPLE WHO REPORT TELEWORKING

DAY OF WEEK	AVERAGE TIME SPENT TELEWORKING (MINS)	AVERAGE 95% CI
Monday	152.70	[142.23, 163.17]
Tuesday	156.08	[146.88, 165.28]
Wednesday	158.11	[149.18, 167.03]
Thursday	151.91	[142.95, 160.88]

Note: CI = Confidence Interval
Estimates are generated using linked trips and weighted data to represent the population of interest.

Residents between ages 16-24 and ages 65+ reported the most days without any travel (Table 50). Travel surveys have historically struggled to capture complete travel information among children ages 16-17, so this may be in part due to reporting error.

TABLE 50: PEOPLE REPORTING NO TRAVEL BY AGE

AGE	UNWEIGHTED PERSON DAY COUNTS	PERCENT	PERCENT 95% CI
16-24	814	15.9%	[14.2%, 17.8%]
25-34	1,416	12.6%	[11.4%, 13.9%]
35-54	2,623	11.1%	[10.3%, 12.0%]
55-64	1,978	12.8%	[11.7%, 14.0%]
65+	4,488	18.7%	[17.7%, 19.7%]
Total	11,319	14.0%	[13.5%, 14.6%]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

By far, the most common reason for not traveling on a weekday was a choice to stay home rather than an obligation at home or inability to travel. Still, it was notable that up to 1.9% of residents may not have been able to travel due to lack of transportation (Table 51). Respondents were able to select more than one reason for not traveling, so the total share of reasons exceeds 100%.

TABLE 51: REASONS FOR NO TRAVEL (MONDAY – THURSDAY)

REASONS	UNWEIGHTED PERSON DAY COUNTS	PERCENT	PERCENT 95% CI
Stayed home	9,194	64.1%	[62.3%, 65.9%]
Worked at home for pay (e.g., telework)	2,028	12.8%	[11.7%, 13.9%]
Not scheduled to work/took day off	1,176	11.5%	[10.4%, 12.8%]
Sick or quarantining (self or others)	712	5.4%	[4.6%, 6.3%]
Person may have made trips, but I don't know when or where	164	2.7%	[2.0%, 3.7%]
Children did online/remote/home school	149	2.7%	[2.0%, 3.6%]
Weather conditions (e.g., snowstorm)	294	2.0%	[1.5%, 2.6%]
No available transportation (e.g., no car, no bus)	277	1.9%	[1.5%, 2.5%]
Waited for visitor/delivery (e.g., plumber)	242	1.3%	[0.9%, 1.8%]
Scheduled school closure (e.g., holiday)	55	0.9%	[0.6%, 1.4%]
Other reason	1,062	9.4%	[8.3%, 10.6%]

Note: CI = Confidence Interval
Counts are unweighted persons and are provided for context on base sample sizes.
Estimates are generated using weighted data to represent the population of interest.

Approximately 40% of residents received at least one weekday delivery. Most of these deliveries were packages rather than delivered services (Table 52). Only a small share of residents completely replaced work travel with teleworking, though approximately 46% of workers reported teleworking at least some of the time (Table 53).

TABLE 52: REPORTED DELIVERIES ON TRAVEL DAY

TYPE OF DELIVERY	UNWEIGHTED PERSON DAY COUNTS	PERCENT	PERCENT 95% CI
I did not receive any packages/services	39,821	65.4%	[64.5%, 66.2%]
Received packages at home (e.g., USPS, FedEx, UPS, Amazon)	14,770	28.2%	[27.4%, 29.0%]
Take-out/prepared food delivered to home	1,670	3.8%	[3.5%, 4.2%]
Someone came to do work at home (e.g., babysitter, housecleaning, lawn)	1,549	2.8%	[2.5%, 3.1%]
Groceries delivered to home	945	2.3%	[2.0%, 2.6%]
Received packages at another location (e.g., Amazon Locker, package pick-up point)	442	1.0%	[0.8%, 1.2%]
Take-out/prepared food delivered to work	242	0.5%	[0.4%, 0.7%]
Received personal packages at work	177	0.5%	[0.3%, 0.6%]
Other item delivered to home (e.g., appliance)	224	0.4%	[0.3%, 0.6%]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
Estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 53: TELEWORK FREQUENCY[1]

TELEWORK FREQUENCY	UNWEIGHTED PERSON COUNT	WEIGHTED PERCENT	95% CI
6-7 days a week	555	2.1%	[1.9%, 2.5%]
5 days a week	2,573	12.1%	[11.4%, 12.8%]
4 days a week	836	3.7%	[3.3%, 4.2%]
3 days a week	1,094	4.9%	[4.5%, 5.3%]
2 days a week	1,524	6.7%	[6.3%, 7.2%]
1 day a week	1,151	5.3%	[4.9%, 5.8%]
1 day every 2 weeks	186	0.9%	[0.7%, 1.1%]
1-3 days a month	801	3.8%	[3.4%, 4.2%]
Less than monthly	1,434	6.6%	[6.1%, 7.2%]
Never	9,892	53.8%	[52.6%, 54.9%]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
Estimates are generated using linked trips and weighted data to represent the population of interest.

Conclusion: Why people travel

Shopping, social and recreational activities, and work were the most common trip purposes for Michigan residents, with shopping topping the list among adults 16 and older and work comprising the largest share of travel for employed residents. Female residents made more trips than male residents overall, driven in large part by a higher share of escort, errand, and shopping trips, reflecting greater household responsibility burdens.

Trip purposes were broadly similar across income levels, with the most notable differences at the lowest income tier, where shopping and errands represented a larger share of travel and work trips a smaller one. Walking and biking trips were most commonly made for recreational purposes among adults, while children most often walked to school. School-related travel was the most time-concentrated by far, peaking sharply in the early morning hours, while work trips were more spread out across the morning due to increasingly flexible schedules. Work trips were slightly less common on Thursdays and school trips on Mondays, though other purposes remained consistent across weekdays.

[1] Among respondents who answered they commute to a non-home workplace 5 days/week or fewer. Respondents who said they drive for work (e.g., Uber) did not receive this question.

About 14% of residents reported no travel on a given weekday, with the highest rates among those 65 and older and those ages 16-24. The most common reason for not traveling was simply choosing to stay home, though lack of transportation affected nearly 2% of residents. Around 40% of households received at least one package delivery on a typical weekday, and while nearly half of workers reported teleworking at least occasionally, only a small share did so full time as a complete replacement for commuting.

2.4 HOW DO PEOPLE TRAVEL IN MICHIGAN?

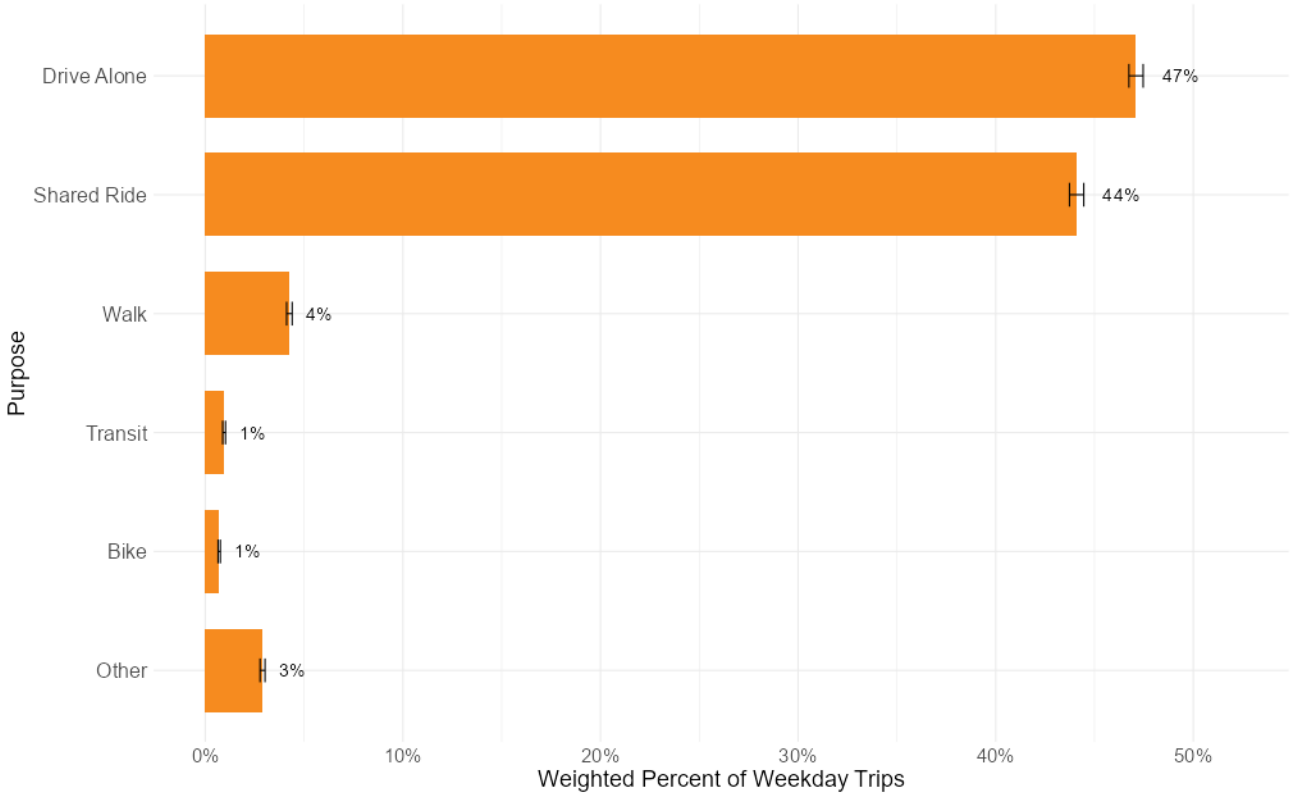
Residents' means of travel is a critical input to understand current travel behaviors and how they may change in the future. The survey collected travel mode for each trip for each household member during the travel period. On average, residents traveled alone in a car 2.29 times per weekday. After vehicle modes, walking was most common at 0.21 trips per weekday (Table 54). The pattern held for weekday travel as well; vehicle travel was the predominant mode (47% drove alone and 44% traveled in a shared ride) (Figure 11, Table 55). On average the travel time by vehicle, bike, and walk ranged from 17 to 21 minutes. Transit, which accounted for 1% of travel mode, took the longest time on average by a significant margin: 52 minutes (Table 56).

TABLE 54: PERSON TRIP RATE BY TRAVEL MODE

MODE	UNWEIGHTED TRIP COUNT	MEAN	MEAN 95% CI
Walk	13,862	0.21	[0.19, 0.22]
Bike	2,446	0.03	[0.03, 0.04]
Driving Alone	149,192	2.29	[2.24, 2.33]
2 Person Shared Ride	70,762	1.28	[1.23, 1.32]
3+ Person Shared Ride	30,333	0.87	[0.82, 0.92]
Taxi	53	0.0	[0.00, 0.00]*
Smartphone-app ride hailing	751	0.02	[0.01, 0.02]
Transit	2,368	0.05	[0.04, 0.05]
School Bus	2,465	0.08	[0.08, 0.09]
Long Distance Passenger	24	0.00	[0.00, 0.00]*
Other	1,931	0.04	[0.03, 0.05]

Note: CI = Confidence Interval
Counts are unweighted trips and are provided for context on base sample sizes.
Estimates are generated using linked trips and weighted data to represent the population of interest.

FIGURE 11: WEEKDAY TRAVEL MODE FOR ALL PEOPLE AND PURPOSES



Note: Bars on estimates represent the range of the Confidence Interval (CI) shown in the next table enabling visual separation of overlapping estimates and discernment of actual statistical differences between two estimates. If the CI's overlap, then an actual difference cannot be safely assumed.

TABLE 55: WEEKDAY TRAVEL MODE FOR ALL PEOPLE AND PURPOSES

MODE	UNWEIGHTED TRIP COUNT	WEIGHTED PERCENT	95% CI
Drive Alone	149,192	47.1%	[46.2%, 48.0%]
Shared Ride	101,095	44.1%	[43.2%, 45.0%]
Walk	13,862	4.3%	[3.9%, 4.6%]
Transit	2,368	1.0%	[0.8%, 1.1%]
Bike	2,446	0.7%	[0.6%, 0.9%]
Other	5,224	2.9%	[2.6%, 3.2%]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
Estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 56: AVERAGE TRIP DURATION (MINUTES) BY MEANS OF WEEKDAY TRAVEL, ALL PURPOSES

MODE	UNWEIGHTED TRIP COUNT	MEAN	MEAN 95% CI
Drive Alone	147,147	20.79	[20.41, 21.16]
Shared Ride	99,616	20.00	[19.31, 20.70]
Transit	2,242	52.30	[47.39, 57.22]
Walk	13,642	17.56	[16.32, 18.79]
Bike	2,409	20.38	[17.18, 23.58]
Total	267,154	20.59	[20.19, 20.99]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
Estimates are generated using linked trips and weighted data to represent the population of interest.

Table 57 through Table 59 focus on non-driving residents. Among non-drivers the primary mode of travel was shared rides or carpooling. Note that some respondents who reported that they do not drive still reported driving during their travel period. Walking was the next most common mode, except for residents ages 55 or older where transit was the second most common mode of travel.

TABLE 57: TRAVEL MODE BY AGE GROUP FOR NON-DRIVERS: WEIGHTED PERCENT

AGE	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
16-24	13.8%	5.4%	5.2%	62.5%	1.2%*	12.0%
25-34	13.7%	6.6%	6.4%	60.1%	2.7%*	10.5%
35-54	15.7%	8.9%	9.5%	57.1%	3.1%*	5.8%
55-64	13.1%	11.9%	23.8%†	40.6%	5.3%*	5.4%
65+	8.9%	7.4%	11.5%	65.7%	1.3%*	5.2%*
Total	13.2%	7.3%	9.1%	59.5%	2.3%	8.5%

Estimates are generated using linked trips and weighted data to represent the population of interest.
* Unstable estimate (RSE is greater than 30% but less than 50%); result should be interpreted with caution.
† Note the large confidence interval indicating that the estimate could be as low as 15.8% and as high as 34.2%. The 173 samples used to generate this estimate may have a bias toward transit use meaning this share should be interpreted with caution.

TABLE 58: TRAVEL MODE BY AGE GROUP FOR NON-DRIVERS: UNWEIGHTED TRIP COUNT

AGE	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
16-24	473	108	166	1,489	46	290
25-34	387	137	179	1,210	113	145
35-54	532	251	307	1,410	123	133
55-64	152	119	173	427	66	69
65+	143	136	170	1,078	61	68
Total	1,687	751	995	5,614	409	705

Unweighted trips counts are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

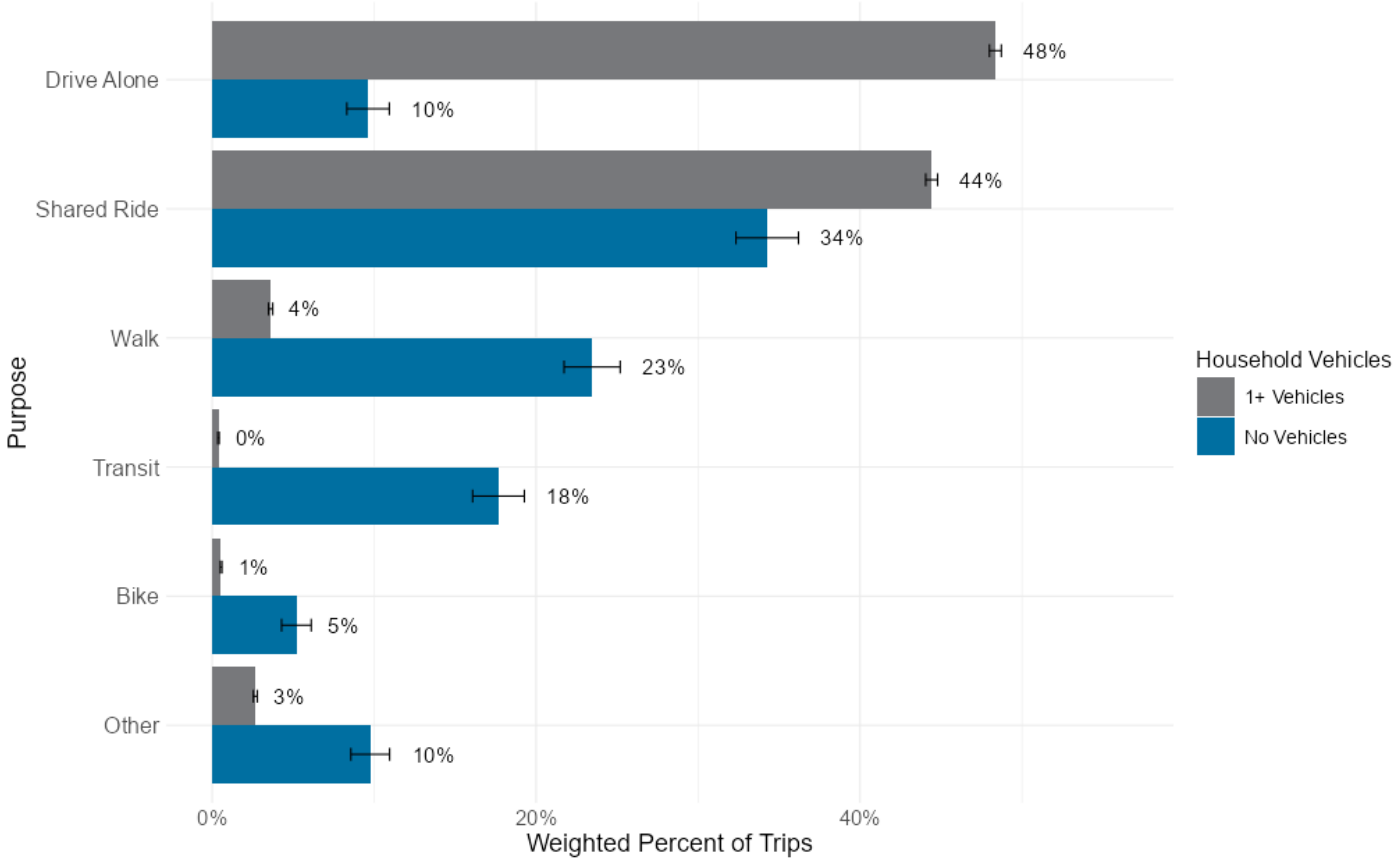
TABLE 59: TRAVEL MODE BY AGE GROUP FOR NON-DRIVERS: 95% CONFIDENCE INTERVAL

AGE	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
16-24	[10.8%, 17.6%]	[3.5%, 8.2%]	[3.6%, 7.4%]	[57.2%, 67.4%]	[0.5%, 2.9%]*	[9.5%, 15.1%]
25-34	[9.7%, 18.9%]	[3.7%, 11.5%]	[4.2%, 9.5%]	[51.5%, 68.1%]	[1.2%, 6.0%]*	[6.1%, 17.3%]
35-54	[10.6%, 22.6%]	[6.0%, 13.1%]	[5.6%, 15.7%]	[49.3%, 64.6%]	[1.8%, 5.2%]*	[3.7%, 8.9%]
55-64	[8.8%, 18.9%]	[7.0%, 19.5%]	[15.8%, 34.2%]	[30.7%, 51.3%]	[2.4%, 11.1%]*	[3.1%, 9.1%]
65+	[6.2%, 12.5%]	[4.8%, 11.1%]	[8.0%, 16.4%]	[58.5%, 72.2%]	[0.6%, 2.8%]*	[2.8%, 9.3%]*
Total	[11.4%, 15.4%]	[5.9%, 9.0%]	[7.4%, 11.3%]	[56.1%, 62.8%]	[1.6%, 3.2%]	[7.0%, 10.3%]

Estimates are generated using linked trips and weighted data to represent the population of interest.
* Unstable estimate (RSE is greater than 30% but less than 50%); result should be interpreted with caution.

Figure 12 and Table 60 through Table 62 show the travel mode share based on vehicle presence in the household. Persons in households with vehicles were much more likely to drive alone than those in households without vehicles. However, traveling in a vehicle was the predominant mode regardless of vehicle ownership. After sharing a vehicle ride, walking and transit were the most popular modes for persons in zero-vehicle households. Table 63 through Table 65 show the same information, limited to those age 16+ (driving age).

FIGURE 12: TRAVEL MODE BY PRESENCE OF HOUSEHOLD VEHICLE(S)



Note: Bars on estimates represent the range of the Confidence Interval (CI) shown in the next table enabling visual separation of overlapping estimates and discernment of actual statistical differences between two estimates. If the CI's overlap, then an actual difference cannot be safely assumed.

TABLE 60: TRAVEL MODE BY PRESENCE OF HOUSEHOLD VEHICLE(S): WEIGHTED PERCENT

VEHICLE STATUS	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
No Vehicles	23.5%	9.6%	17.7%	34.3%	5.2%*	9.8%
1+ Vehicles	3.6%	48.4%	0.4%	44.4%	0.6%	2.7%
Total	4.3%	47.1%	1.0%	44.1%	0.7%	2.9%

Estimates are generated using linked trips and weighted data to represent the population of interest.
* Unstable estimate (RSE is greater than 30% but less than 50%); result should be interpreted with caution.

TABLE 61: TRAVEL MODE BY PRESENCE OF HOUSEHOLD VEHICLE(S): UNWEIGHTED TRIP COUNT

VEHICLE STATUS	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
No Vehicles	2,028	728	1,213	2,517	462	635
1+ Vehicles	11,834	148,464	1,155	98,578	1,984	4,589
Total	13,862	149,192	2,368	101,095	2,446	14,074

Unweighted trip counts are provided for context on base sample sizes.

TABLE 62: TRAVEL MODE BY PRESENCE OF HOUSEHOLD VEHICLE(S): 95% CONFIDENCE INTERVAL

VEHICLE STATUS	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
No Vehicles	[20.1%, 27.2%]	[7.5%, 12.2%]	[14.5%, 21.3%]	[30.3%, 38.5%]	[2.9%, 9.0%]	[7.7%, 12.3%]
1+ Vehicles	[3.3%, 3.9%]	[47.4%, 49.3%]	[0.3%, 0.5%]	[43.5%, 45.4%]	[0.5%, 0.7%]	[2.4%, 2.9%]
Total	[3.9%, 4.6%]	[46.2%, 48.0%]	[0.8%, 1.1%]	[43.2%, 45.0%]	[0.6%, 0.9%]	[2.6%, 3.2%]

Estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 63: TRAVEL MODE BY PEOPLE IN HOUSEHOLDS BY WHETHER A VEHICLE IS AVAILABLE (AGES 16+): WEIGHTED PERCENT

VEHICLE STATUS	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
No Vehicle	24.1%	10.6%	19.3%	33.6%	4.5%	8.0%
1+ Vehicles	3.4%	55.7%	0.4%	38.8%	0.5%	1.2%
Total	4.1%	54.2%	1.0%	38.7%	0.6%	1.4%

Estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 64: TRAVEL MODE BY PEOPLE IN HOUSEHOLDS BY WHETHER A VEHICLE IS AVAILABLE (AGES 16+): UNWEIGHTED TRIP COUNT

VEHICLE STATUS	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
No Vehicle	1,921	719	1,180	2,264	440	506
1+ Vehicles	10,952	148,406	1,088	83,387	1,812	2,370
Total	12,873	149,125	2,268	85,651	2,252	2,876

Unweighted trips counts and are provided for context on base sample sizes.

TABLE 65: TRAVEL MODE BY PEOPLE IN HOUSEHOLDS BY WHETHER A VEHICLE IS AVAILABLE (AGES 16+): 95% CONFIDENCE INTERVAL

VEHICLE STATUS	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
No Vehicle	[20.5%, 28.0%]	[8.3%, 13.4%]	[15.9%, 23.1%]	[29.8%, 37.6%]	[3.2%, 6.3%]	[6.1%, 10.4%]
1+ Vehicles	[3.2%, 3.7%]	[54.8%, 56.5%]	[0.3%, 0.5%]	[37.9%, 39.7%]	[0.4%, 0.6%]	[1.0%, 1.3%]
Total	[3.8%, 4.4%]	[53.3%, 55.0%]	[0.9%, 1.2%]	[37.8%, 39.5%]	[0.5%, 0.8%]	[1.2%, 1.6%]

Estimates are generated using linked trips and weighted data to represent the population of interest.

Income also influenced mode share, but less so than presence of vehicles (Table 66 through Table 68). The greatest differences were among the highest and lowest income groups. Persons in households with incomes under $30,000 were most likely to travel by modes other than driving alone while the reverse is true of persons in households with incomes of $200,000 or more.

TABLE 66: TRAVEL MODE BY HOUSEHOLD INCOME: WEIGHTED PERCENT

INCOME	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
Under $30,000	7.4%	36.5%	3.7%	46.7%	1.5%	4.2%
$30,000-$59,999	3.9%	45.7%	0.7%	45.7%	0.5%	3.4%
$60,000-$74,999	3.9%	48.0%	0.2%	44.9%	0.4%	2.6%
$75,000-$99,999	3.5%	49.7%	0.3%	43.2%	0.5%	2.8%
$100,000-$199,999	3.6%	49.8%	0.5%	43.2%	0.6%	2.3%
$200,000 or more	4.8%	52.3%	0.3%	39.1%	0.8%	2.6%
Prefer not to answer	2.8%	49.1%	0.7%*	44.7%	0.4%*	2.3%
Total	4.3%	47.1%	1.0%	44.1%	0.7%	2.9%

Estimates are generated using linked trips and weighted data to represent the population of interest.
* Unstable estimate (RSE is greater than 30% but less than 50%); result should be interpreted with caution.

TABLE 67: TRAVEL MODE BY HOUSEHOLD INCOME: UNWEIGHTED TRIP COUNT

INCOME	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
Under $30,000	2,707	16,648	1,097	13,089	513	1,143
$30,000-$59,999	2,511	32,561	406	20,100	489	1,092
$60,000-$74,999	1,494	16,979	158	11,070	143	470
$75,000-$99,999	1,766	22,303	177	14,750	317	602
$100,000-$199,999	3,561	39,733	312	27,283	673	1,172
$200,000 or more	1,065	9,429	79	6,422	188	335
Prefer not to answer	758	11,539	139	8,381	123	410
Total	13,862	149,192	2,368	101,095	2,446	5,224

Unweighted trip counts are provided for context on base sample sizes.
Estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 68: TRAVEL MODE BY HOUSEHOLD INCOME: 95% CONFIDENCE INTERVAL

INCOME	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
Under $30,000	[6.3%, 8.5%]	[34.3%, 38.9%]	[3.0%, 4.6%]	[43.8%, 49.5%]	[1.0%, 2.4%]	[3.5%, 5.0%]
$30,000-$59,999	[3.0%, 4.9%]	[43.5%, 47.9%]	[0.5%, 1.0%]	[43.5%, 48.0%]	[0.4%, 0.8%]	[2.7%, 4.3%]
$60,000-$74,999	[3.0%, 5.0%]	[45.3%, 50.7%]	[0.2%, 0.4%]	[42.0%, 47.8%]	[0.3%, 0.8%]	[2.0%, 3.4%]
$75,000-$99,999	[2.9%, 4.3%]	[47.2%, 52.1%]	[0.2%, 0.5%]	[40.8%, 45.7%]	[0.3%, 0.8%]	[2.2%, 3.5%]
$100,000-$199,999	[3.2%, 4.1%]	[48.2%, 51.3%]	[0.3%, 0.6%]	[41.6%, 44.9%]	[0.5%, 0.8%]	[1.8%, 2.9%]
$200,000 or more	[3.9%, 5.9%]	[49.6%, 55.0%]	[0.2%, 0.5%]	[36.4%, 41.9%]	[0.5%, 1.4%]	[2.1%, 3.3%]
Prefer not to answer	[2.2%, 3.5%]	[45.9%, 52.2%]	[0.3%, 1.4%]*	[41.4%, 48.1%]	[0.2%, 0.8%]*	[1.7%, 3.1%]
Total	[3.9%, 4.6%]	[46.2%, 48.0%]	[0.8%, 1.1%]	[43.2%, 45.0%]	[0.6%, 0.9%]	[2.6%, 3.2%]

Estimates are generated using linked trips and weighted data to represent the population of interest.

Figure 13 and Table 69 through Table 71 show the distribution of modes by age group. The most notable difference by age was driving behaviors. Understandably, children ages 0-15 were most likely to share a ride while all other age groups were most likely to drive alone.

FIGURE 13: TRAVEL MODE BY AGE GROUP

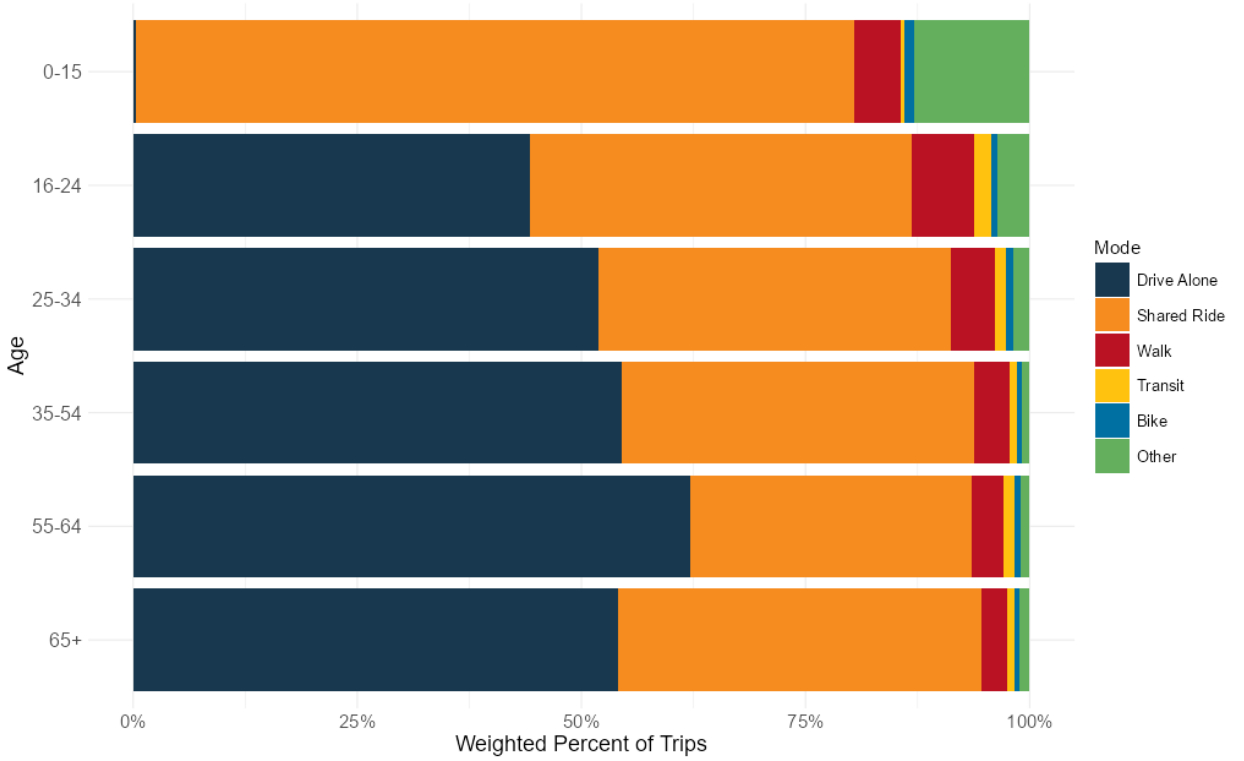


TABLE 69: TRAVEL MODE BY AGE GROUP: WEIGHTED PERCENT

AGE	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
0-15	5.2%	--[1]	0.4%	80.1%	1.1%	12.9%
16-24	7.0%	44.2%	1.8%	42.7%	0.7%	3.6%
25-34	4.9%	51.9%	1.2%	39.3%	0.8%	1.8%
35-54	4.0%	54.5%	0.8%	39.2%	0.6%	0.8%
55-64	3.6%	62.2%	1.2%	31.3%	0.7%	1.0%
65+	2.8%	54.1%	0.9%	40.6%	0.6%	1.1%
Total	4.3%	47.1%	1.0%	44.1%	0.7%	2.9%

Estimates are generated using linked trips and weighted data to represent the population of interest.
[1]This figure was suppressed. A small share of respondents (67 total persons) reported driving alone despite being younger than 16.

TABLE 70: TRAVEL MODE BY AGE GROUP: UNWEIGHTED TRIP COUNT

AGE	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
0-15	989	--[1]	100	15,444	194	2,348
16-24	1,508	7,866	340	6,541	185	452
25-34	2,861	23,799	526	13,047	581	504
35-54	3,819	44,485	677	23,247	626	652
55-64	2,146	32,135	333	14,840	409	470
65+	2,539	40,840	392	27,976	451	798
Total	13,862	149,192	2,368	101,095	2,446	5,224

Unweighted trip counts are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.
[1]This figure was suppressed. A small share of respondents (67 total persons) reported driving alone despite being younger than 16.

TABLE 71: TRAVEL MODE BY AGE GROUP: 95% CONFIDENCE INTERVAL

AGE	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
0-15	[4.3%, 6.2%]	--[1]	[0.3%, 0.7%]	[78.3%, 81.8%]	[0.6%, 1.8%]	[11.6%, 14.4%]
16-24	[5.8%, 8.4%]	[41.5%, 46.9%]	[1.4%, 2.4%]	[39.9%, 45.5%]	[0.4%, 1.3%]	[2.9%, 4.4%]
25-34	[4.3%, 5.6%]	[49.8%, 54.0%]	[0.9%, 1.6%]	[37.2%, 41.4%]	[0.6%, 1.2%]	[1.2%, 2.8%]
35-54	[3.5%, 4.6%]	[53.3%, 55.8%]	[0.6%, 1.0%]	[38.0%, 40.5%]	[0.4%, 0.8%]	[0.7%, 1.1%]
55-64	[3.0%, 4.3%]	[60.2%, 64.1%]	[0.8%, 1.7%]	[29.4%, 33.3%]	[0.5%, 0.9%]	[0.8%, 1.4%]
65+	[2.5%, 3.2%]	[52.4%, 55.7%]	[0.7%, 1.1%]	[38.9%, 42.3%]	[0.4%, 0.8%]	[0.9%, 1.5%]
Total	[3.9%, 4.6%]	[46.2%, 48.0%]	[0.8%, 1.1%]	[43.2%, 45.0%]	[0.6%, 0.9%]	[2.6%, 3.2%]

Estimates are generated using linked trips and weighted data to represent the population of interest.
[1]This figure was suppressed. A small share of respondents (67 total persons) reported driving alone despite being younger than 16.

Travel fluctuated throughout the day, which influenced use of mode share by time of day. The distribution of modes during different times of the day was fairly consistent, with a few exceptions. Trips by “other” modes, which included school bus trips, peaked during the hours most students traveled to and from school. Compared to other modes, biking and carpooling were also more common between 6-9 PM, likely due to after school/work activities (Table 72 throughTable 74).

TABLE 72: TRAVEL MODE BY TIME OF DAY: WEIGHTED PERCENT

MODE	12AM – 5:59AM	6AM – 8:59AM	9AM – 11:59AM	12PM – 2:59PM	3PM – 5:59PM	6PM – 8:59PM	9PM – 11:59PM
Walk	2.7%	15.6%	19.3%	20.4%	22.6%	15.7%	3.7%
Drove Alone	3.3%	17.8%	18.0%	21.1%	25.5%	11.2%	3.1%
Transit	3.4%	18.2%	22.3%	21.9%	23.4%	9.1%	1.7%
Carpool	1.2%	15.9%	14.4%	18.4%	28.7%	18.2%	3.2%
Bike	1.6%*	12.8%	16.0%	21.5%	26.9%	17.9%	3.2%
Other	2.6%	36.0%	10.0%	21.9%	23.5%	5.1%	0.9%
Total	2.3%	17.4%	16.3%	19.9%	26.7%	14.3%	3.1%

Estimates are generated using linked trips and weighted data to represent the population of interest.
* Unstable estimate (RSE is greater than 30% but less than 50%); result should be interpreted with caution.

TABLE 73: TRAVEL MODE BY TIME OF DAY: UNWEIGHTED TRIP COUNT

MODE	12AM – 5:59AM	6AM – 8:59AM	9AM – 11:59AM	12PM – 2:59PM	3PM – 5:59PM	6PM – 8:59PM	9PM – 11:59PM
Walk	248	1,656	2,813	3,181	3,266	2,198	500
Drove Alone	3,638	23,249	28,364	33,568	37,760	18,007	4,606
Transit	95	474	477	463	546	238	75
Carpool	1,047	11,970	16,510	20,911	27,733	19,358	3,566
Bike	55	329	401	518	648	392	103
Other	115	1,535	658	1,110	1,303	390	113
Total	5,198	39,213	49,223	59,751	71,256	40,583	8,963

Unweighted trip counts are provided for context on base sample sizes.
Estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 74: TRAVEL MODE BY TIME OF DAY: 95% CONFIDENCE INTERVAL

MODE	12AM – 5:59AM	6AM – 8:59AM	9AM – 11:59AM	12PM – 2:59PM	3PM – 5:59PM	6PM – 8:59PM	9PM – 11:59PM
Walk	[1.9%, 3.7%]	[13.8%, 17.7%]	[17.3%, 21.5%]	[18.6%, 22.4%]	[20.8%, 24.6%]	[13.8%, 17.6%]	[2.8%, 4.7%]
Drove Alone	[3.1%, 3.5%]	[17.4%, 18.2%]	[17.5%, 18.5%]	[20.6%, 21.6%]	[25.0%, 26.0%]	[10.8%, 11.6%]	[2.9%, 3.4%]
Transit	[2.2%, 5.2%]	[15.1%, 21.7%]	[17.3%, 28.1%]	[18.4%, 25.8%]	[20.2%, 27.0%]	[6.8%, 12.1%]	[1.1%, 2.6%]
Carpool	[0.9%, 1.5%]	[15.2%, 16.6%]	[13.6%, 15.3%]	[17.6%, 19.3%]	[27.7%, 29.6%]	[17.4%, 19.1%]	[2.8%, 3.6%]
Bike	[0.7%, 3.4%]*	[9.4%, 17.2%]	[12.0%, 21.2%]	[16.6%, 27.5%]	[21.2%, 33.5%]	[12.7%, 24.6%]	[1.9%, 5.4%]
Other	[1.8%, 3.8%]	[33.4%, 38.7%]	[8.3%, 11.9%]	[19.6%, 24.3%]	[21.7%, 25.5%]	[3.8%, 6.8%]	[0.5%, 1.6%]
Total	[2.1%, 2.5%]	[16.9%, 17.8%]	[15.8%, 16.8%]	[19.5%, 20.4%]	[26.2%, 27.2%]	[13.9%, 14.7%]	[2.9%, 3.3%]

Estimates are generated using linked trips and weighted data to represent the population of interest.
* Unstable estimate (RSE is greater than 30% but less than 50%); result should be interpreted with caution.

Table 75 through Table 77 focus on the means of travel to work by MDOT area. In all areas, driving alone was the predominate mode of travel to work. When accounting for confidence intervals, SEMCOG reported the highest transit use, though people in several other areas (e.g., GVMC) also commuted to work by transit.

TABLE 75: TRAVEL MODE TO WORK BY AREA: WEIGHTED PERCENT

GEO.	DRIVE ALONE	CARPOOL	WALK	TRANSIT	BIKE	ALL OTHER
BCATS	85.4%	10.5%	2.7%*	-.-**	-.-**	-.-**
GCMPC	83.0%	14.0%	-.-**	0.6%*	-.-**	-.-**
GLBR	78.5%	15.9%	4.3%*	-.-**	-.-**	-.-**
GVMC	82.4%	10.4%	4.5%	1.9%*	0.6%*	-.-**
JACTS	76.9%	15.7%	5.4%*	-.-**	-.-**	-.-**
KATS	81.6%	12.1%	4.6%	-.-**	0.3%*	-.-**
MACC	74.8%	19.9%*	5.2%*	-.-**	-.-**	-.-**
Northern MI Rural	81.4%	11.5%	4.7%	-.-**	0.3%*	1.3%*
SEMCOG	80.4%	11.3%	4.7%	1.3%	0.5%	1.7%
Small Cities	77.9%	15.9%	5.1%	-.-**	0.4%*	-.-**
Southern MI Rural	78.4%	17.4%	3.7%	-.-**	-.-**	-.-**
TCRPC	74.0%	13.4%	9.0%	1.0%*	1.8%*	-.-**
TTCI	82.5%	12.2%*	4.7%*	-.-**	-.-**	-.-**
TwinCATS	78.4%	14.2%	5.5%	-.-**	-.-**	-.-**
WESTPLAN	78.7%	16.4%	4.0%*	-.-**	-.-**	-.-**
Total	80.0%	12.8%	4.7%	1.0%	0.4%	1.1%

Estimates are generated using linked trips and weighted data to represent the population of interest.
* Unstable estimate (RSE is greater than 30% but less than 50%); result should be interpreted with caution.
** Unstable estimate (RSE is greater than 50%); estimate should be suppressed.

TABLE 76: TRAVEL MODE TO WORK BY AREA: UNWEIGHTED PERSON TRIP COUNT

GEO.	DRIVE ALONE	CARPOOL	WALK	TRANSIT	BIKE	ALL OTHER
BCATS	450	71	26	3	1	1
GCMPC	749	104	30	8	1	7
GLBR	737	114	35	1	2	8
GVMC	1,319	146	132	24	20	4
JACTS	662	105	78	4	0	5
KATS	740	63	89	12	10	4
MACC	571	72	52	1	10	4
Northern MI Rural	864	90	48	6	12	12
SEMCOG	7,958	928	890	225	154	135
Small Cities	935	148	100	9	31	9
Southern MI Rural	966	151	55	2	2	7
TCRPC	936	136	93	20	24	7
TTCI	378	33	38	2	5	5
TwinCATS	447	65	44	1	2	4
WESTPLAN	592	92	37	4	5	6
Total	18,304	2,318	1,747	322	279	218

Unweighted household/person/trips and are provided for context on base sample sizes.

TABLE 77: TRAVEL MODE TO WORK (MODE SHARE FOR WORK TRIPS) BY AREA: 95% CONFIDENCE INTERVAL

GEO.	DRIVE ALONE	CARPOOL	WALK	TRANSIT	BIKE	ALL OTHER
BCATS	[78.7%, 90.3%]	[6.6%, 16.3%]	[1.2%, 6.0%]*	-.-**	-.-**	-.-**
GCMPC	[76.6%, 87.9%]	[9.8%, 19.6%]	-.-**	[0.3%, 1.6%]*	-.-**	-.-**
GLBR	[71.6%, 84.2%]	[11.9%, 20.9%]	[2.1%, 8.6%]*	-.-**	-.-**	-.-**
GVMC	[77.8%, 86.2%]	[7.5%, 14.3%]	[3.0%, 6.9%]	[0.8%, 4.4%]*	[0.2%, 1.6%]*	-.-**
JACTS	[68.1%, 83.8%]	[10.2%, 23.2%]	[2.4%, 11.5%]*	-.-**	-.-**	-.-**
KATS	[74.5%, 87.1%]	[7.3%, 19.3%]	[2.9%, 7.5%]	-.-**	-.-**	-.-**
MACC	[63.7%, 83.3%]	[11.7%, 31.7%]*	[2.7%, 9.7%]*	-.-**	-.-**	-.-**
Northern MI Rural	[76.7%, 85.4%]	[8.2%, 15.9%]	[2.9%, 7.5%]	-.-**	[0.1%, 0.7%]*	[0.5%, 3.3%]*
SEMCOG	[78.6%, 82.0%]	[10.0%, 12.8%]	[3.9%, 5.6%]	[1.0%, 1.8%]	[0.3%, 0.8%]	[1.3%, 2.4%]
Small Cities	[72.5%, 82.6%]	[11.6%, 21.4%]	[3.0%, 8.5%]	-.-**	[0.2%, 0.9%]*	-.-**
Southern MI Rural	[73.4%, 82.6%]	[13.6%, 22.1%]	[2.2%, 6.1%]	-.-**	-.-**	-.-**
TCRPC	[67.4%, 79.7%]	[9.4%, 18.7%]	[5.2%, 15.1%]	[0.5%, 2.0%]*	[0.8%, 4.0%]*	-.-**
TTCI	[72.4%, 89.4%]	[6.2%, 22.6%]*	[1.9%, 10.9%]*	-.-**	-.-**	-.-**
TwinCATS	[70.0%, 85.0%]	[8.8%, 22.1%]	[3.1%, 9.4%]	-.-**	-.-**	-.-**
WESTPLAN	[70.3%, 85.3%]	[10.3%, 25.1%]	[1.9%, 8.4%]*	-.-**	-.-**	-.-**
Total	[78.8%, 81.1%]	[11.8%, 13.8%]	[4.1%, 5.3%]	[0.8%, 1.3%]	[0.3%, 0.6%]	[0.9%, 1.4%]

All estimates are generated using linked trips and weighted data to represent the population of interest.
* Unstable estimate (RSE is greater than 30% but less than 50%); result should be interpreted with caution.
** Unstable estimate (RSE is greater than 50%); estimate should be suppressed.

Table 78 shows what respondents reported as their usual commute mode compared to the modes they actually reported on their travel days. Most residents used their usual commute mode when traveling to work, with most variation among those who said they usually walk.

TABLE 78: USUAL VERSUS ACTUAL MEANS OF TRAVEL FOR COMMUTING

USUAL COMMUTE	ON TRAVEL DAY COMMUTED BY: VEHICLE	TRANSIT	WALK	BIKE
Vehicle	96.4%	0.3%	3.1%	0.2%*
Transit	13.7%	75.2%	10.7%*	0.4%*
Walk	15.4%	2.8%*	79.4%	-.-**
Bike	-.-**	-.-**	19.7%*	61.7%

Estimates are generated using linked trips and weighted data to represent the population of interest.
* Unstable estimate (RSE is greater than 30% but less than 50%); result should be interpreted with caution.
** Unstable estimate (RSE is greater than 50%); estimate should be suppressed.

Figure 14 and Table 79 through Table 81 show the total mode share by area for all trip purposes. Driving was still the predominant mode, but the split between driving alone and sharing a ride was more evenly distributed across all trips than work trips alone.

FIGURE 14: TRAVEL MODE BY AREA

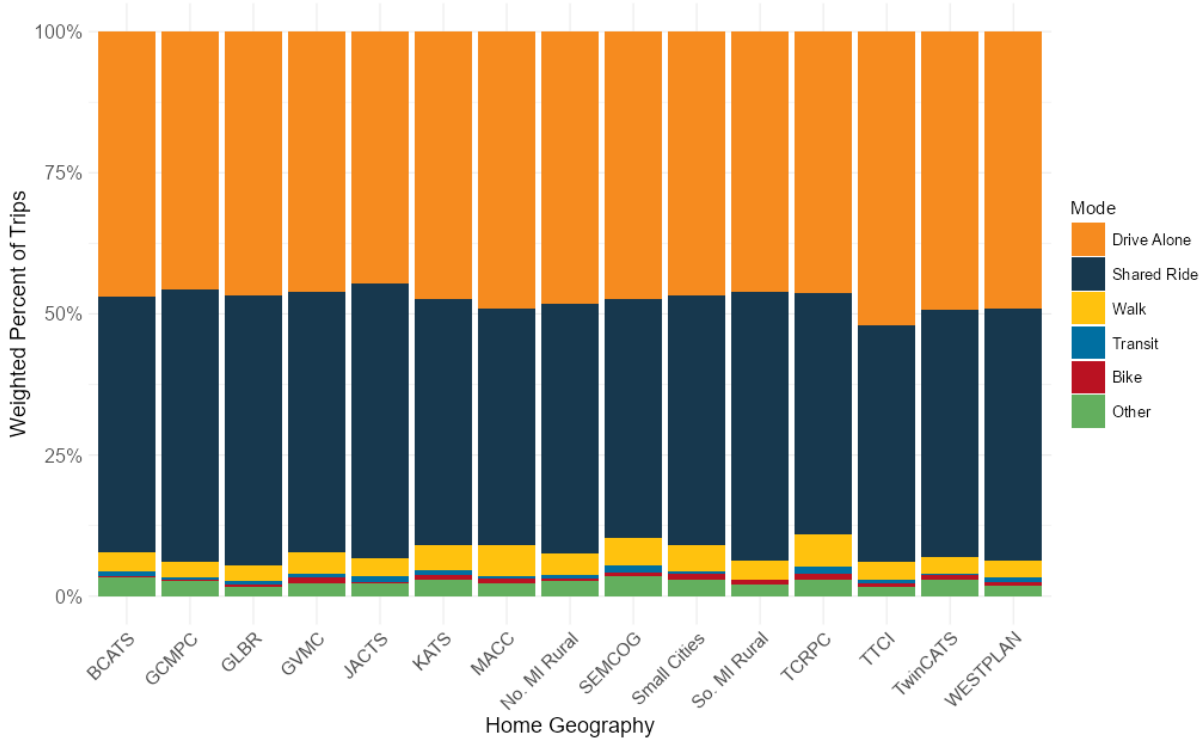


TABLE 79: TRAVEL MODE BY AREA: WEIGHTED PERCENT

GEOGRAPHY	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
BCATS	3.4%	46.9%	0.9%*	45.3%	0.2%*	3.3%
GCMPC	2.6%	45.8%	0.6%*	48.3%	0.1%*	2.7%
GLBR	2.8%	46.8%	0.6%*	47.7%	0.4%*	1.7%
GVMC	3.8%	46.1%	0.6%	46.1%	1.1%	2.3%
JACTS	3.3%*	44.6%	-.-**	48.6%	0.3%*	2.3%
KATS	4.4%	47.4%	0.9%*	43.7%	0.9%*	2.8%
MACC	5.5%	49.1%	-.-**	41.8%	0.8%*	2.3%
N. MI Rural	3.9%	48.3%	0.7%*	44.1%	0.5%*	2.7%
SEMCOG	4.9%	47.3%	1.3%	42.3%	0.7%	3.4%
Small Cities	4.5%	46.7%	0.5%*	44.4%	1.0%	3.0%
S. MI Rural	3.3%	46.2%	-.-**	47.5%	-.-**	2.1%
TCRPC	5.6%	46.2%	1.5%	42.8%	0.9%*	3.0%
TTCI	3.2%	52.0%	-.-**	41.9%	0.6%*	1.7%*
TwinCATS	3.0%	49.2%	-.-**	43.9%	-.-**	2.9%
WESTPLAN	3.1%	49.1%	-.-**	44.5%	0.6%*	1.8%
Total	4.3%	47.1%	1.0%	44.1%	0.7%	2.9%

Estimates are generated using linked trips and weighted data to represent the population of interest.
* Unstable estimate (RSE is greater than 30% but less than 50%); result should be interpreted with caution.
** Unstable estimate (RSE is greater than 50%); estimate should be suppressed.

TABLE 80: TRAVEL MODE BY AREA: UNWEIGHTED TRIP COUNT

GEOGRAPHY	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
BCATS	275	3,556	41	2,584	34	138
GCMPC	280	6,104	50	4,393	17	210
GLBR	376	6,640	46	4,976	46	180
GVMC	948	9,665	120	6,808	182	262
JACTS	378	5,049	34	3,906	19	141
KATS	535	6,104	85	3,854	85	164
MACC	513	5,187	31	3,475	117	135
Northern MI Rural	523	7,618	47	5,526	89	248
SEMCOG	7,127	64,512	1,612	40,507	1,255	2,645
Small Cities	790	7,143	62	5,135	186	227
Southern MI Rural	432	7,483	24	6,183	46	271
TCRPC	738	7,581	143	4,857	112	233
TTCI	314	3,759	31	2,923	126	88
TwinCATS	325	3,599	9	2,283	44	135
WESTPLAN	308	5,192	33	3,685	88	147
Total	13,862	149,192	2,368	101,095	2,446	5,224

Unweighted trip counts are provided for context on base sample sizes.

TABLE 81: TRAVEL MODE BY AREA: 95% CONFIDENCE INTERVAL

GEOGRAPHY	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
BCATS	[2.0%, 5.7%]	[41.9%, 52.0%]	[0.5%, 1.8%]*	[40.1%, 50.6%]	[0.1%, 0.6%]*	[2.1%, 5.2%]
GCMPC	[1.7%, 3.8%]	[41.5%, 50.1%]	[0.3%, 1.1%]*	[43.9%, 52.6%]	[0.1%, 0.3%]*	[2.0%, 3.7%]
GLBR	[2.2%, 3.7%]	[42.9%, 50.8%]	[0.3%, 1.1%]*	[43.7%, 51.8%]	[0.2%, 0.9%]*	[1.1%, 2.5%]
GVMC	[3.0%, 4.7%]	[42.7%, 49.5%]	[0.4%, 1.1%]	[42.5%, 49.8%]	[0.7%, 1.9%]	[1.6%, 3.2%]
JACTS	[1.8%, 5.9%]*	[40.5%, 48.9%]	-.-**	[44.4%, 52.8%]	[0.1%, 0.7%]*	[1.6%, 3.2%]
KATS	[3.3%, 5.7%]	[42.7%, 52.1%]	[0.5%, 1.6%]*	[38.6%, 48.8%]	[0.4%, 1.8%]*	[2.0%, 4.0%]
MACC	[3.5%, 8.6%]	[44.2%, 54.0%]	-.-**	[37.6%, 46.1%]	[0.4%, 1.5%]*	[1.5%, 3.5%]
Northern MI Rural	[2.8%, 5.3%]	[44.8%, 51.8%]	[0.3%, 1.5%]*	[40.5%, 47.7%]	[0.2%, 0.8%]*	[1.8%, 3.8%]
SEMCOG	[4.4%, 5.3%]	[46.1%, 48.6%]	[1.1%, 1.6%]	[41.0%, 43.7%]	[0.6%, 0.9%]	[3.0%, 3.9%]
Small Cities	[3.5%, 5.9%]	[42.8%, 50.6%]	[0.3%, 0.9%]*	[40.4%, 48.4%]	[0.6%, 1.5%]	[1.9%, 4.8%]
Southern MI Rural	[2.1%, 5.2%]	[42.7%, 49.7%]	-.-**	[44.1%, 50.9%]	-.-**	[1.5%, 3.0%]
TCRPC	[4.1%, 7.6%]	[42.5%, 50.0%]	[0.9%, 2.4%]	[38.6%, 47.0%]	[0.5%, 1.8%]*	[2.0%, 4.3%]
TTCI	[2.1%, 5.0%]	[45.8%, 58.1%]	-.-**	[35.7%, 48.4%]	[0.3%, 1.2%]*	[0.8%, 3.7%]*
TwinCATS	[2.2%, 4.2%]	[44.1%, 54.3%]	-.-**	[38.7%, 49.3%]	-.-**	[1.7%, 5.0%]
WESTPLAN	[2.2%, 4.4%]	[44.5%, 53.6%]	-.-**	[39.7%, 49.5%]	[0.3%, 1.2%]*	[1.2%, 2.8%]
Total	[3.9%, 4.6%]	[46.2%, 48.0%]	[0.8%, 1.1%]	[43.2%, 45.0%]	[0.6%, 0.9%]	[2.6%, 3.2%]

Estimates are generated using linked trips and weighted data to represent the population of interest.
* Unstable estimate (RSE is greater than 30% but less than 50%); result should be interpreted with caution.
** Unstable estimate (RSE is greater than 50%); estimate should be suppressed.

Older, non-licensed drivers are a key segment for consideration in transportation planning. In Michigan, most older adults without licenses traveled via shared rides, though a large share of the population ages 65-74 used transit (Table 82 through Table 84).

TABLE 82: TRAVEL MODE FOR OLDER NON-LICENSED TRAVELERS: WEIGHTED PERCENT

AGE	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
65-74	10.8%	8.7%	17.3%	55.3%	1.9%*	5.9%
75-84	9.9%*	7.8%*	7.7%	66.8%	-.-**	-.-**
85+	-.-**	-.-**	-.-**	95.4%	-.-**	-.-**
Total	8.9%	7.4%	11.5%	65.7%	1.3%*	5.2%*

Estimates are generated using linked trips and weighted data to represent the population of interest.
* Unstable estimate (RSE is greater than 30% but less than 50%); result should be interpreted with caution.
** Unstable estimate (RSE is greater than 50%); estimate should be suppressed.

TABLE 83: TRAVEL MODE FOR OLDER NON-LICENSED TRAVELERS: COUNT

AGE	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
65-74	95	92	125	545	49	45
75-84	47	36	42	334	12	23
85+	1	8	3	199	0	0
Total	143	136	170	1,078	61	68

Unweighted trip counts are provided for context on base sample sizes.

TABLE 84: TRAVEL MODE FOR OLDER NON-LICENSED TRAVELERS: 95% CONFIDENCE INTERVAL

AGE	WALK	DRIVE ALONE	TRANSIT	SHARED RIDE	BIKE	OTHER
65-74	[7.3%, 15.8%]	[4.9%, 15.1%]	[11.2%, 25.9%]	[45.7%, 64.6%]	[0.8%, 4.3%]*	[3.3%, 10.4%]
75-84	[4.9%, 19.0%]*	[4.0%, 14.7%]*	[4.4%, 13.1%]	[53.2%, 78.1%]	-.-**	-.-**
85+	-.-**	-.-**	-.-**	[86.0%, 98.6%]	-.-**	-.-**
Total	[6.2%, 12.5%]	[4.8%, 11.1%]	[8.0%, 16.4%]	[58.5%, 72.2%]	[0.6%, 2.8%]*	[2.8%, 9.3%]*

Estimates are generated using linked trips and weighted data to represent the population of interest.
* Unstable estimate (RSE is greater than 30% but less than 50%); result should be interpreted with caution.
** Unstable estimate (RSE is greater than 50%); estimate should be suppressed.

Conclusion: How people travel

Driving alone was the dominant mode of travel among Michigan residents, accounting for nearly half of all weekday trips. Shared rides made up most of the remaining travel, while walking was the most common non-vehicle mode at roughly 4% of trips. Transit, biking, and other modes each accounted for relatively small shares of overall travel. Transit trips took substantially longer than any other mode, averaging over 70 minutes compared to roughly 25 minutes for driving,

biking, and walking. Among non-drivers, shared rides were the primary mode across all age groups, with walking and transit serving as secondary options; transit use was particularly notable among adults ages 55 and older.

Vehicle availability strongly influenced mode choice. Households with vehicles were overwhelmingly likely to drive alone, while households without vehicles relied more on shared rides, walking, and transit. Income showed a similar but less pronounced effect, with lower-income residents more likely to use non-driving modes. Children under age 16 most often traveled as passengers, while adults ages 55-64 had the highest rate of driving alone. Mode share was generally consistent throughout the day, with notable spikes in school bus and carpool travel during morning and afternoon school hours. For commute trips, driving alone prevailed across all areas, although transit use was most prevalent in the SEMCOG area. Most commuters stuck to their usual mode on travel days, with the greatest variability among those who typically bike. Among older adults without a driver's license, shared rides were the primary mode, though transit played a meaningful role for those ages 65-74, while adults age 85 and older relied almost exclusively on shared rides.

2.5 WHEN DO PEOPLE TRAVEL IN MICHIGAN?

Weekday travel varied modestly across the week in Michigan, with residents making the fewest trips on Mondays and the most trips on Thursdays (Table 85). Slightly over four-in-ten work trips departed during the traditional morning peak travel time (6:00-8:59 AM), with an additional 8% occurring before 6:00 AM (Table 86).

TABLE 85: TRIP RATE BY DAY OF WEEK

TRAVEL DAY OF WEEK	UNWEIGHTED PERSON DAY COUNT	MEAN	MEAN 95% CI
Monday	16,895	3.94	[3.82, 4.06]
Tuesday	19,907	4.16	[4.05, 4.27]
Wednesday	19,678	4.21	[4.11, 4.32]
Thursday	18,988	4.45	[4.33, 4.57]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 86: WORK TRIP DEPARTURE TIME

DEPARTURE TIME	UNWEIGHTED TRIP COUNT	PERCENT	PERCENT 95% CI
12 AM – 5:59 AM	2,604	8.4%	[7.8%, 9.1%]
6 AM – 8:59 AM	16,483	42.7%	[41.6%, 43.9%]
9 AM – 11:59 AM	8,282	17.3%	[16.5%, 18.1%]
12 PM – 2:59 PM	8,583	17.5%	[16.7%, 18.4%]
3 PM – 5:59 PM	4,789	9.6%	[9.0%, 10.3%]
6 PM – 8:59 PM	1,752	3.2%	[2.8%, 3.6%]
9 PM – 11:59 PM	603	1.2%	[1.0%, 1.4%]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

The typical weekday trip length was a little over 10 miles (mean) or under 4 miles (median), indicating that most trips were relatively short, with a small number of longer trips impacting the overall average length (Table 87). Households with lower income reported the longest average trip duration, with trips exceeding 34 minutes for households earning under $30,000. Travel time declined steadily as household income increased, with households earning $200,000+ traveling on average nearly 20 minutes per trip (Table 88).

TABLE 87: AVERAGE TRIP LENGTH (MILES)

UNWEIGHTED TRIP COUNT	MEAN	MEDIAN	MEAN 95% CI	MEDIAN 95% CI
276,897	10.28	3.78	[9.53, 11.03]	[3.68, 3.88]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 88: AVERAGE TRIP DURATION (MINUTES) BY HOUSEHOLD INCOME, ALL PURPOSES AND ALL MEANS OF TRAVEL

INCOME	UNWEIGHTED TRIP COUNT	MEAN	MEAN 95% CI
Under $30,000	34,751	24.26	[22.65, 25.87]
$30,000-$59,999	56,713	20.19	[19.37, 21.0]
$60,000-$74,999	30,175	20.01	[19.0, 21.03]
$75,000-$99,999	39,740	20.12	[18.8, 21.45]
$100,000-$199,999	72,430	19.73	[19.09, 20.37]
$200,000 or more	17,451	19.84	[18.94, 20.74]
Prefer not to answer	21,171	22.73	[21.3, 24.16]
Total	275,035	20.81	[20.39, 21.22]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

The average trip duration varied across the state from a low of 14.13 in Small Cities to a high of 26.49 in SEMCOG (Table 89).

TABLE 89: AVERAGE TRIP DURATION (MINUTES) BY AREA (VEHICLE WORK TRIPS BY WORKERS AGED 16+)

HOME GEOGRAPHY	UNWEIGHTED TRIP COUNT	MEAN	MEAN 95% CI
BCATS	534	17.7	[14.43, 20.97]
GCMPC	880	24.82	[21.41, 28.24]
GLBR	888	25.02	[19.17, 30.86]
GVMC	1,636	19.74	[17.9, 21.58]
JACTS	850	22.64	[19.09, 26.18]
KATS	922	23.27	[16.67, 29.87]
MACC	703	17.18	[14.42, 19.94]
Northern MI Rural	1,015	20.53	[17.58, 23.49]
SEMCOG	10,239	26.49	[25.34, 27.64]
Small Cities	1,220	14.13	[12.27, 15.98]
Southern MI Rural	1,163	19.35	[17.42, 21.28]
TCRPC	1,215	20.17	[17.88, 22.47]
TTCI	462	16.43	[13.42, 19.44]
TwinCATS	558	18.13	[13.73, 22.54]
WESTPLAN	738	18.2	[15.53, 20.87]
Total	23,237	23.2	[22.45, 23.95]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

Work/volunteer trips dominated vehicular travel during the morning peak hours (6-9 AM), followed by pick-up and drop-off and school, which aligned with morning travel patterns during the spring and fall seasons. Evening peak hours (3-6 PM) largely consisted of travel for shopping and errands and social- and recreational-related vehicle trips (Table 90).

TABLE 90: VEHICLE TRIPS BY PURPOSE, WEEKDAY PEAK PERIODS

PURPOSE	MORNING PEAK (6-9AM)	EVENING PEAK (3-6PM)
Work/Volunteer	48.3%	8.8%
School	16.0%	2.3%
Social and Recreation	7.0%	26.2%
Pick-up and Drop-off	18.9%	17.3%
Shopping and Errands	6.6%	34.0%
Other	3.1%	11.3%

All estimates are generated using linked trips and weighted data to represent the population of interest.

Conclusion: When people travel

Weekday travel times in Michigan were heavily influenced by traditional work schedules and other mandatory trips such as school and school-related activities (i.e., pick-up/drop-off). Peak period travel times were dominated by work and school travel, while afternoons and evenings were shaped by shopping, errands, and social activities. While most trips were relatively short in duration (less than 30 minutes on average), households with lower income experienced longer travel times, underscoring disparities in travel burden.

2.6 HOW OFTEN DO PEOPLE TRAVEL IN MICHIGAN?

The tables in this section, beginning with Table 91, convey how often people in Michigan travel. To do this, the analysis focuses on mean and median person trip rates, as well as frequencies of travel by selected person-level characteristics. All statistics in this section utilize person-days, meaning they are derived from weights applied to all eligible complete days.

Table 91 shows the mean and median person trip rate using weighted person-days falling on Mondays through Thursdays. These 75,468 trips represent more than 41 million trips made on a typical weekday in Michigan. The average Michigan resident made 4.2 trips on a typical travel day, with a median of 3.15 trips.

TABLE 91: AVERAGE PERSON TRIP RATE

WEIGHTED COUNT	MEAN	MEDIAN	MEAN 95% CI	MEDIAN 95% CI
41,279,832	4.20	3.15	[4.14, 4.26]	[3.15, 3.15]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

Table 92 presents the proportion of weighted travel days with recorded trips by age bracket. For the majority of age bins 80% or more days had trips recorded. The exceptions were the oldest and youngest members of the population, who tend to have the fewest mandatory trip activities.

TABLE 92: TRIP FREQUENCY BY AGE

AGE	DAYS WITH TRIPS	95% CI
0-4	75.6%	[71.8%, 79.0%]
5-15	91.1%	[89.5%, 92.6%]
16-17	87.5%	[83.8%, 90.4%]
18-24	83.0%	[80.9%, 84.9%]
25-34	87.4%	[86.1%, 88.6%]
35-44	89.8%	[88.7%, 90.8%]
45-54	87.9%	[86.6%, 89.2%]
55-64	87.2%	[86.0%, 88.3%]
65-74	83.5%	[82.4%, 84.6%]
75-84	78.4%	[76.4%, 80.3%]
85+	64.1%	[57.4%, 70.3%]

Note: CI = Confidence Interval
All estimates are generated using linked trips and weighted data to represent the population of interest.

Table 93 shows the same details as in Table 92 but instead of age, the proportion of trips made are grouped by employment status. Full-time workers and unpaid volunteers had the highest proportion of travel days with trips, whereas retirees and unemployed adults had the lowest proportions of days with trips.

TABLE 93: TRIP FREQUENCY BY EMPLOYMENT

EMPLOYMENT	DAYS WITH TRIPS	95% CI
Employed full-time (paid)	91.2%	[90.6%, 91.8%]
Employed part-time (paid)	88.4%	[86.9%, 89.8%]
Self-employed	82.7%	[78.8%, 86.0%]
Employed, but not currently working	81.0%	[74.2%, 86.3%]
Unpaid volunteer or intern	90.0%	[85.3%, 93.4%]
Retired	79.8%	[78.7%, 80.8%]
Not employed and not looking for work	77.5%	[75.5%, 79.5%]
Unemployed and looking for work	74.9%	[71.6%, 78.0%]

Note: CI = Confidence Interval
All estimates are generated using linked trips and weighted data to represent the population of interest.

Table 94 examines the number of minutes spent driving versus total minutes spent in a vehicle as either a passenger or driver. Workers spent 1 hour and 15 minutes a day driving, with an added 13 minutes for a total of 1 hour and 28 minutes when including passenger travel. On average, non-workers spent under an hour per day driving, and almost 20 minutes a day as a passenger.

TABLE 94: MINUTES PER WEEKDAY SPENT IN VEHICLES BY WORKER STATUS

WORKER STATUS	DRIVING MINS PER DAY	DRIVING MINS 95% CI	VEH MINS PER DAY	VEH MINS 95% CI
Worker	75.65	[72.97, 78.33]	88.18	[85.02, 91.34]
Not a Worker (16+)	53.46	[51.06, 55.86]	72.84	[69.97, 75.70]
Children	0.00	[0.00, 0.00]	48.14	[42.39, 53.90]
Total	54.52	[52.89, 56.14]	75.90	[73.45, 78.35]

Note: CI = Confidence Interval
All estimates are generated using linked trips and weighted data to represent the population of interest.

Conclusion: How often people travel

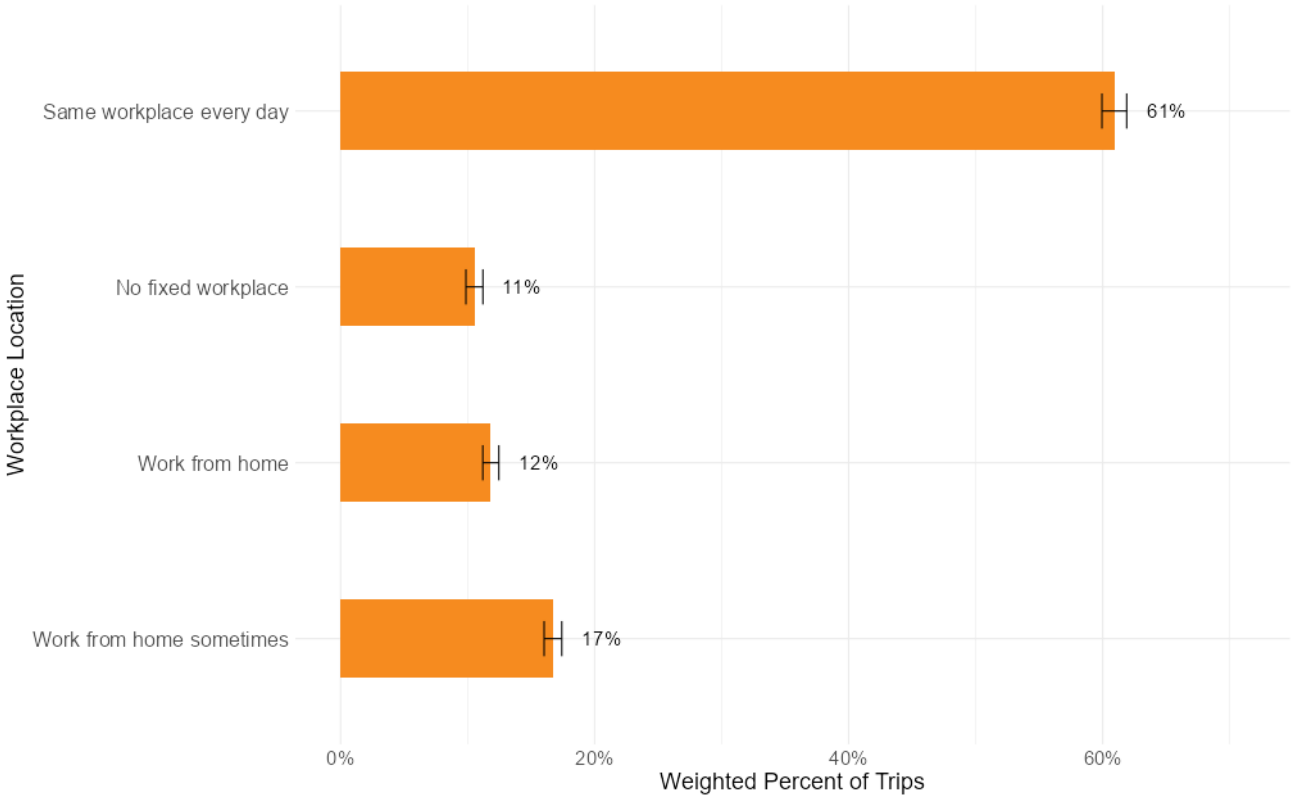
On a typical weekday, nearly all Michigan residents made at least one trip, averaging just over four trips per day. Workers spent more than an hour traveling each day, while non-workers drove themselves for an average of 53 minutes. Children spent just over 48 minutes per day being escorted to and from activities. Overall, these findings highlight the strong influence of age and life stage on the amount of time spent traveling each day.

2.7 WHERE DO PEOPLE TRAVEL IN MICHIGAN?

The data collected in MTC4 have rich location details, enabling assessment of precisely where Michigan residents are traveling on a typical day and a selection of these are shown in Table 95 through Table 97. Table 95 focuses on workers, showing most workers (60.9%) still traveled to a single fixed location on a typical weekday. Working from home (telework) comprised the next highest share of workers (16.7%) with an additional 11.8% who reported working from home sometimes. The work location results largely corroborate how frequently Michigan residents telework (Table 53), where roughly 1-in-10 workers telework 5+ days a week. Compared to MTC3 data, we see that those who reported working from home as their main work location increased from 6% in MTC3 to 16.7% today.

Table 96 shows how far Michigan residents traveled on average for different purposes, revealing that the longest average distances were covered for work-related and social/recreational activities. Table 97 focuses on travel for healthcare related activities in the geographic areas of focus for MDOT, indicating that rural residents in Michigan (i.e., those residing in Southern Michigan Rural, Northern Michigan Rural, and Small Cities) often had to travel as much as twice the distance of residents in suburban and urban areas.

FIGURE 15: WORKPLACE LOCATION



Note: Bars on estimates represent the range of the Confidence Interval (CI) shown in the next table enabling visual separation of overlapping estimates and discernment of actual statistical differences between two estimates. If the CI's overlap, then an actual difference cannot be safely assumed.

TABLE 95: WORKPLACE LOCATION

WORK LOCATION	UNWEIGHTED PERSON COUNT	PERCENT	PERCENT 95% CI
Same Workplace Every Day	12,010	60.9%	[59.8%, 62.0%]
No Fixed Workplace	2,435	10.5%	[9.9%, 11.3%]
Work From Home	2,757	11.8%	[11.2%, 12.5%]
Work From Home Sometimes	4,056	16.7%	[16.0%, 17.5%]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the

TABLE 96: TRIP DISTANCE (MILES) BY DESTINATION PURPOSE

PURPOSE	UNWEIGHTED TRIP COUNT	MEAN	MEDIAN	MEAN 95% CI	MEDIAN 95% CI
Home	83,190	9.56	4.14	[8.6, 10.52]	[4.03, 4.24]
Work	23,413	10.86	6.34	[10.33, 11.38]	[6.09, 6.59]
Work-Related	19,601	16.41	4.74	[12.32, 20.51]	[4.72, 4.76]
School	6,217	5.54	2.86	[4.88, 6.2]	[2.82, 2.89]
School-Related	649	8.41	3.56	[6.19, 10.63]	[3.28, 3.85]
Escort	16,933	7.61	3.74	[6.89, 8.34]	[3.72, 3.77]
Shopping	39,495	6.44	2.66	[5.8, 7.08]	[2.65, 2.67]
Meal	23,765	9.29	2.66	[7.18, 11.39]	[2.65, 2.68]
Social/Recreation	24,605	14.73	3.58	[10.66, 18.79]	[3.17, 3.98]
Errand	19,876	9.32	3.93	[7.82, 10.83]	[3.55, 4.3]
Overnight	11,815	28.33	5.23	[21.48, 35.18]	[4.95, 5.5]
Other	6,206	11.81	3.97	[9.95, 13.67]	[3.94, 4.0]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

TABLE 97: AVERAGE TRIP DISTANCE (MILES) TO ACCESS HEALTH CARE BY AREA

GEOGRAPHY	UNWEIGHTED TRIP COUNT	MEAN	MEAN 95% CI
BCATS	249	8.23	[4.79, 11.67]
GCMPC	418	9.42	[7.52, 11.31]
GLBR	464	7.91	[5.46, 10.35]
GVMC	712	9.44	[4.50, 14.39]
JACTS	400	8.16	[6.04, 10.27]
KATS	336	8.27	[5.44, 11.10]
MACC	401	8.77	[5.88, 11.66]
Northern MI Rural	641	16.92	[13.57, 20.26]
SEMCOG	4,567	9.30	[8.60, 10.00]
Small Cities	533	13.03	[5.70, 20.36]
Southern MI Rural	616	16.18	[10.58, 21.78]
TCRPC	590	8.75	[6.58, 10.92]
TTCI	232	4.35	[2.91, 5.79]
TwinCATS	213	9.22	[5.54, 12.90]
WESTPLAN	418	5.82	[3.78, 7.87]
Total	10,790	10.65	[9.72, 11.58]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.

Conclusion: Where people travel

The data on where Michigan residents travel on a typical day offers a wealth of possible analytical opportunities. The data shows clear differences across the state for accessing the important functions and services that state residents require. Whereas the tables in this section focused on broad purposes and healthcare activities, further analysis of this dataset is likely to reveal differences related to socioeconomic status for access to other crucial activities including school and commerce.

2.8 WHO MAKES LONG-DISTANCE TRIPS IN MICHIGAN, AND HOW, WHY, AND WHERE DO THEY TRAVEL?

MTC4 focused on local daily travel activities, but longer distance travel in the state is an important travel activity not well understood through local daily travel surveys. As such, some respondents who (1) completed the seven-day travel diary, (2) agreed to be recontacted, and (3) provided an email address, were invited to participate in a long-distance survey for six months.

This approach significantly differed from the MTC3 methods, which asked each person to recall the prior 90-day period and report trips they made exceeding 100 miles from home. The MTC4 methods used a variation of rMove called FarMove to collect trips greater than 40 miles in real-time and prompted users to answer questions about the detected trips. MTC4 participants also answered monthly follow-up surveys to confirm whether trips had been made in the prior month.

The following tables are oriented around the MTC4 design, with a weighting procedure applied to produce population-level estimates of long-distance travel in the state. The data is weighted at the person-level, aligned with the survey structure. The weighting does not control for multiple participants in the same household; each person is treated as if they came from their own household. Only participants aged 18 or older were invited to participate in long-distance survey. Weights were divided by the number of months participating such that the total months sum to the person weight, and the total for all months sum to the adult population of the state. Targets were aggregated in the long-distance weighting to account for the much smaller sample size.

In total, 2,287 people participated in the long-distance survey, collecting 42,193 trips of which 14,444 were greater than 100 miles from the origin location. To remain consistent and comparable to data from MTC3, the following summaries utilize 100 miles as the minimum distance to qualify as long-distance travel.

Table 98 shows the weighted estimate of Michigan residents who made zero long-distance trips in a 6-month period. The differ between MTC3 and MTC4 are likely a function of both methodological differences and real differences in travel behavior.

TABLE 98: WEIGHTED PERCENT OF PERSONS WITH ZERO LONG-DISTANCE TRIPS (100 MILES OR MORE) BY REGION

REGION	MTC3	MTC4	95% CI
BCATS	N/A	19.4%*	[3.1, 35.8]
GCMPC	N/A	46.3%	[31.9, 60.7]
GLBR	38.0%	33.1%	[20.0, 46.2]
GVMC	N/A	28.7%	[20.0, 37.4]
JACTS	N/A	39.1%	[23.9, 54.2]
KATS	38.5%	35.5%	[22.4, 48.7]
MACC	47.5%	24.1%	[12.3, 35.8]
Northern MI Rural	35.6%	36.9%	[25.3, 48.4]
SEMCOG	40.3%	32.6%	[27.2, 38.1]
Small Cities	43.8%	27.7%	[17.0, 38.4]
Southern MI Rural	28.9%	27.2%	[16.5, 37.8]
TCRPC	N/A	32.3%	[22.5, 42.1]
TTCI	N/A	13.6%*	[2.7, 24.4]
TwinCATS	43.0%	17.0%*	[2.9, 31.1]
WESTPLAN	N/A	34.2%	[19.7, 48.7]
Total	**43.80%**	**31.9%**	

Note: Percentages and totals are weighted using the relevant person or trip weight.
CI - Confidence intervals are approximate 95% intervals.
* indicates RSE > 30%;
** indicates RSE > 50% or unweighted N < 10.

Figure 16 and Table 99 show the share of long-distance trips, grouped by trip purpose. Leisure trips comprised nearly 40% of the total of trips made. Nearly 20% of long-distance trips were classified as a social purpose. A total of 11.4% of all trips were made for work related activities (Business at 8.1% and Commuting at 3.3%). These were not compared to results from MTC3 due to substantive differences in the purpose categories.

FIGURE 16: WEIGHTED PURPOSE OF LONG-DISTANCE TRAVEL

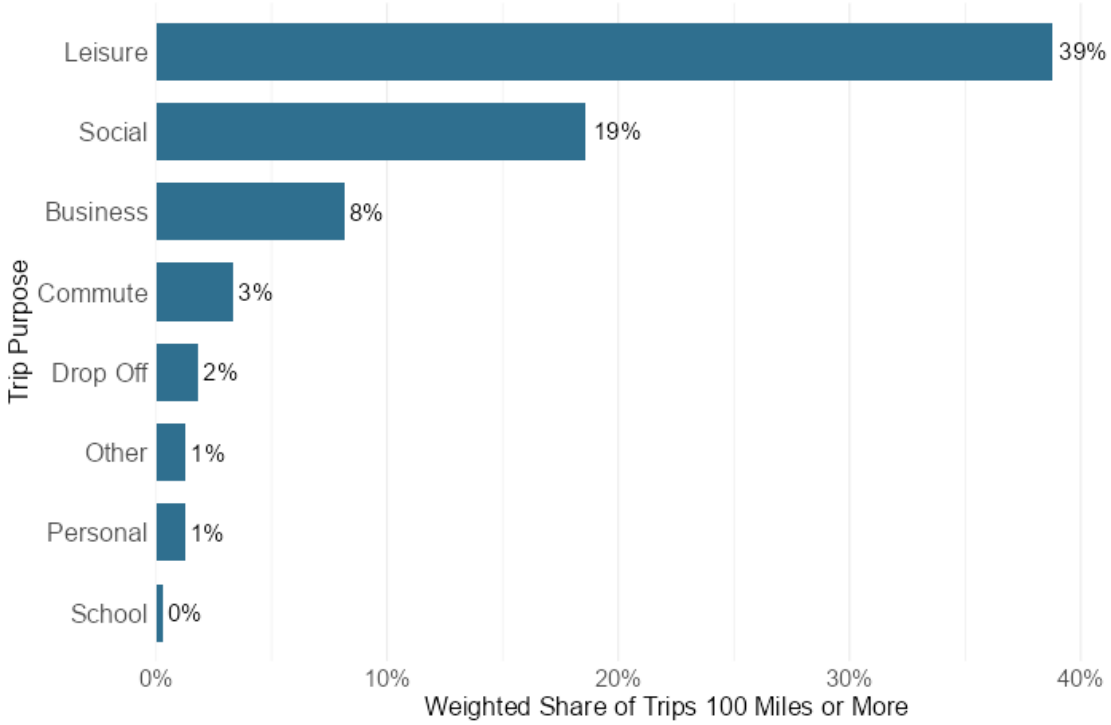


TABLE 99: WEIGHTED COUNT AND PERCENT OF PURPOSE OF LONG-DISTANCE TRAVEL

TRIP PURPOSE	COUNT	PERCENT	95% CI
Social	1,894,944	18.6%	[17.4, 19.8]
Home	2,700,421	26.5%	[25.2, 27.8]
Other	130,066	1.3%	[0.9, 1.6]
Leisure	3,948,857	38.8%	[37.3, 40.2]
Personal	128,421	1.3%	[0.9, 1.6]
Business	829,945	8.1%	[7.3, 9.0]
Drop Off	186,847	1.8%	[1.4, 2.2]
Commute	340,838	3.3%	[2.8, 3.9]
School	28,206	0.3%	[0.1, 0.4]
Total	**10,188,546**	**100.0%**	

Note: Trips with more than one purpose selected are counted in each purpose category using trip weights.
Trips with no purpose selected and trips under 100 miles are excluded.
CI - Confidence intervals are approximate 95% intervals.
* indicates RSE > 30%; ** indicates RSE > 50% or unweighted N < 10.

The data in Figure 17 and Table 100 provide the long-distance mode share, showing most MTC4 long-distance trips were made by personal or other vehicle. The shares are comparable to MTC3 when combining "own" and "other" vehicle trips with 81.1% of trips in MTC4 and 83.9% in MTC3 constituting travel made with a vehicle.

FIGURE 17: WEIGHTED MODE SHARE OF LONG-DISTANCE TRAVEL

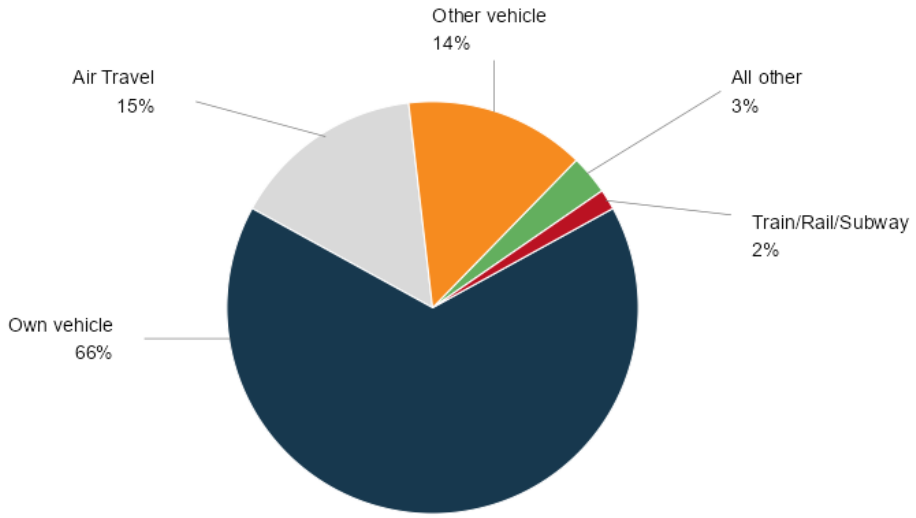


TABLE 100: WEIGHTED PERCENT OF TRIPS BY MODE OF LONG-DISTANCE TRAVEL

MEANS OF TRAVEL	MTC3	MTC4	95% CI
Own vehicle	83.9%[1]	66.0%	[64.4, 67.5]
Other vehicle		15.1%	[14.0, 16.3]
Airplane/Helicopter	13.4%	14.2%	[13.0, 15.3]
Bus/Shuttle	1.6%	1.6%	[1.2, 2.0]
Ferry/Water Taxi/Boat	0.2%	1.5%	[1.1, 1.9]
Train/Rail/Subway	0.8%	1.5%	[1.1, 1.9]
Walk and/or Bike	N/A	-.-**	[0.0, 0.1]
Total	**100.0%**	**100.0%**	

Note: Weighted trips with no mode selected and trips under 100 miles have been excluded. Percentages and totals are weighted using the relevant person or trip weight.
CI - Confidence intervals are approximate 95% intervals.
* indicates RSE > 30%; ** indicates RSE > 50% or unweighted N < 10.
[1] MTC3 data did not distinguish between *Own vehicle* and *Other vehicle*.

FIGURE 18: WEIGHTED MEAN DISTANCE IN MILES BY MEANS OF TRAVEL

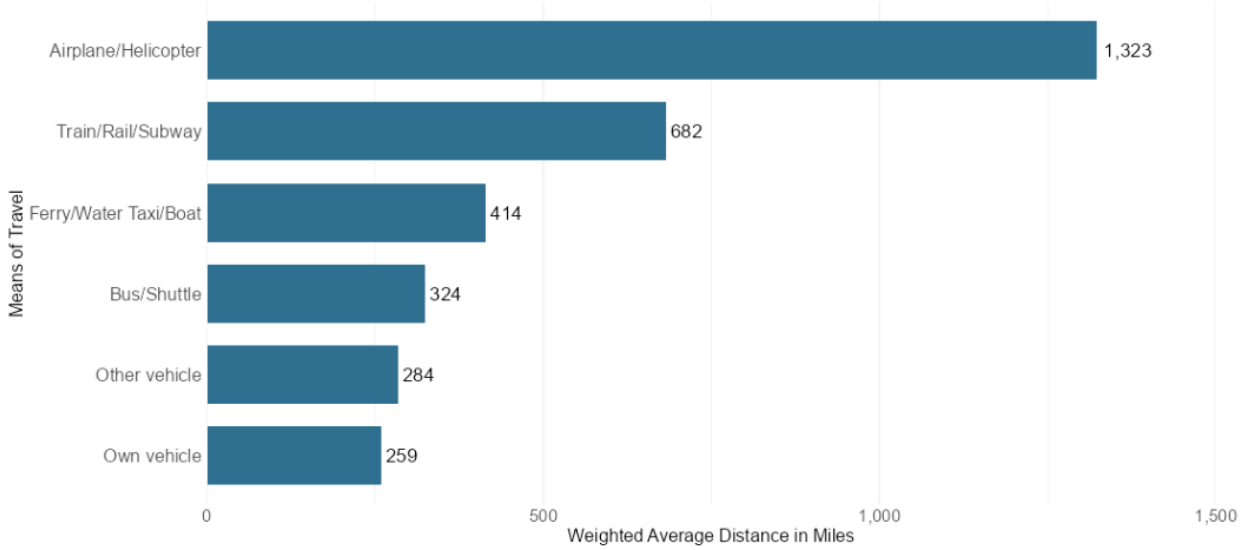


TABLE 101: WEIGHTED MEAN DISTANCE IN MILES BY MEANS OF TRAVEL

MEANS OF TRAVEL	MTC3	MTC4	95% CI
Own vehicle	241.8	258.5	[243.8, 273.3]
Airplane/Helicopter	1,410.5	1,322.9	[1208.6, 1437.2]
Other vehicle	N/A	283.5	[246.2, 320.9]
Train/Rail/Subway	433.4	682.3	[321.8, 1042.8]
Bus/Shuttle	374.5	324.4	[180.1, 468.8]
Ferry/Water Taxi/Boat	N/A	414.4	[338.9, 489.9]
Walk and/or Bike	N/A	--**,^	--^
Total	**--**	**434**	[408.9, 459.1]

Note: Weighted averages exclude trips with no mode selected, no value for distance_miles, or trips under 100 miles. Percentages and totals are weighted using the relevant person or trip weight.
CI - Confidence intervals are approximate 95% intervals.
* indicates RSE > 30%; ** indicates RSE > 50% or unweighted N < 10.
^ Estimate suppressed due to small sample size in unweighted sample (fewer than 30 responses).

Data in Figure 18 and Table 101 show average long-distance trip distances summarized by mode of travel. Compared to MTC3, the distances are consistent with the exception of Train trips, which cover 250 miles more in MTC4 than the prior MTC3 results. Figure 19 and Table 102 show trips rates of long-distance trips by income, with the most trips made by people in households earning $200,000 or more at 7.3 trips in the 6-months period.

FIGURE 19: WEIGHTED MEAN NUMBER OF LONG-DISTANCE TRIPS IN THE LAST 6 MONTHS BY HOUSEHOLD INCOME

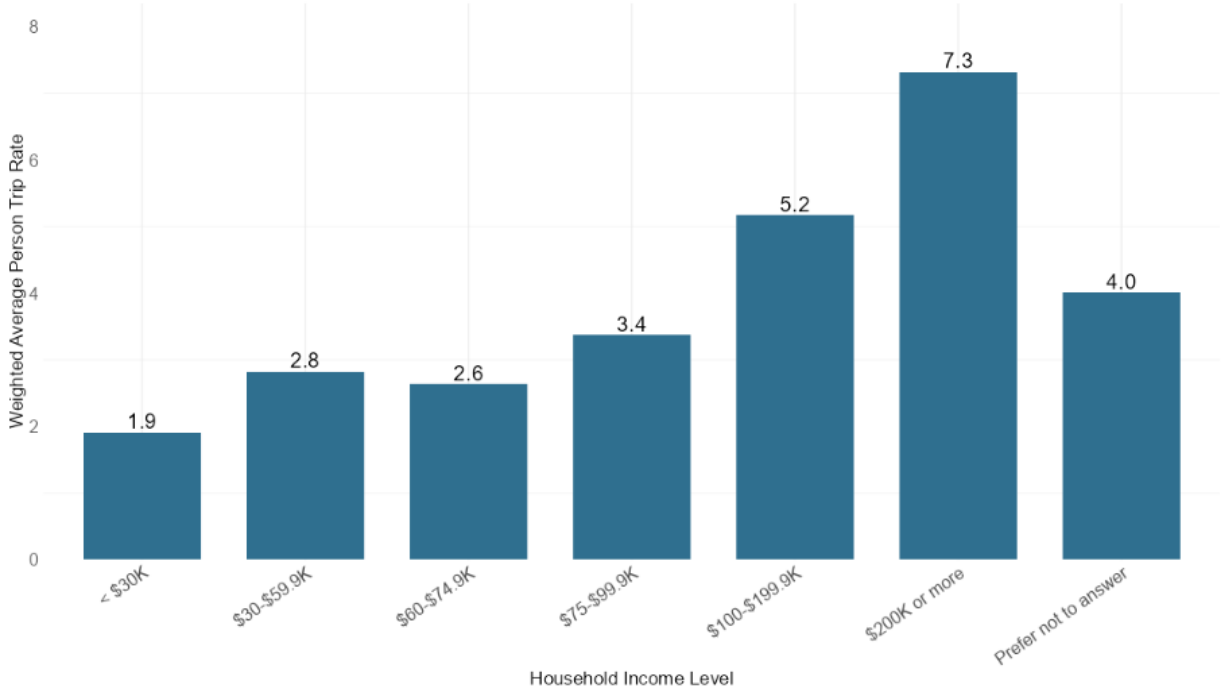


TABLE 102: WEIGHTED MEAN NUMBER OF LONG-DISTANCE TRIPS MADE BY PEOPLE IN THE 6 MONTHS PERIOD GROUPED BY HOUSEHOLD INCOME

HOUSEHOLD INCOME	PERSONS	TRIPS	PERSON TRIP RATE	95% CI
Under $30,000	1,387,905	2,644,870	1.9	[1.0, 2.8]
$30,000-$59,999	1,258,741	3,550,730	2.8	[1.6, 4.1]
$60,000-$74,999	699,121	1,843,464	2.6	[1.5, 3.8]
$75,000-$99,999	1,114,644	3,753,848	3.4	[2.2, 4.6]
$100,000-$199,999	2,268,144	11,737,636	5.2	[4.4, 6.0]
$200,000 or more	588,118	4,307,182	7.3	[5.3, 9.4]
Prefer not to answer	385,028	1,542,414	4.0	[1.9, 6.1]
Total	**7,701,701**	**29,380,144**	**5.0**	[3.4, 4.3]

Note: Average person trip rates are weighted using person_weight. Total person trips are calculated as the sum of person_weight multiplied by each person's 100-mile trip count. Percentages and totals are weighted using the relevant person or trip weight.
CI - Confidence intervals are approximate 95% intervals.

FIGURE 20: WEIGHTED PERCENT OF PEOPLE WHO TRAVELED 100 MILES OR MORE IN THE LAST 6 MONTHS OF DATA BY HOUSEHOLD LIFECYCLE

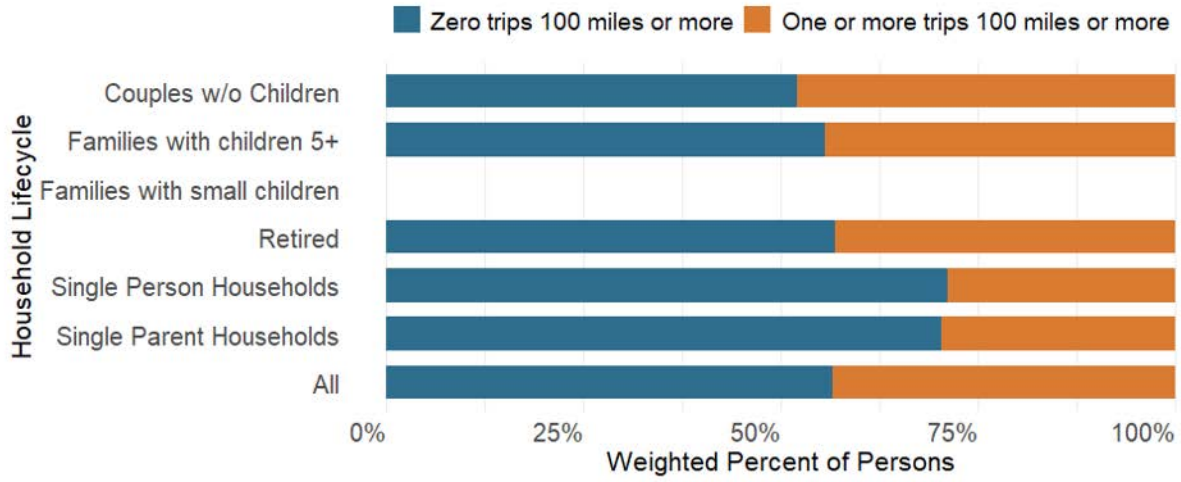


TABLE 103: WEIGHTED COUNT AND PERCENT OF PEOPLE WHO TRAVELED 100 MILES OR MORE IN THE 6 MONTHS OF DATA COLLECTION, GROUPED BY HOUSEHOLD LIFECYCLE

LIFECYCLE	PERSONS	COUNT WITH LD TRAVEL	PERCENT WITH LD TRAVEL	95% CI
Couples w/o Children	3,340,915	1,882,166	56.3%	[51.0, 61.7]
Families with children 5+	2,188,160	1,171,198	53.5%	[47.0, 60.0]
Families with small children	145,776	57,571	-.-**	[11.1, 67.9]
Retired	553,538	280,134	50.6%	[35.5, 65.7]
Single Person Households	1,268,613	545,720	43.0%	[35.0, 51.1]
Single Parent Households	474,102	213,737	45.1%	[30.0, 60.1]
All	**7,701,701**	**4,050,402**	**52.6%**	**[49.1, 56.1]**

Note: Lifecycle groups are person level but household-derived and not mutually exclusive. People may appear in multiple household lifecycle rows; 'All' includes every person. Percentages are based on weighted persons. Percentages and totals are weighted using the relevant person or trip weight.
CI - Confidence intervals are approximate 95% intervals.
* indicates RSE > 30%;
** indicates RSE > 50% or unweighted N < 10.

Figure 20 and Table 103 show the percent of households making long-distance trips, grouped by household lifecycle. Families with small children are least likely to make long-distance trips with only 39.5% taking a long-distance trip in the observed six-month period. Couples without children are more likely to make long-distance trips at 56.3%.

Table 104, Figure 21, and Table 105 show the proportion of trips to destination countries or states. Most long-distance trips made by Michigan residents occur within the United States at 93.9%. Trips to Canada or Mexico comprise just under 2.0% of trips and all other international locations comprise the balance.

For trips constrained to interstate travel, the data shows most residents remained within Michigan to make their long-distance travel (83.7%). This represents a marked increase from MTC3 where just 53.3% of travelers stayed within Michigan. Neighboring Illinois and Ohio were top destinations in both MTC3 and MTC4.

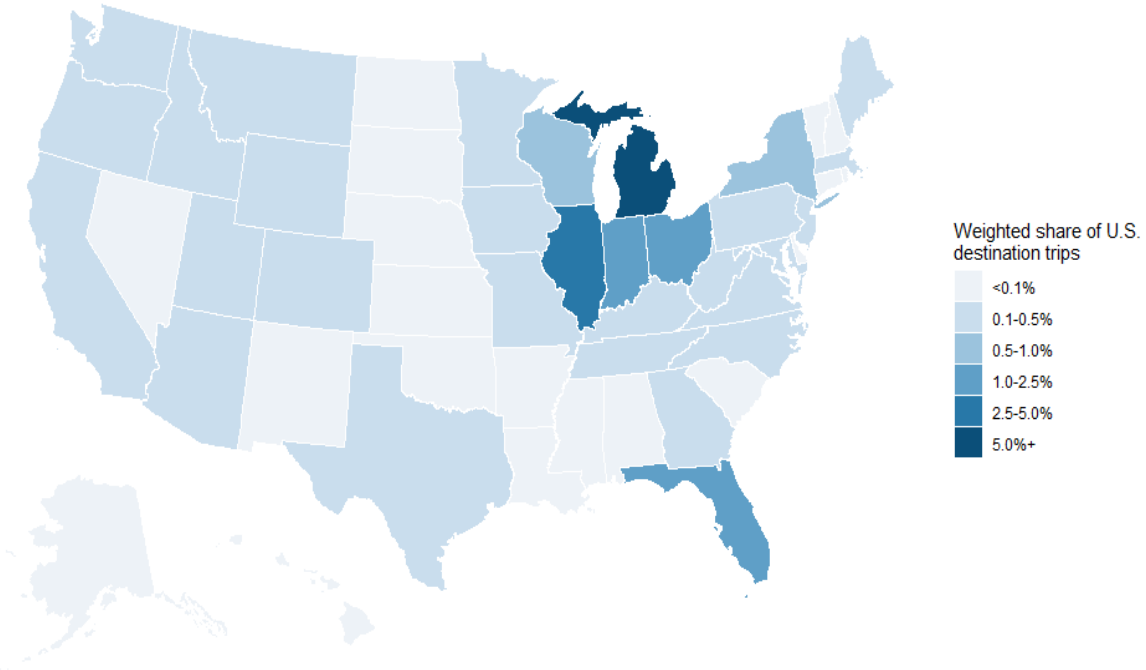
Differences in these distributions between MTC3 and MTC4 could be a function of actual behavioral changes, but caution is recommended when interpreting this conclusion given the methodological changes between the two data collections.

TABLE 104: WEIGHTED PERCENT OF TRIPS 100 MILES OR MORE BY COUNTRY OF DESTINATION (WEIGHTED N = 9,139,896 TRIPS)

COUNTRY OF DESTINATION	MTC3 %	MTC4 %	95% CI
United States	96.9%	93.9%	[93.2, 94.7]
Canada	1.6%	1.7%	[1.3, 2.1]
Mexico	0.2%	0.2%*	[0.0, 0.3]
All other	1.4%	4.2%	[3.6, 4.9]
Total	**100.0%**	**100.0%**	

Note: Table displays the United States, Canada, and Mexico. Other destination countries are grouped as 'All other'. Counts and percentages are weighted using trip_weight. Percentages and totals are weighted using trip_weight.
CI - Confidence intervals are approximate 95% intervals based on trip-level records with matched destination countries.
* indicates RSE > 30%;
** indicates RSE > 50% or unweighted N < 10.

FIGURE 21: PERCENT OF LONG-DISTANCE TRIPS BY STATE OF DESTINATION (U.S. TRIPS ONLY)



Note: U.S. Destination trips only. States with no matched destination trips are shown in gray. Percentages are weighted using *trip_weight*.

TABLE 105: WEIGHTED PERCENT OF LONG-DISTANCE TRIPS BY STATE OF DESTINATION (U.S. TRIPS ONLY. N = 8,662,756 TRIPS)

STATE OF DESTINATION	MTC3 %	MTC4 %	95% CI
Michigan	53.3%	71.0%	[69.4, 72.5]
Illinois	6.4%	4.2%	[3.6, 4.9]
Ohio	5.8%	3.9%	[3.2, 4.5]
Indiana	4.0%	3.2%	[2.6, 3.8]
Florida	6.0%	3.0%	[2.5, 3.6]
All other	24.5%	14.7%	--
Total	**100.0%**	**100.0%**	

Note: States representing less than 1.0% of weighted U.S. destination trips 100 miles or more are grouped into 'All other'. Percentages and totals are weighted using trip_weight. Confidence intervals are approximate 95% intervals based on trip-level records with matched U.S. destination states.

Conclusion: Long-distance travel

Long-distance travel is an important but oft-overlooked aspect of travel in the state of Michigan. While the MTC3 and MTC4 methods differed, there are still opportunities to understand how long-distance travel behaviors have changed in the decade since the last long-distance survey was administered.

One aspect of long-distance travel that remained consistent despite survey design and temporal changes is that most travel for longer distances is made by wealthier residents using personal vehicles. One notable difference between iterations of the survey is that MTC4 shows the lowest amount of activity occurring in households with young children whereas MTC3 showed that single-parent and single-person households were least active in long-distance travel. Interpreting this difference should be done while noting the methodological changes between iterations of the survey.

The data in MTC4 provide insights into the travel characteristics of long-distance trip making in the State. This data can help analysts of travel behavior in the state to gain insights into a travel segment that is not typically captured via traditional daily surveys, and provides sociodemographic context that is not available in passive data connected to long-distance travel characteristics.

2.9 TRANSPORTATION INSECURITY

The Michigan Travel Counts survey included questions from the Transportation Security Index (TSI), a validated measure of transportation insecurity developed by University of Michigan

researchers.[2] Modeled after the Food Security Index, the TSI captured individuals' experiences with transportation hardship, such as being unable to move from place to place in a safe or timely manner due to lack of resources. MTC4 incorporated TSI-3, the validated 3-question Transportation Security Index, into the survey prior to the 2025 data collection, and results are not available for the following geographies: BCATS, TwinCATS, GLBR, and KATS.

TSI-3 Survey Questions

(1) In the past 30 days, how often did you skip going somewhere because of a problem with transportation?
   - Often
   - Sometimes
   - Never

(2) In the past 30 days, how often were you not able to leave the house when you wanted to because of a problem with transportation?
   - Often
   - Sometimes
   - Never

(3) In the past 30 days, how often did problems with transportation affect your relationship with others?
   - Often
   - Sometimes
   - Never

About 14% of adults experienced transportation insecurity in Michigan, with the residents in SEMCOG (15.2%) and JACTS (14.2%) experiencing the greatest insecurity (Table 106). Overall, Michigan residents experienced lower transportation insecurity than adults nationally, where nearly one-quarter experienced insecurity, according to a nationally representative study conducted in 2018.[3]

[2] https://transportation-insecurity.umich.edu/transportation-security-index/
[3] https://poverty.umich.edu/2022/09/15/u-m-study-finds-1-in-4-four-adults-experience-transportation-insecurity/. The 2018 survey used the 16-item TSI measure, compared to MTC4's 3-item instrument. The 2018 survey results are among adults age 25+, while the MTC4 survey was among adults age 18+.

TABLE 106: TRANSPORTATION SECURITY INDEX (TSI-3)

GEOGRAPHY	UNWEIGHTED PERSON COUNT	% SECURE	% INSECURE	% SECURE 95% CI	% INSECURE 95% CI
GCMPC	778	90.7%	9.3%	[86.8%, 93.5%]	[6.5%, 13.2%]
GVMC	1,366	89.7%	10.3%	[86.5%, 92.2%]	[7.8%, 13.5%]
JACTS	679	85.8%	14.2%	[78.8%, 90.9%]	[9.1%, 21.2%]
MACC	650	92.3%	7.7%	[87.5%, 95.4%]	[4.6%, 12.5%]
Northern MI Rural	1,237	88.3%	11.7%	[84.9%, 91.1%]	[8.9%, 15.1%]
SEMCOG	17,940	84.8%	15.2%	[83.7%, 85.9%]	[14.1%, 16.3%]
Small Cities	884	89.1%	10.9%	[84.7%, 92.3%]	[7.7%, 15.3%]
Southern MI Rural	1,248	88.5%	11.5%	[84.7%, 91.5%]	[8.5%, 15.3%]
TCRPC	871	91.4%	8.6%	[88.3%, 93.8%]	[6.2%, 11.7%]
TTCI	355	95.7%	4.3%	[91.6%, 97.8%]	[2.2%, 8.4%]*
WESTPLAN	491	95.0%	5.0%	[91.0%, 97.3%]	[2.7%, 9.0%]*
Total	26,499	86.4%	13.6%	[85.5%, 87.2%]	[12.8%, 14.5%]

Note: CI = Confidence Interval
Counts are unweighted household/person/trips and are provided for context on base sample sizes.
All estimates are generated using linked trips and weighted data to represent the population of interest.
* Unstable estimate (RSE is greater than 30% but less than 50%); result should be interpreted with caution.

2.10 HOW HAVE TRAVEL CHARACTERISTICS CHANGED AS A WHOLE?

Since the last Michigan Travel Counts study in 2015, travel has changed due to broader social, economic, and technological shifts. The COVID-19 pandemic interrupted travel and commute patterns, and a sustained growth in e-commerce, delivery services, and app-based mobility options impacted travel and mode choices. This section compares travel behavior between the two periods: 2015 vs 2025.

A note about methodological changes from MTC3 to MTC4: Differences between MTC3 and MTC4 results should be interpreted with caution due to substantial methodological changes, including the use of multi-day, GPS-enabled travel diaries in MTC4 compared to primarily single-day recall surveys in MTC3. The approach in MTC4 was more effective at capturing short, discretionary, and non-mandatory trips, and included weighting to account for survey mode and reporting bias. As a result, observed changes in trip rates, mode share, and zero-trip days reflect both real changes in travel behavior over time and improvements in data collection and correction methods.

All trip data in this section is based on unlinked trips, whereas the rest of the report presents results using *linked* trips. The 2015 MTC3 data were available only at the unlinked trip level. Therefore 2025 results in this section were adjusted for comparability between survey years. Linked trips, which are unlinked trips joined together, most closely correspond to a layperson's

understanding of a “trip.” Linked trips may consist of multiple “legs” of a trip, i.e., mode types, but are ultimately for the same trip journey purpose and destination. Throughout this section comparing the MTC4 results to MTC3, a ^ symbol (caret) indicates a significant difference between 2015 and 2025 results. A difference is considered statistically significant when it exceeds the margin of error, or when the confidence intervals around two results do not overlap. If results do fall within the margin of error, they reflect normal sampling variability and should be interpreted with caution rather than as true change between 2015 and 2025.

Adults age 18+ made more weekday trips in 2025 than 2015, while travel among 16-17-year-olds declined. The decrease in travel for the 16-17 age cohort was primarily driven by females, whose average weekday trip rates fell by more than a quarter in the last decade. In contrast, the increased travel among adults was observed in both males and females. By employment status, workers (including self-employed), students, and retirees traveled more in 2025 than a decade earlier, while trip rates among non-workers remained largely unchanged. (Table 107 through Table 109).

TABLE 107: COMPARED TO MTC3: TRIP RATE BY AGE

AGE	2015 TRIP RATE	2025 TRIP RATE
0-4 years	2.8	2.7
5-15 years	3.2	3.0
16-17 years	3.2	2.7^
18-64 years	4.0	4.7^
65-74 years	4.3	4.8^
75+ years	3.5	4.2^

Estimates are generated using unlinked trips and weighted data to represent the population of interest.
^ indicates a significant difference between 2015 and 2025 results.

TABLE 108: COMPARED TO MTC3: TRIP RATE BY AGE X GENDER

GENDER	AGE	2015 TRIP RATE	2025 TRIP RATE
Female	0-4 years	2.9	2.6
Female	5-15 years	3.3	3.1
Female	16-17 years	3.4	2.5^
Female	18-64 years	4.2	4.9^
Female	65-74 years	4.2	4.7^
Female	75+ years	3.3	4.0^
Female	**All age groups**	**3.9**	**4.4**
Male	0-4 years	2.6	2.8
Male	5-15 years	3.1	3.0
Male	16-17 years	3.0	2.9
Male	18-64 years	3.7	4.5^
Male	65-74 years	4.3	4.8^
Male	75+ years	3.7	4.4^
Male	**All age groups**	**3.6**	**4.2**

Counts are from unweighted trips and are provided for context on base sample sizes.
Estimates are generated using unlinked trips and weighted data to represent the population of interest.
^ indicates a significant difference between 2015 and 2025 results.

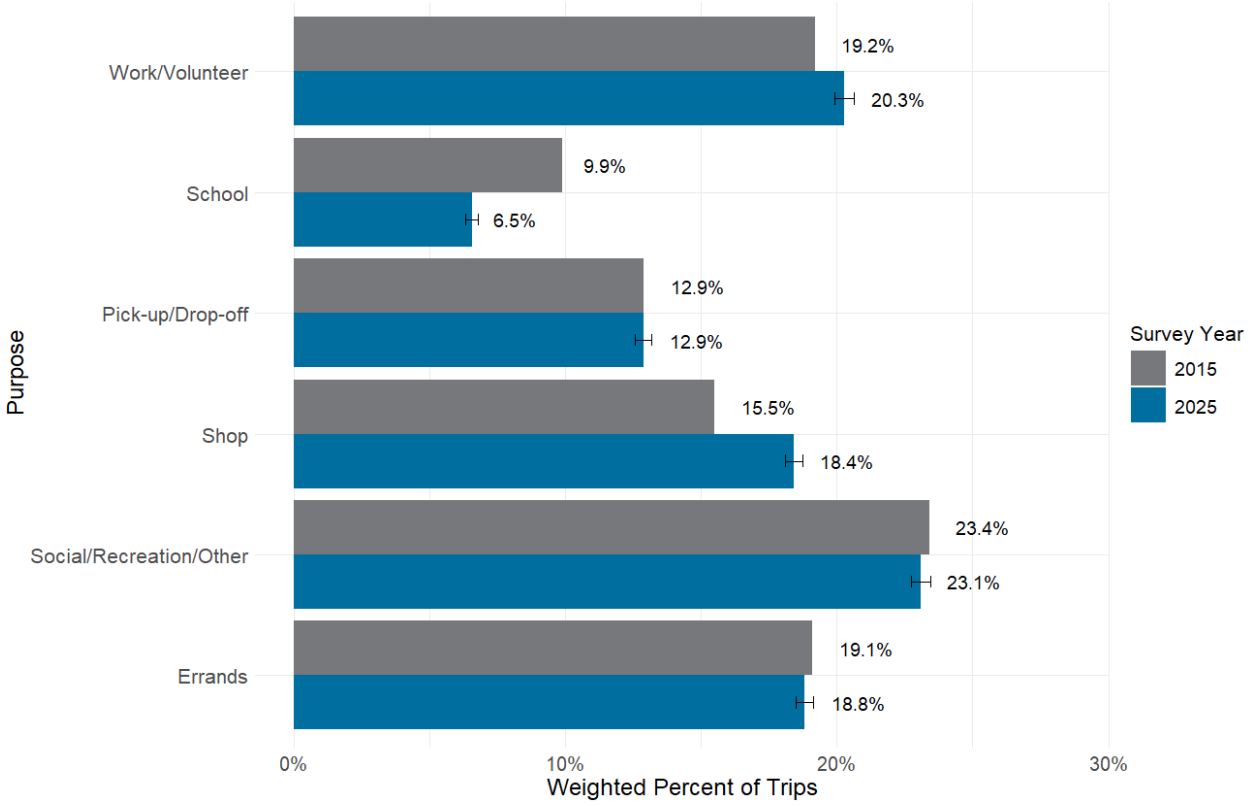
TABLE 109: COMPARED TO MTC3: TRIP RATE BY WORKER STATUS

WORKER STATUS	2015 TRIP RATE	2025 TRIP RATE
Worker, including self employed	4.1	4.8^
Retired	4.2	4.7^
Unemployed but looking for work	3.5	3.9
Unemployed, not seeking employment (e.g., homemaker)	3.9	4.0
Student (part-time or full-time)	3.0	4.0^
Disabled non-worker	3.3	3.6
Something else	4.1	3.0

Estimates are generated using unlinked trips and weighted data to represent the population of interest.
^ indicates a significant difference between 2015 and 2025 results.

In 2025, work or volunteer travel, errands, and shopping were the three most common reasons for travel, with work/volunteer replacing social/recreational travel in the top three in 2015. The share of trips made for work or volunteer activities has remained steady between the two data collection periods with significant differences occurring for school and shopping trips (Figure 22 and Table 110). The increase in shopping trips is consistent with data observed in other markets, but may also be explained by methodological differences between years with 2025 methods resulting in better detection of short shopping trips that may have been missed in the 2015 design.

FIGURE 22: COMPARED TO MTC3: PURPOSE



Note: Bars on estimates represent the range of the Confidence Interval (CI) shown in the next table enabling visual separation of overlapping estimates and discernment of actual statistical differences between two estimates. If the CI's overlap, then an actual difference cannot be safely assumed.

TABLE 110: COMPARED TO MTC3: PURPOSE

PURPOSE	2015 SHARE	2025 SHARE
Work/Volunteer	19.2%	20.3%
School	9.9%	6.5%^
Pick-up/Drop-off	12.9%	12.9%
Shop	15.5%	18.4%^
Social/Recreation/Other	23.4%	23.1%
Errands	19.1%	18.8%

Estimates are generated using unlinked trips and weighted data to represent the population of interest.
^ indicates a significant difference between 2015 and 2025 results.

The number of person and vehicle trips by household size and distance traveled remained largely stable between 2015 and 2025 (Table 111 through Table 112); however, mode choice shifted over the decade. Driving alone accounted for nearly half of all trips, increasing from 42.3% to 47.0%. Shared rides, walk, and transit modes all declined since 2015 (Table 113).

TABLE 111: COMPARED TO MTC3: DISTANCE

DISTANCE	2015 SHARE	2025 SHARE
Less than 2 miles	32.3%	32.0%
2 to 4.99 miles	27.9%	26.7%
5 to 9.99 miles	17.8%	18.8%
10 to 19.99 miles	13.4%	13.2%
20 or more miles	8.7%	9.3%

All estimates are generated using unlinked trips and weighted data to represent the population of interest.

TABLE 112: COMPARED TO MTC3: PERSON AND VEHICLE TRIPS PER HOUSEHOLD BY NUMBER OF PEOPLE

HOUSEHOLD SIZE	2015 PERSON TRIPS	2025 PERSON TRIPS	2015 VEHICLE TRIPS	2025 VEHICLE TRIPS
One person	4.7	4.8	3.7	3.8
Two people	8.0	8.6	5.9	6.3
Three people	11.6	11.5	7.7	7.6
Four+ people	18.1	17.8	9.6	9.4
All	9.6	9.8	6.2	6.4

All estimates are generated using unlinked trips and weighted data to represent the population of interest.

TABLE 113: COMPARED TO MTC3: MODE FOR ALL TRIP PURPOSES

MODE	2015 SHARE	2025 SHARE
Walk	6.1%	5.5%^
Bike	0.9%	0.8%
Drive Alone	42.3%	46.3%^
Share Ride	45.9%	43.3%^
Transit	1.5%	0.9%^
Other	3.4%	3.3%

All estimates are generated using unlinked trips and weighted data to represent the population of interest.
^ indicates a significant difference between 2015 and 2025 results.

3.0 CONCLUSION

The Michigan Travel Counts 4 Characteristics Report presents updated statewide household travel behavior data collected in 2024-2025 and extends the prior Michigan Travel Counts (MTC3, 2014-2015), enabling comparisons to assess how travel has shifted over the past decade. The data in this report provides just a small share of the analysis possible with this data. Findings from this report and future analysis provide rich insights into the characteristics of the state's transportation system and users, including how and why Michigan residents utilize the system on a typical weekday.

Overall travel levels remain robust: residents typically made just over four trips on an average weekday, with trip-making varying strongly by age, worker status, household structure, and vehicle access. Adults in prime working ages (especially 35-44 and 45-54) recorded the highest trip rates, while children and the oldest adults traveled less. Workers made more trips than non-workers, and higher-income and higher-vehicle-ownership households generated more vehicle travel, reinforcing the central role of household resources and life stage in shaping mobility.

The report highlights equity-related considerations through a Transportation Security Index (TSI-3) module added in 2025, finding that about 14% of adults experienced transportation insecurity statewide, with higher levels in areas such as SEMCOG and JACTS. In parallel, about 14% of residents reported no travel on a given weekday, most often because they chose to stay home, though a small share cited lack of transportation. Together, these findings point to meaningful subsets of residents whose travel is constrained or foregone—important context for planning and access-focused investment.

Trip purposes and modes show both continuity and change. Shopping, social/recreational activities, and work/volunteer remained major drivers of weekday travel, with notable gender differences tied to escorting and household-serving trips. Driving dominated mode choice: nearly half of all weekday trips were made in single-occupancy vehicles, with shared rides accounting for most remaining vehicle trips; walking was the most common non-vehicle mode, while transit and bicycling represented small shares but imposed higher time costs—transit trips were longest on average. Vehicle availability was the strongest determinant of mode, with zero-vehicle households relying more on shared rides, walking, and transit.

Temporal patterns showed strong time-of-day concentration for school trips in the morning, while work travel was more distributed across the morning, consistent with greater schedule flexibility. Telework and deliveries also appeared as partial substitutes for travel: a substantial share of workers worked from home at least occasionally, and many households reported receiving deliveries on weekdays. Compared with 2015, where telework activities comprised about 6% of reported workplace locations, 2025 saw substantial growth to 11.8% of Michigan households reporting working from home and an additional 16.7% reporting that they work from

home at least sometimes. Table 114 includes data from five statewide household travel surveys conducted since 2023 and shows the trend of work-from-home shares is generally consistent even as rates in Michigan were slightly lower than the selected states with comparable data.

TABLE 114: COMPARING TELEWORK SHARES IN MICHIGAN WITH OTHER STATEWIDE HTS

STATE	YEAR	NO FIXED WORKPLACE	SAME WORKPLACE EVERY DAY	WORK FROM HOME 100%	WORK FROM HOME SOMETIMES
Michigan	2025	10.5%	60.9%	11.8%	16.7%
Connecticut	2025	12.1%	55.5%	15.0%	17.5%
Utah	2023	13.0%	54.7%	15.6%	16.7%
Massachusetts	2025	10.7%	51.6%	15.4%	22.3%
Oregon	2023	14.8%	49.4%	18.8%	17.0%

These data demonstrate stable overall trip distance distributions but meaningful structural shifts, particularly with increased work/volunteer trip share and higher drive-alone mode share. Such findings carry implications for congestion management, transit competitiveness, and equity-oriented mobility planning. The data in this report and the companion dataset underpin estimates of weekday trip-making, with emphasis on weighted results for population-representative inference. The result is a high-value dataset suitable as both an input to travel demand models and a source of descriptive statistics for use by planners and policymakers in the state of Michigan.