

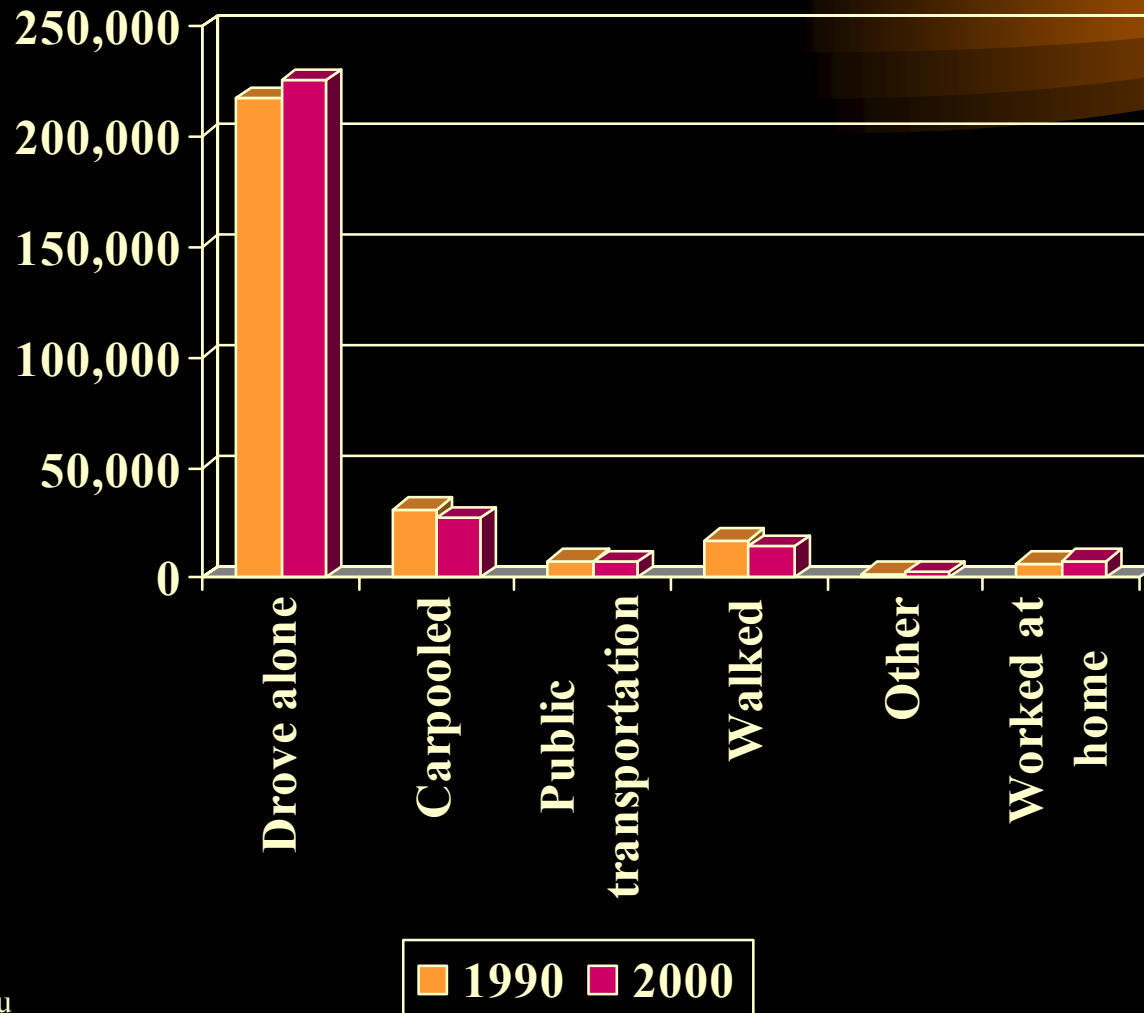
Pioneer Valley Plan for Progress
8. Transportation



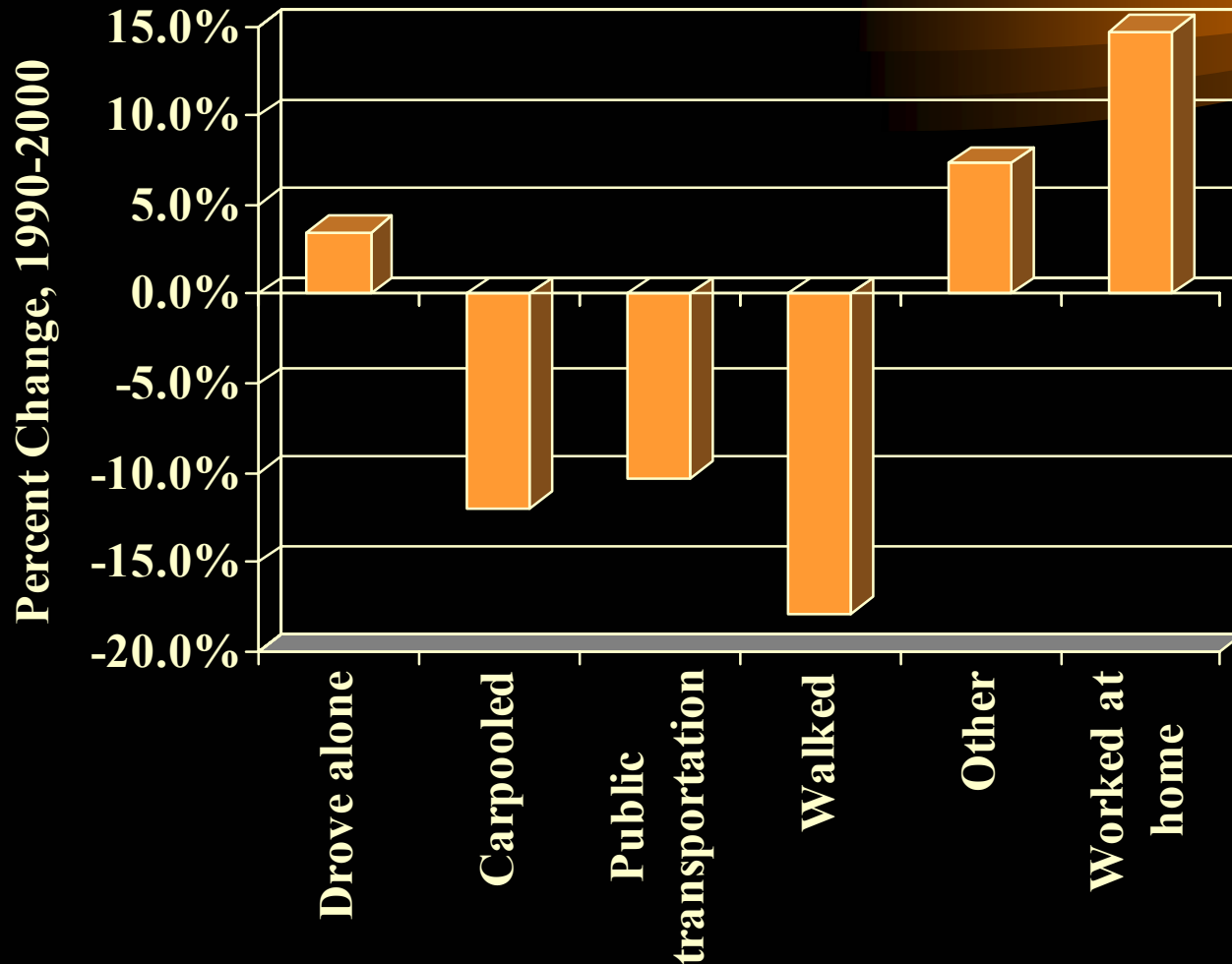
January 2003

Prepared by the Plan for Progress Data Analysis Work Team
and the Pioneer Valley Planning Commission

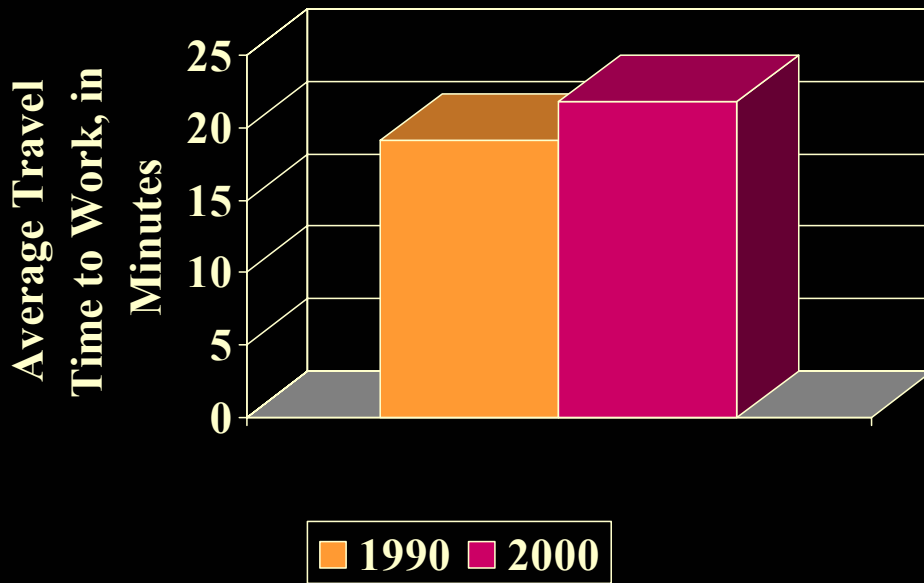
Driving alone remains, and is increasingly, the dominant means of travel to work.



Carpooling, public transportation, and walking are all less utilized than 10 years ago.



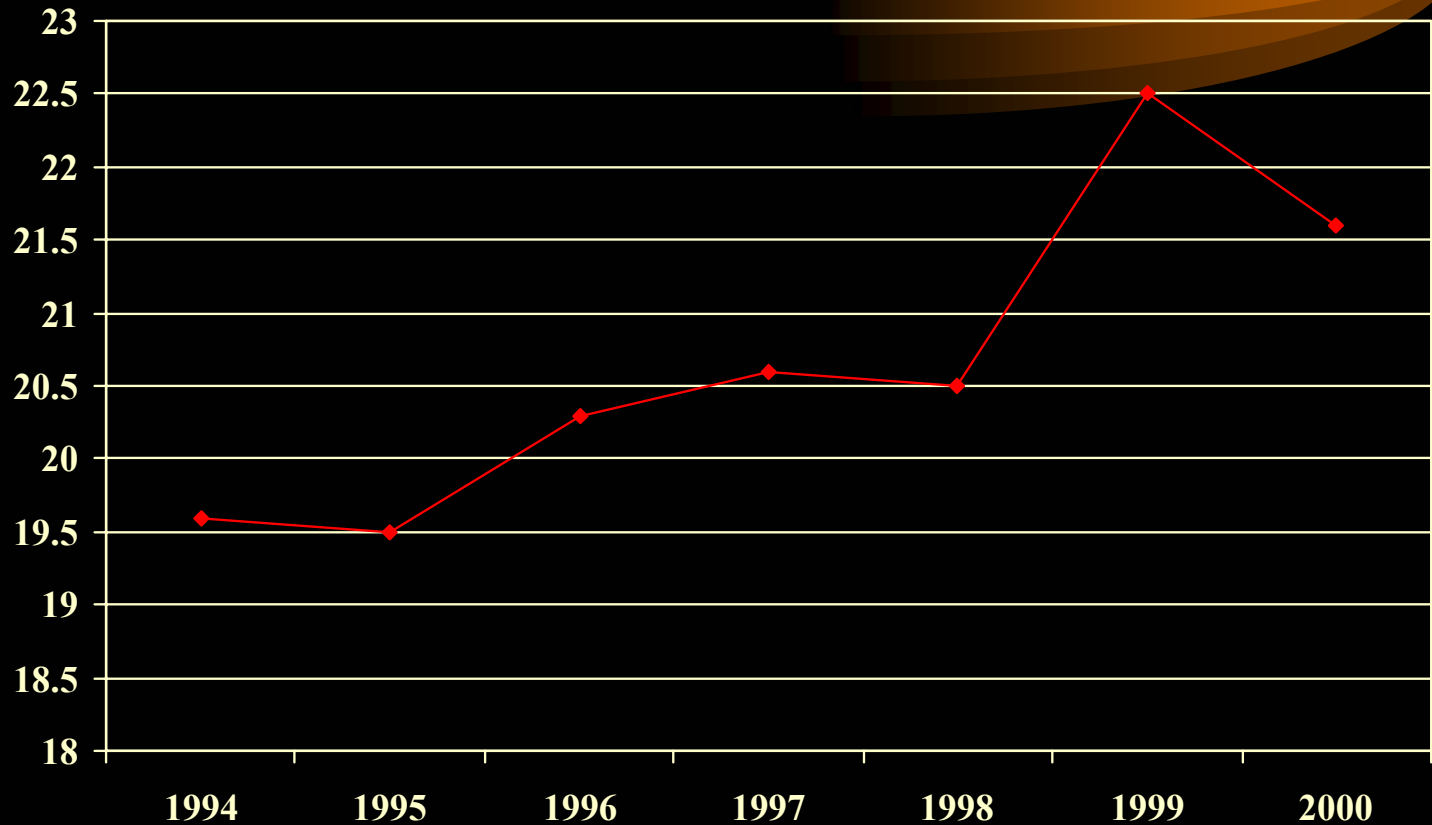
Travel time to work is increasing.



Largest increases in average travel time to work:

- Hadley +40.1%
- Monson +32.2%
- Cummington +25.8%
- Worthington +25.8%

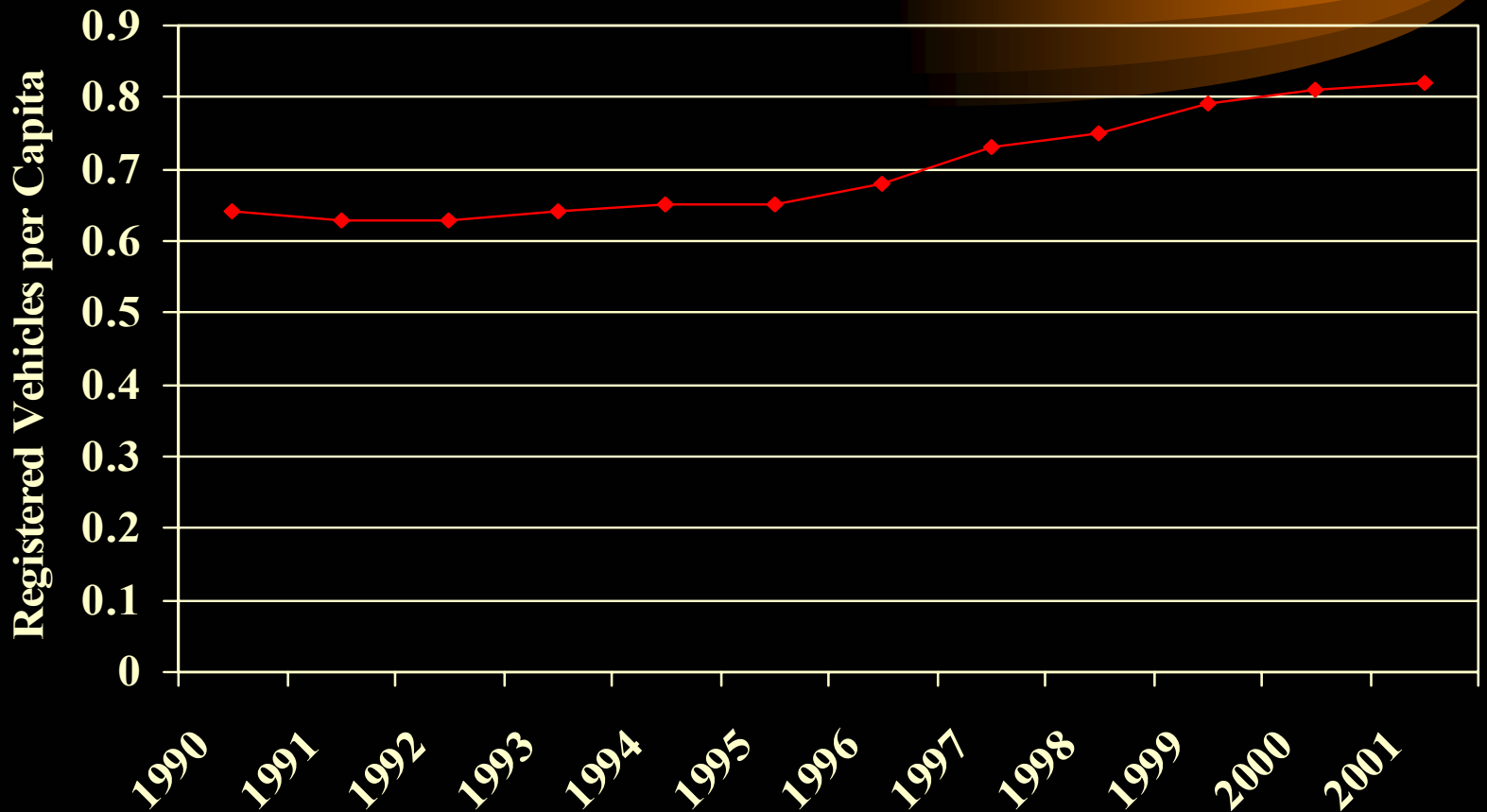
Daily miles driven per capita has been increasing.



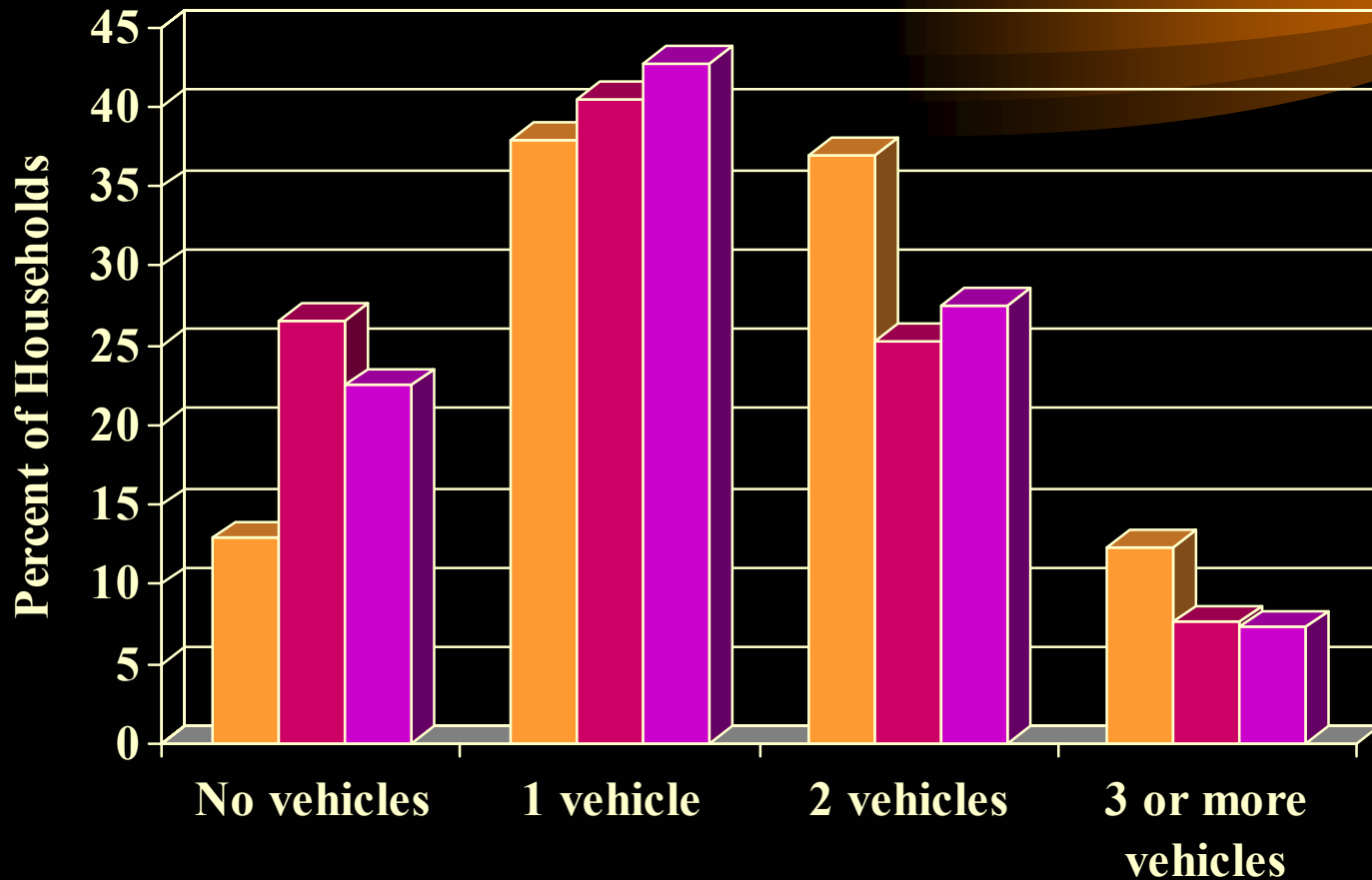
◆ Miles Driven Daily Per Capita

Source: U.S. Department of Transportation, Federal Highway Administration; U.S. Bureau of Economic Analysis, Regional Economic Information System

Registered motor vehicles per capita has increased substantially.

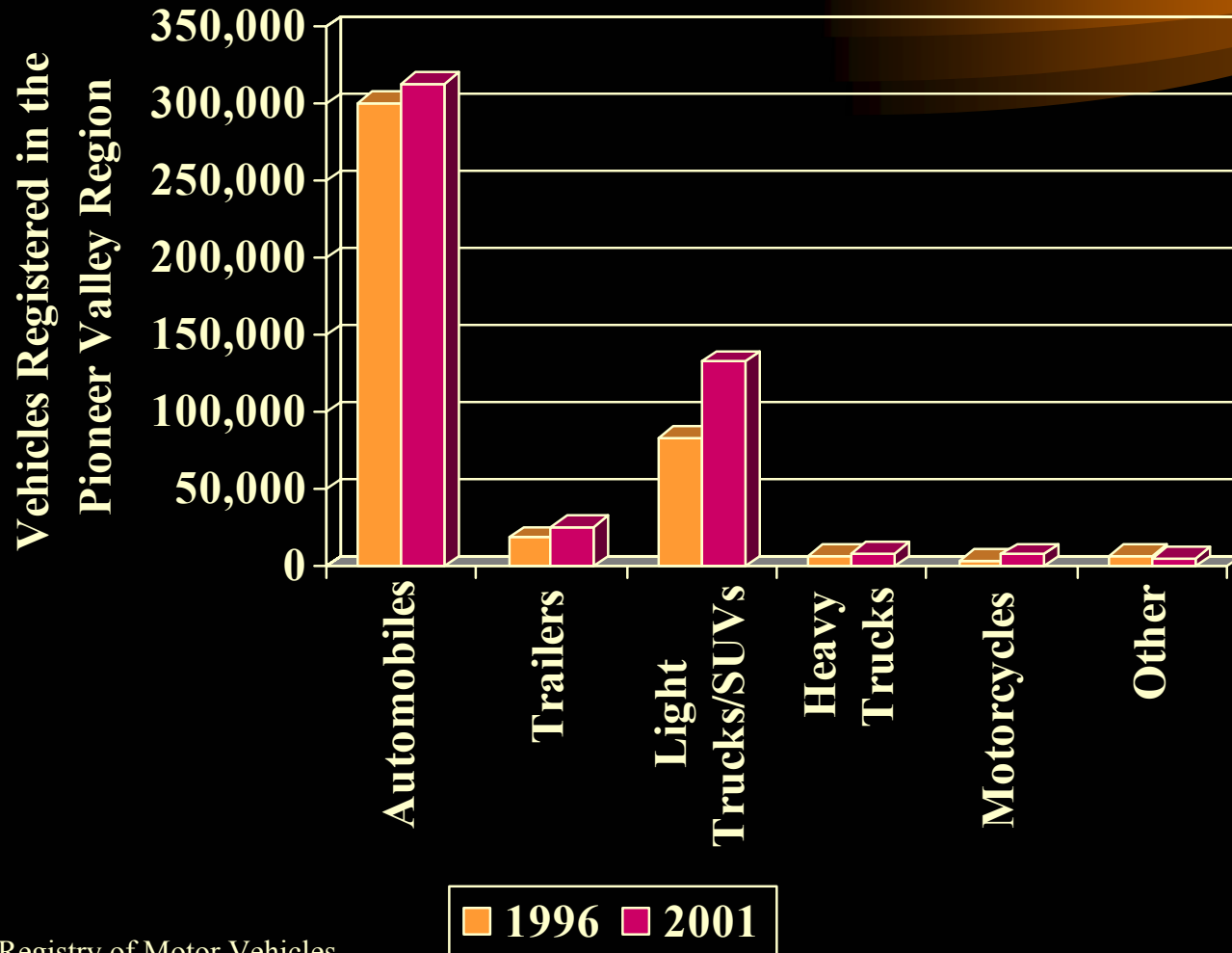


One in ten households have no vehicle available.



■ Pioneer Valley Region ■ Holyoke ■ Springfield

Most of the increase in vehicle registrations comes from light trucks and SUVs.



*Automobile increases in rural communities,
SUV increases in suburban communities.*

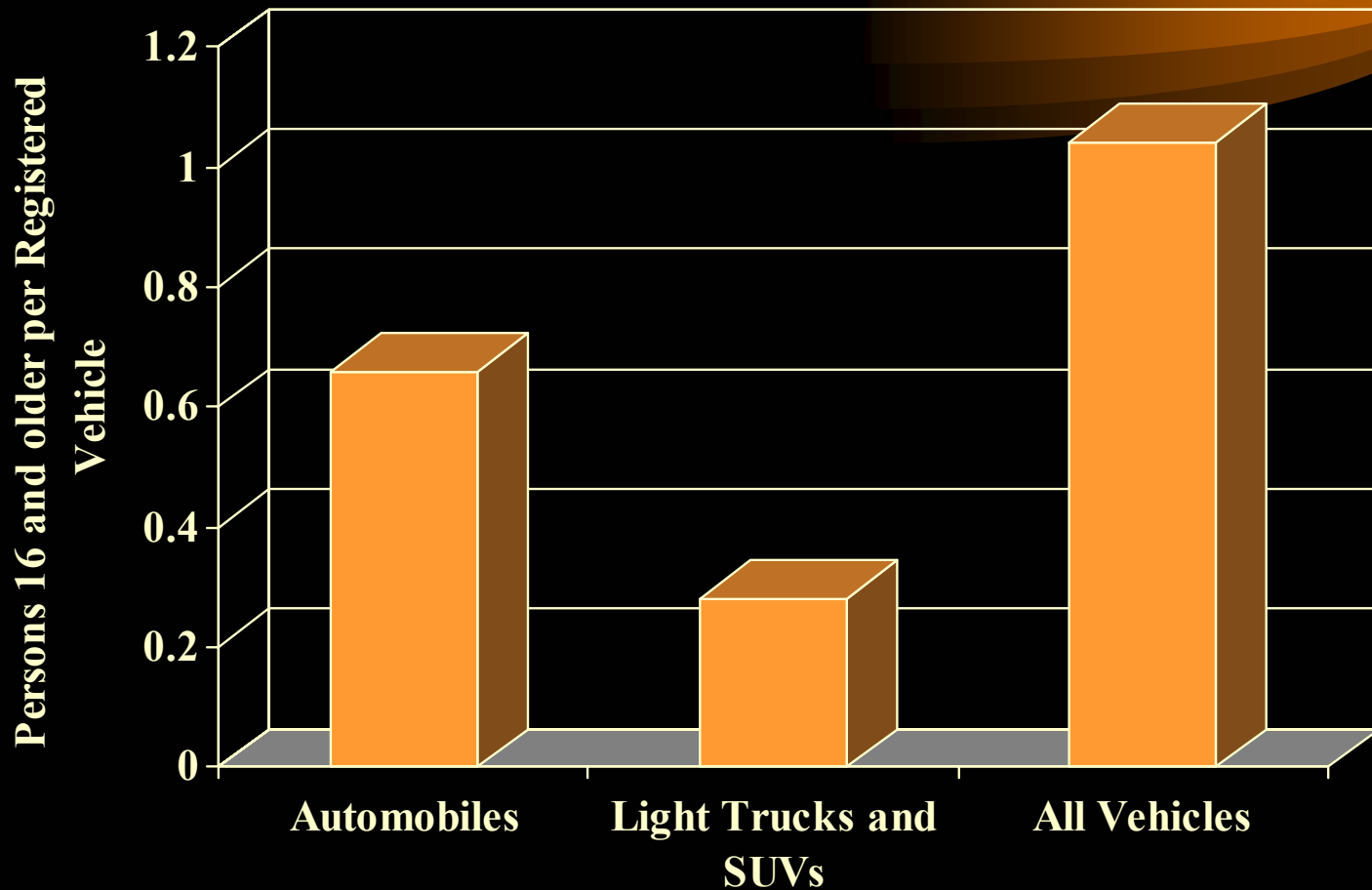
Communities with the largest gains in automobile registrations (96-01):

•Tolland	+24.2%
•Plainfield	+17.4%
•Cummington	+14.6%
•Goshen	+14.1%
•Holland	+13.9%

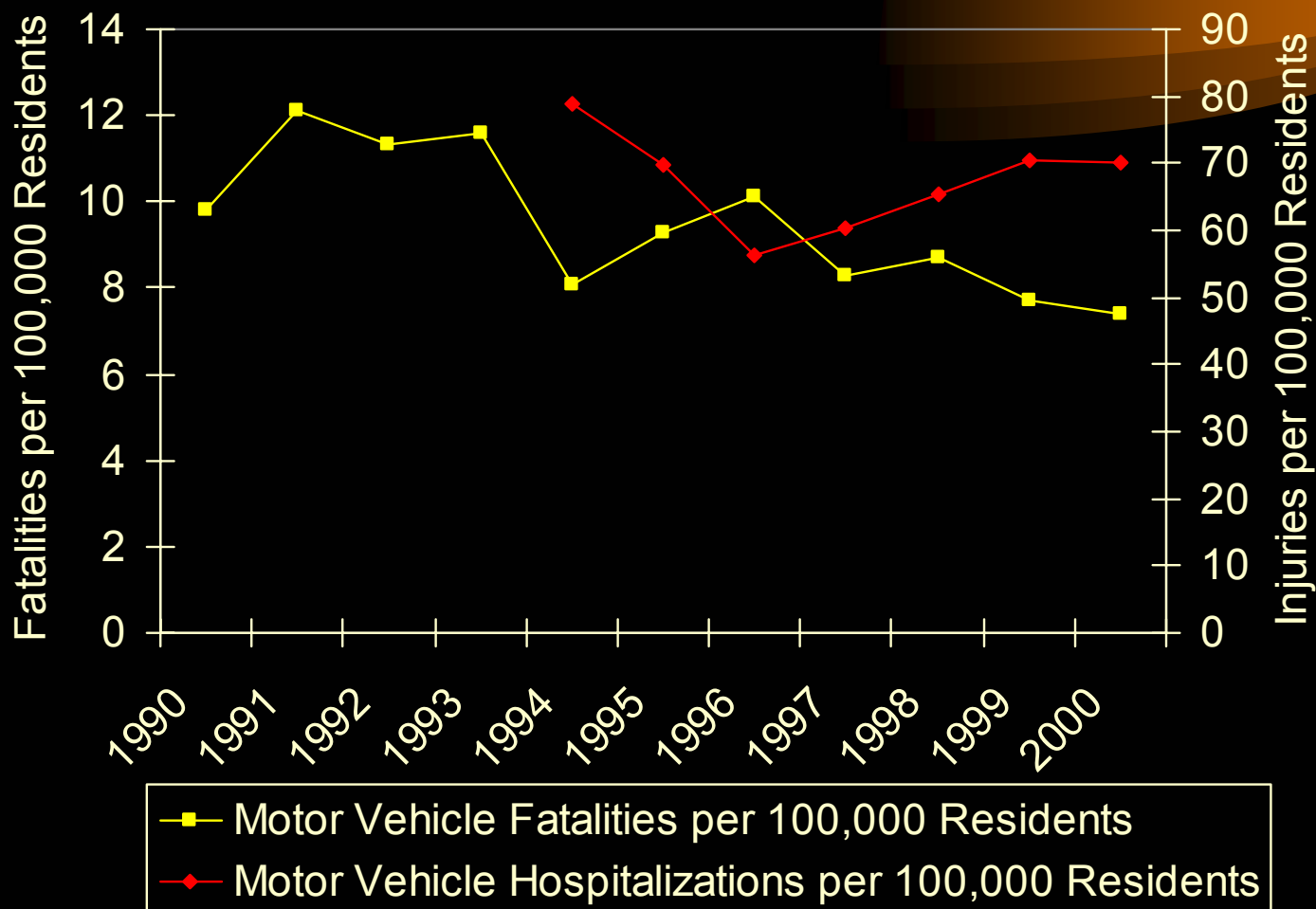
Communities with the largest gains in light truck/SUV registrations (96-01):

•Longmeadow	+98.9%
•Wilbraham	+75.7%
•Springfield	+74.2%
•East Longmeadow	+73.0%
•Brimfield	+71.9%

Per capita vehicle registrations have surpassed one per person aged 16 or older.



While motor vehicle fatalities have declined, injuries are on the rise.



PVTA ridership per mile has dropped as a result of additional service.

