

National Household Travel Survey

Highway Information Seminar
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Information

Today's Talk

- Background of the NHTS
- NHTS Program
- Data Collected
- Example of data uses



History

- Started in 1969-at Census as a Face to Face Interview
- Collected information on the American Public's daily travel.
- 1977 switched to DOT, FHWA as a telephone survey
- Periodically conducted as a telephone survey every 5 to 7 years
- Labeled the “Flagship” of US travel surveys.

Uses of NHTS

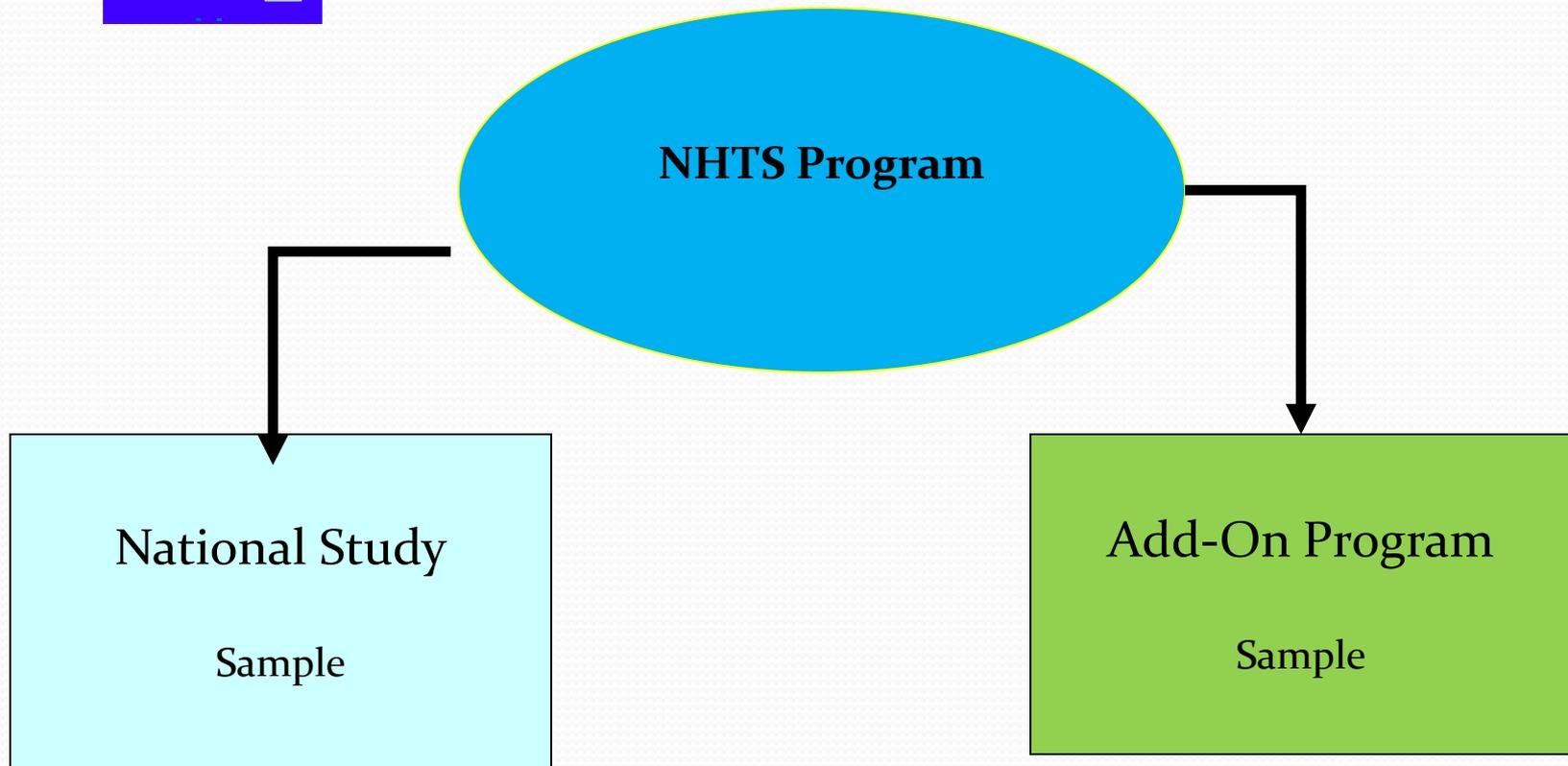
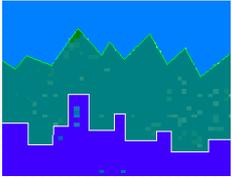


- Measure the amount, type and trends in travel for national policies and programs
- Determine vehicle or pedestrian exposure
- for safety measures (fatalities/million miles of travel)
- Provide or compare trip rates for local transportation planning and air-quality analysis
- Research the mobility of groups: elderly, immigrants, school children, low income
- Commuting trends and comparison to Journey-to-Work Census Data

The information NHTS can provide:

- ✓ ***Congestion:*** Trends in commute patterns and peak travel
- ✓ ***Fleet mix and fuel use:*** Hybrids, SUVs growth and use
- ✓ ***Safety:*** (drivers, passengers, and pedestrian)
- ✓ ***Mobility Issues:*** Older drivers and non-drivers
- ✓ ***Trends in basic travel measures:***
Changes in the components of VMT: Drivers, workers, vehicles, trip rates auto occupancy

NHTS Program Structure



The NHTS Program – Two Components

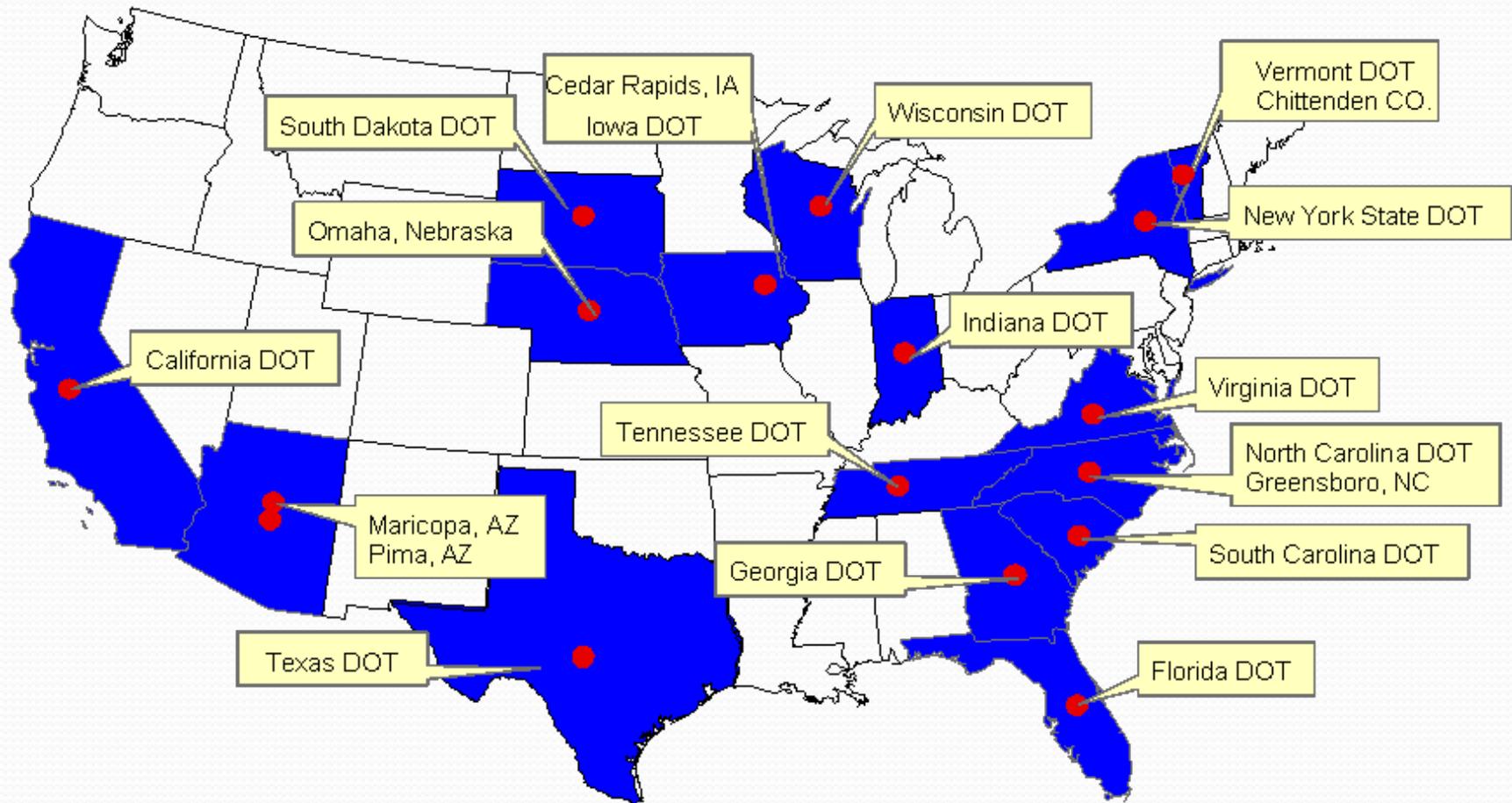
- **National Study**
 - Serves the department, congress, and administration
 - Also resource for state and MPOs (forecasting and benchmarking) and public interest groups
 - 40 years of trend data on U.S. travel behavior
 - Sample size of 25,000 households
- **Add-On Program**
 - Service to states and MPOs since 1990
 - Allows States and MPOs to purchase additional samples for their local area
 - Program participation has doubled every survey year (Currently sample size of 125,000 households)

Add-On Funding Process

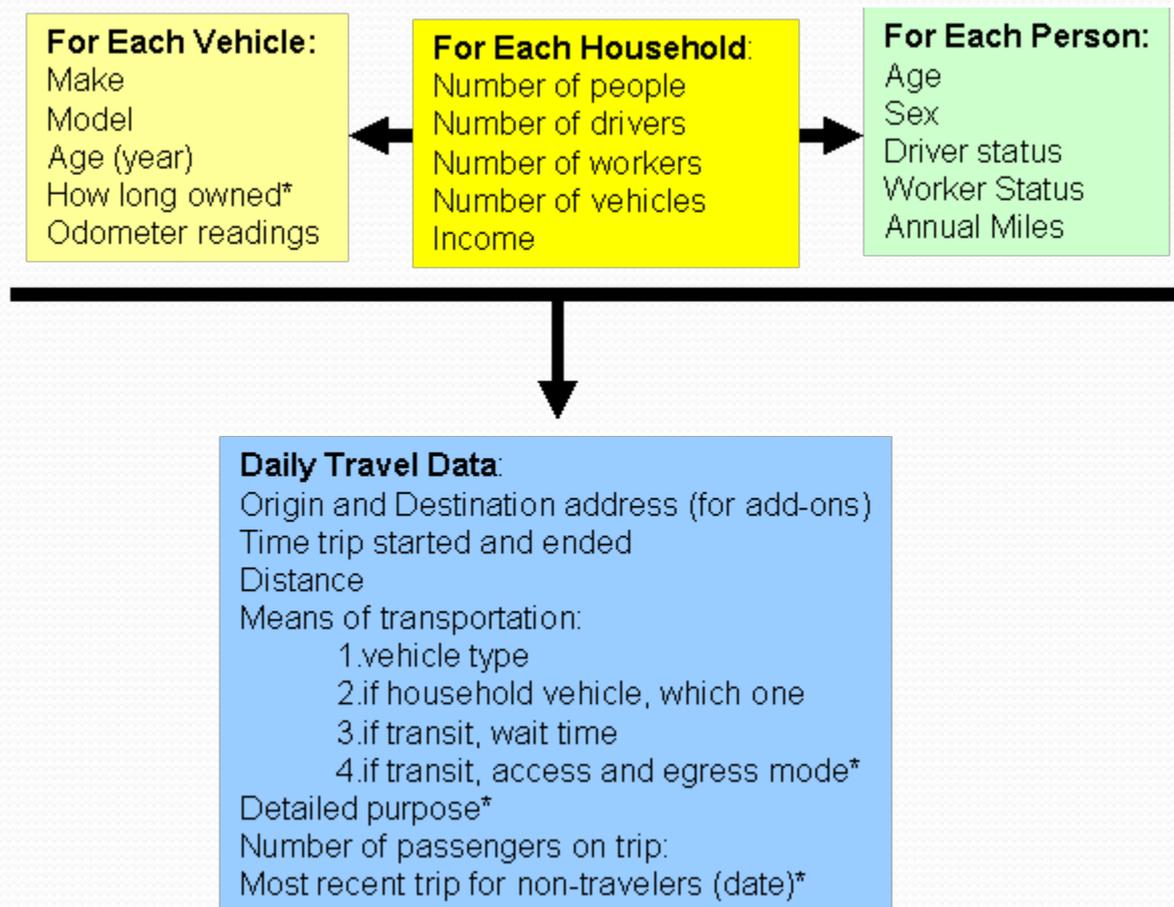
Add-Ons = State, Local Governments & MPOs

- Each Add-On pays for their number of additional samples
- Add-On Funds Use
 - 90 Percent for data collection and data file delivery
 - 10 Percent for program management, quality assurance, and data analysis.
- Use FHWA **Pooled Fund** mechanism for encouraging participation

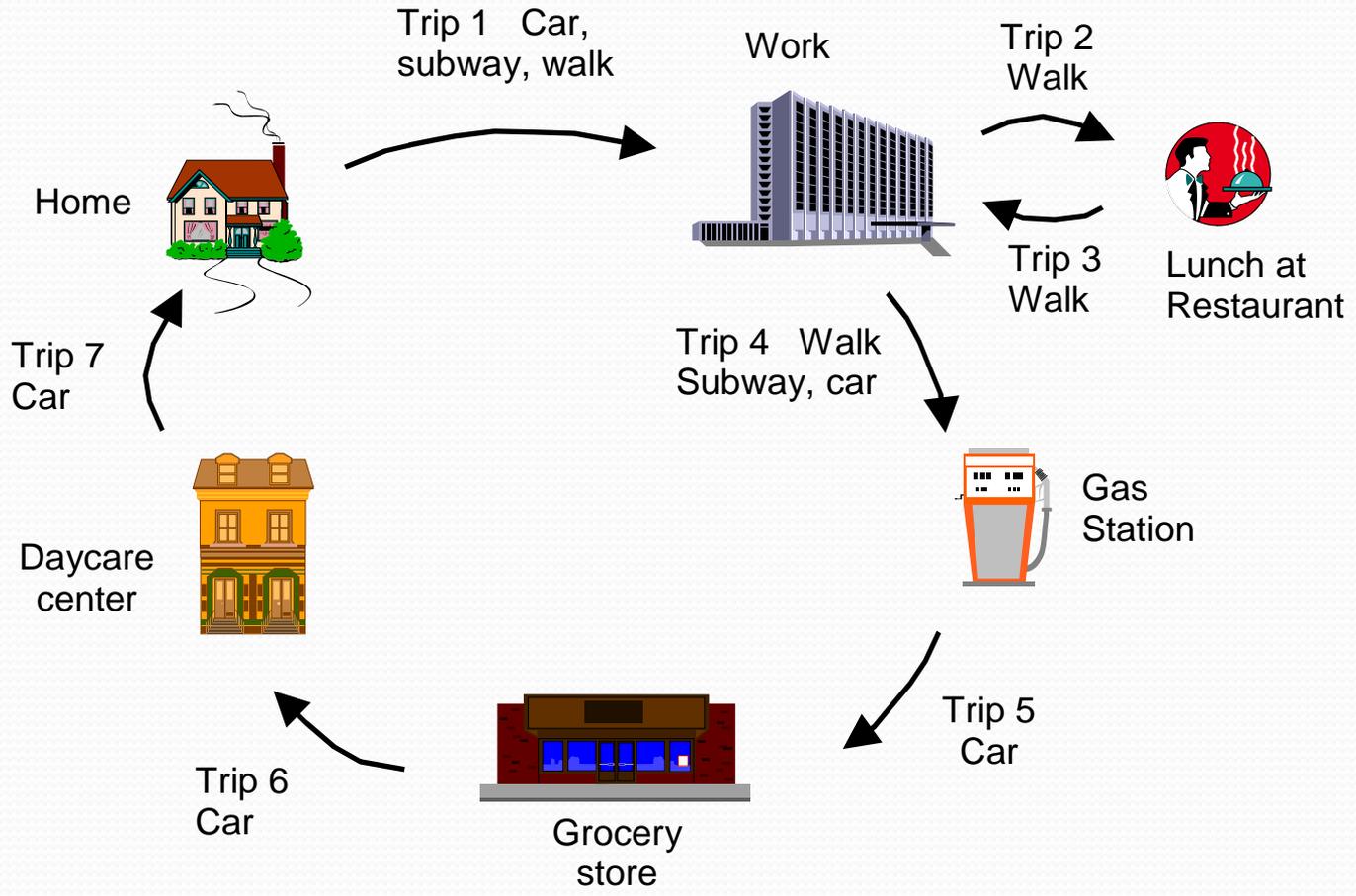
2009 Add-On Participants



Contents of Questionnaire



Trip definition is from one address to another by all modes



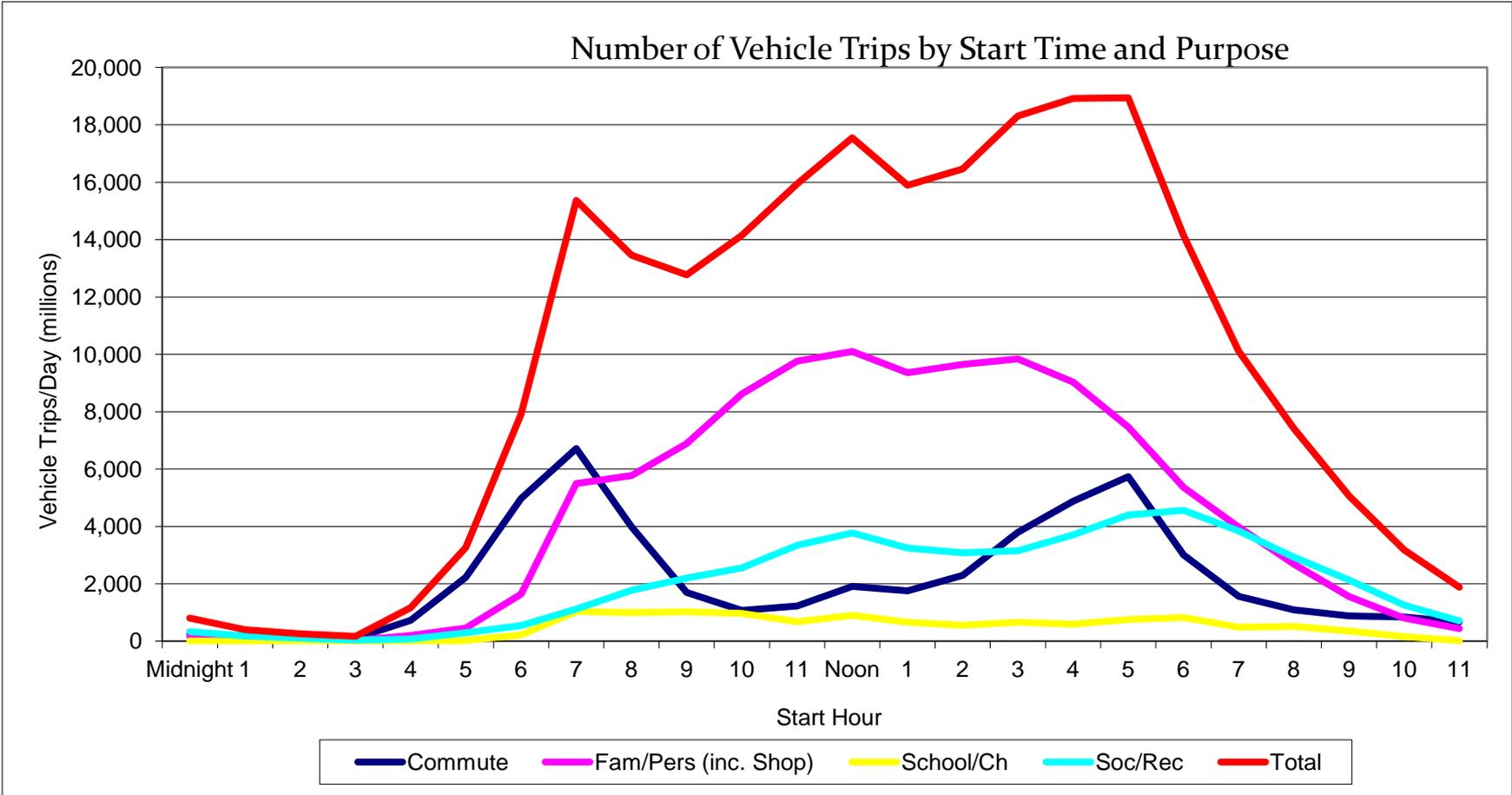
2009 NHTS Travel Data

- 151,000 Household interviews and 320,000 person interviews
- Collected travel of those ages 5+
- The goal of the NHTS was to achieve an even distribution of travel days across all days of the week.
- Travel Day was randomly assigned when the telephone number was sampled.

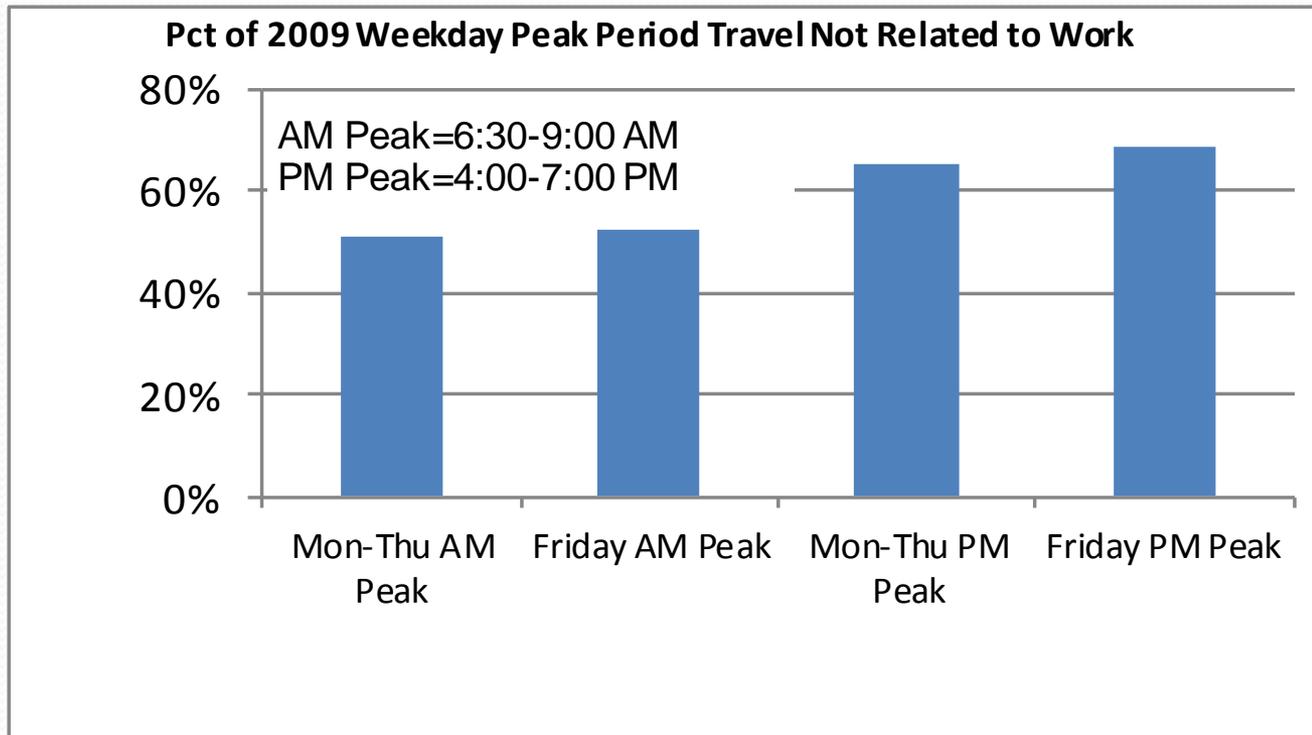
Nature of Congestion

- Peak Period travel is complex
- Commuters are making incidental stops before and after work.
- Stopping for different reasons (childcare, coffee, pharmacy, school age drop-offs, groceries, meals)
- Incidental stops are during peak time

Non work trips add to Congestion

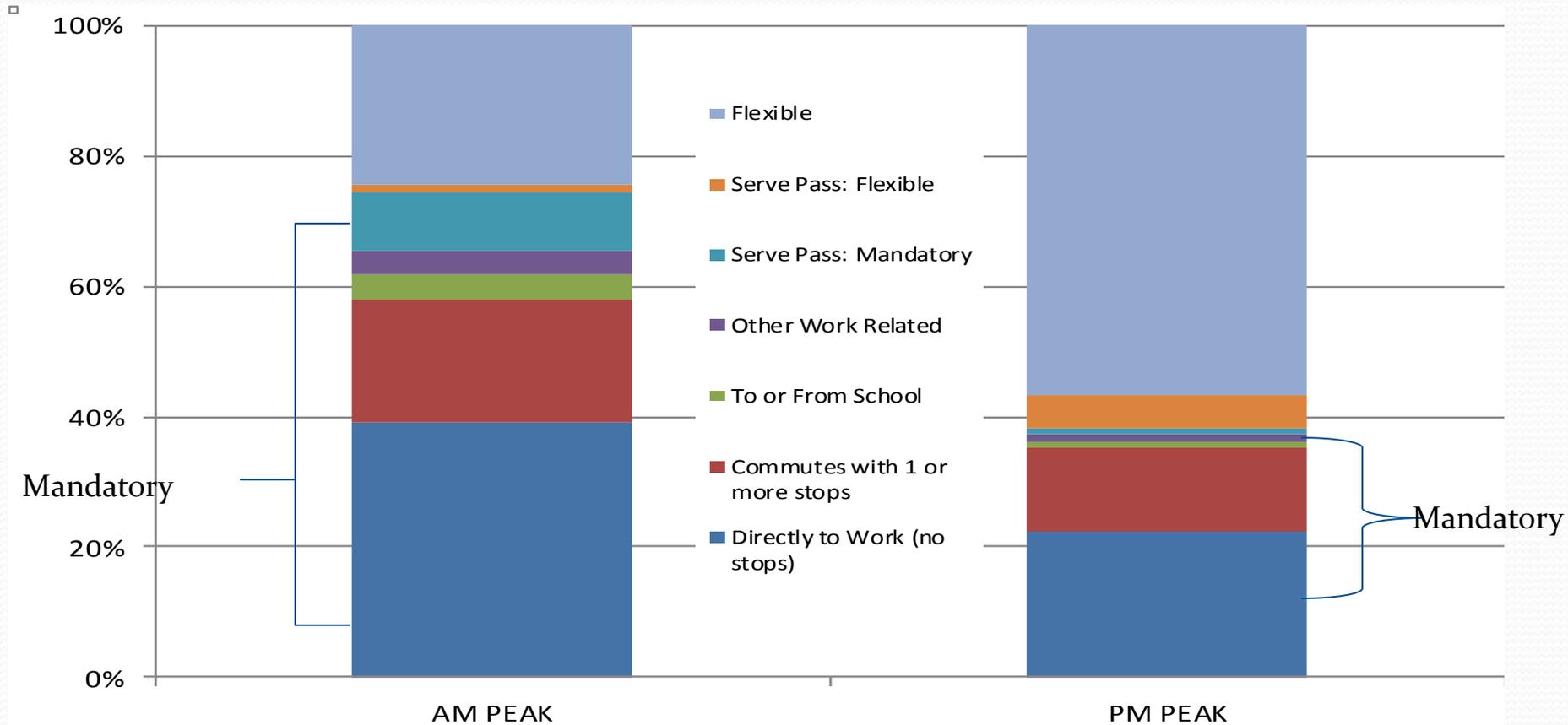


Non Work Related Travel During Peak Period

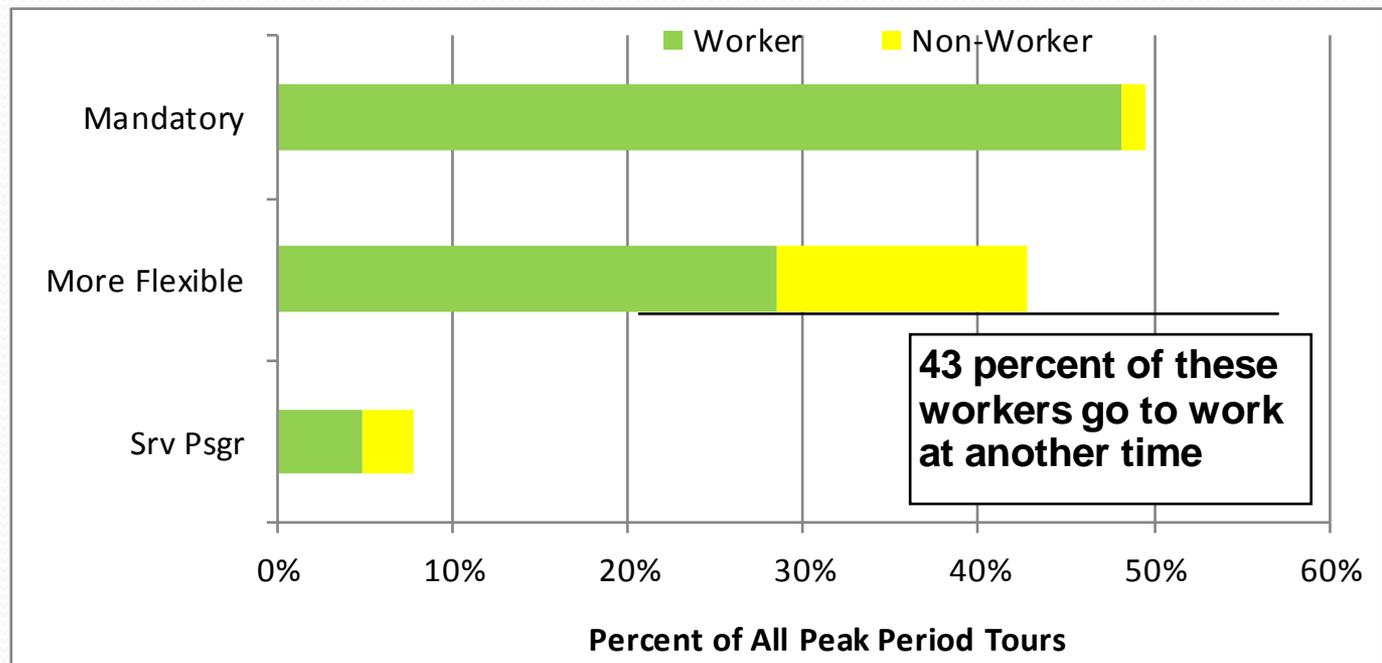


2009-Mandatory Peak travel

About 2/3 of AM But About 1/3 PM.

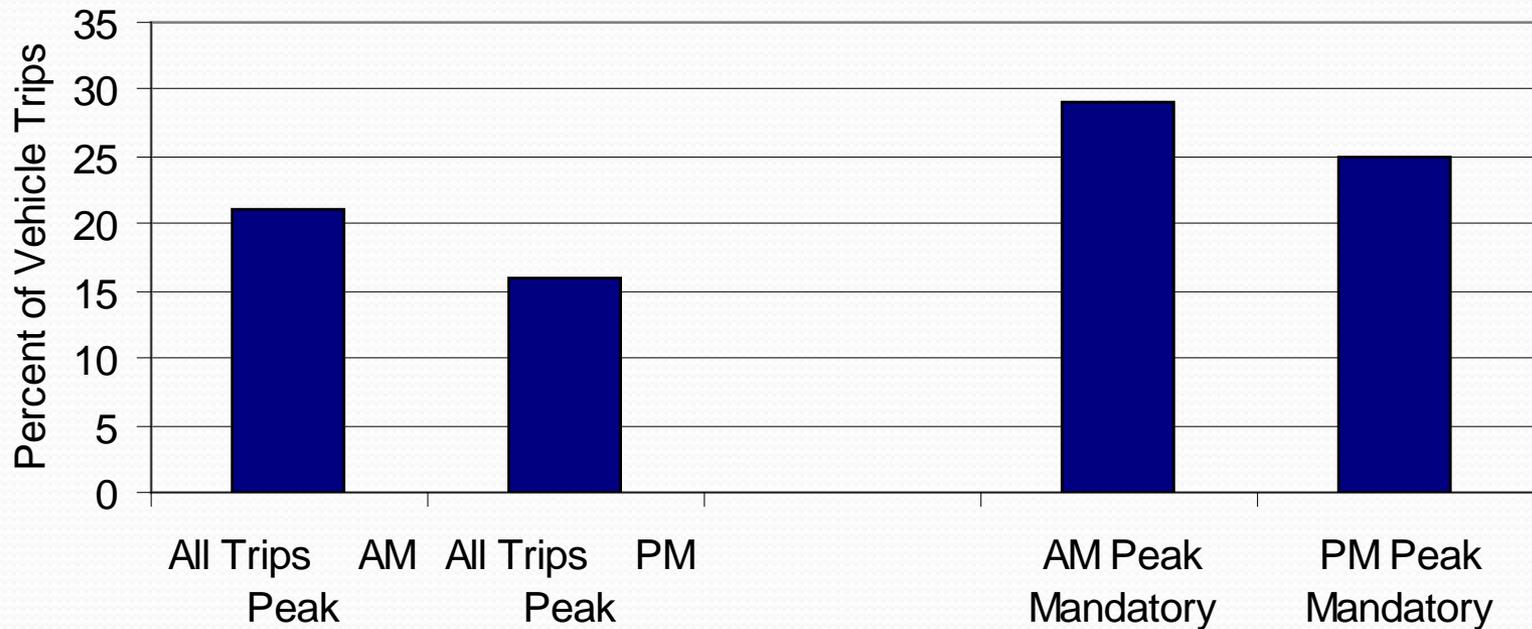


The majority of peak vehicle trips are made by workers...both mandatory and flexible

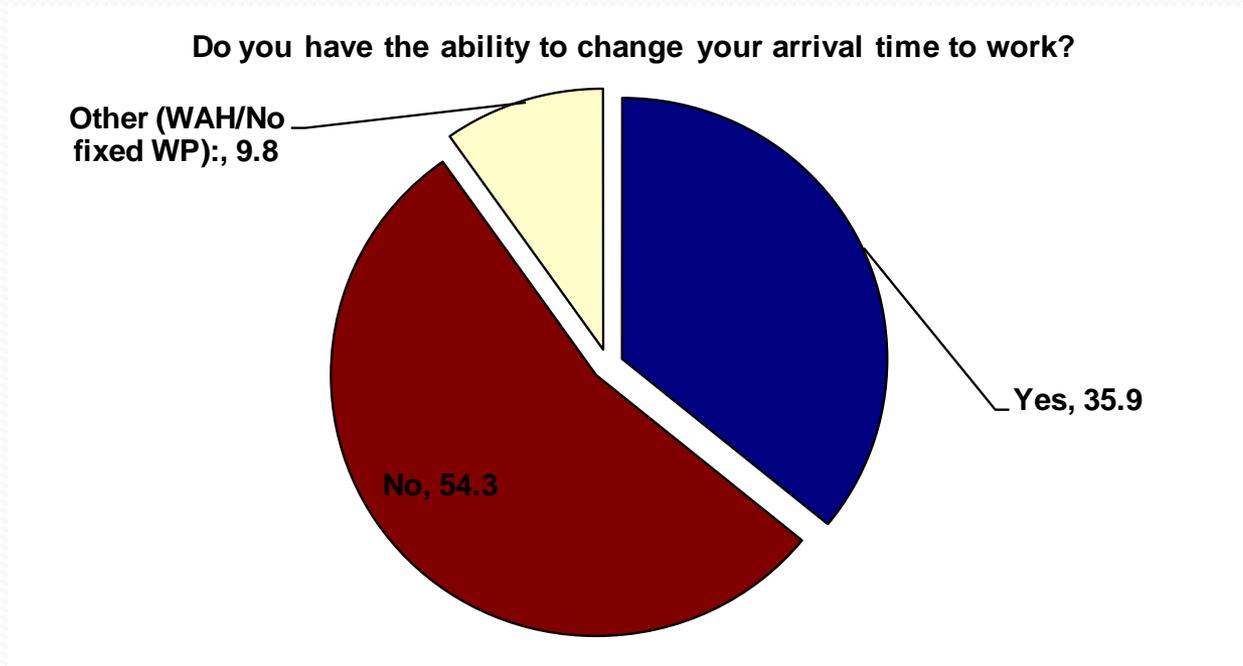


Approximately 30% of AM and 25% of PM Mandatory trips use an interstate

Use Interstate/Toll road on Trip



Many workers have the ability to change their work arrival time.





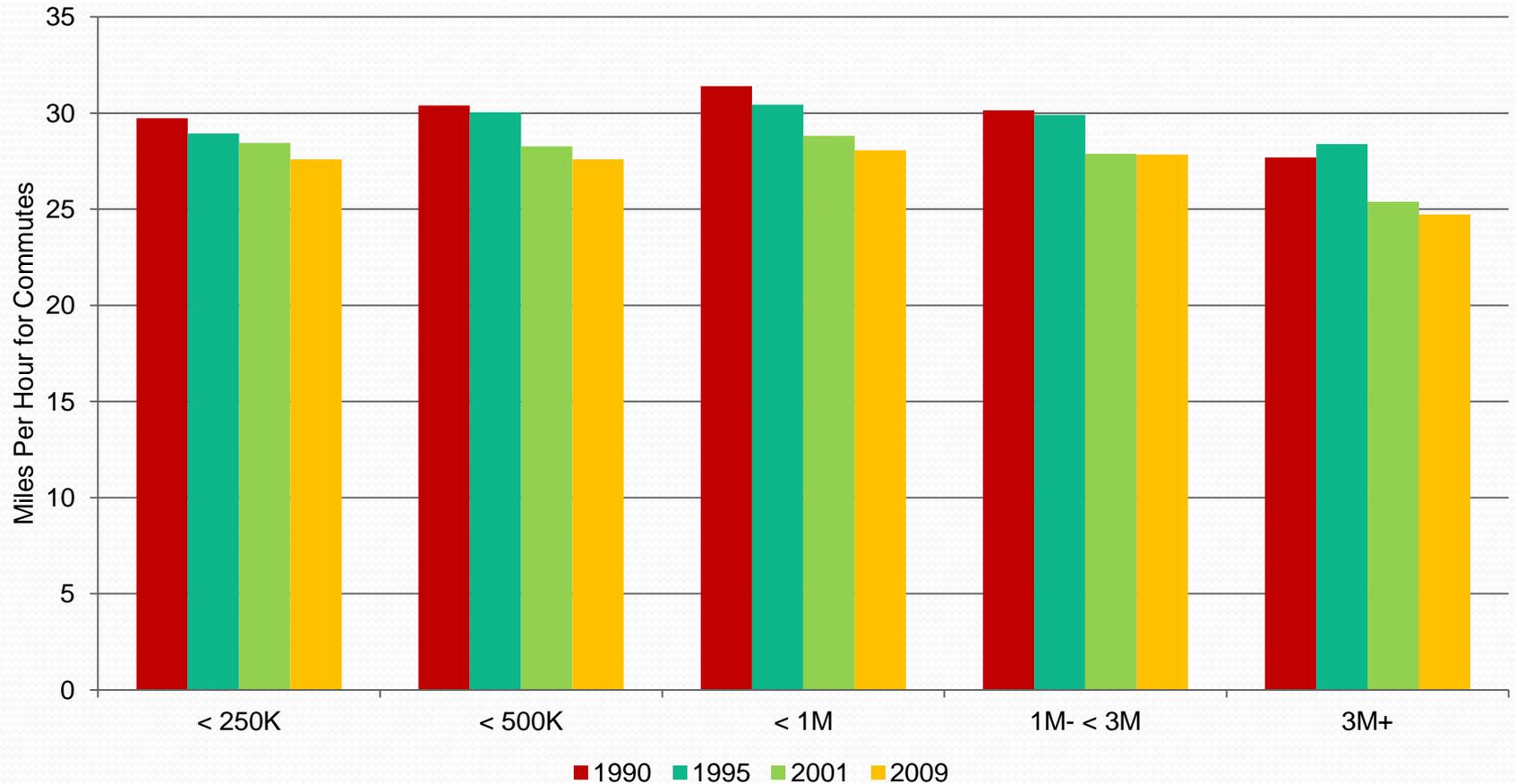
Safety

Speed plays a role

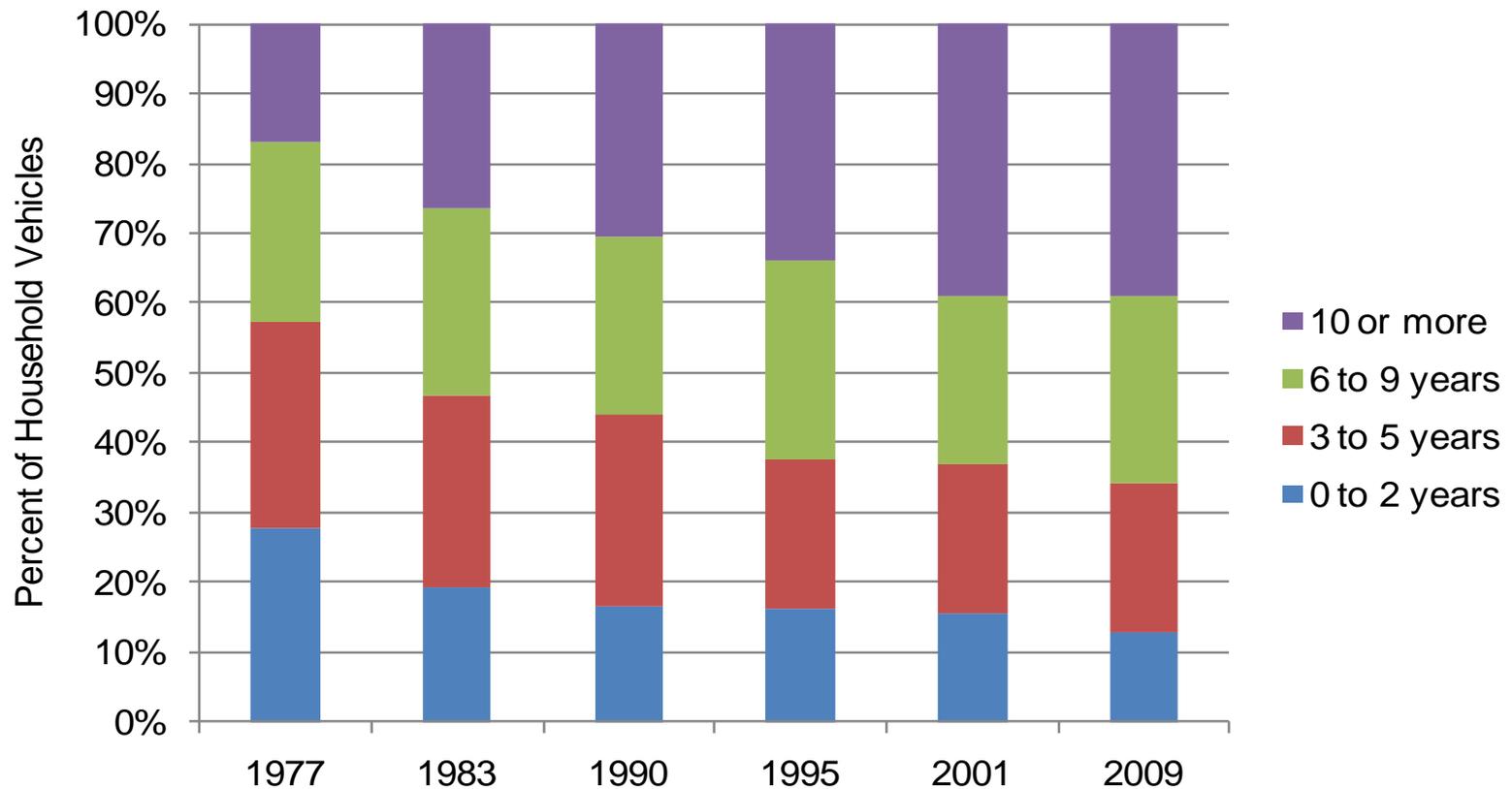
Or

Types of Vehicles

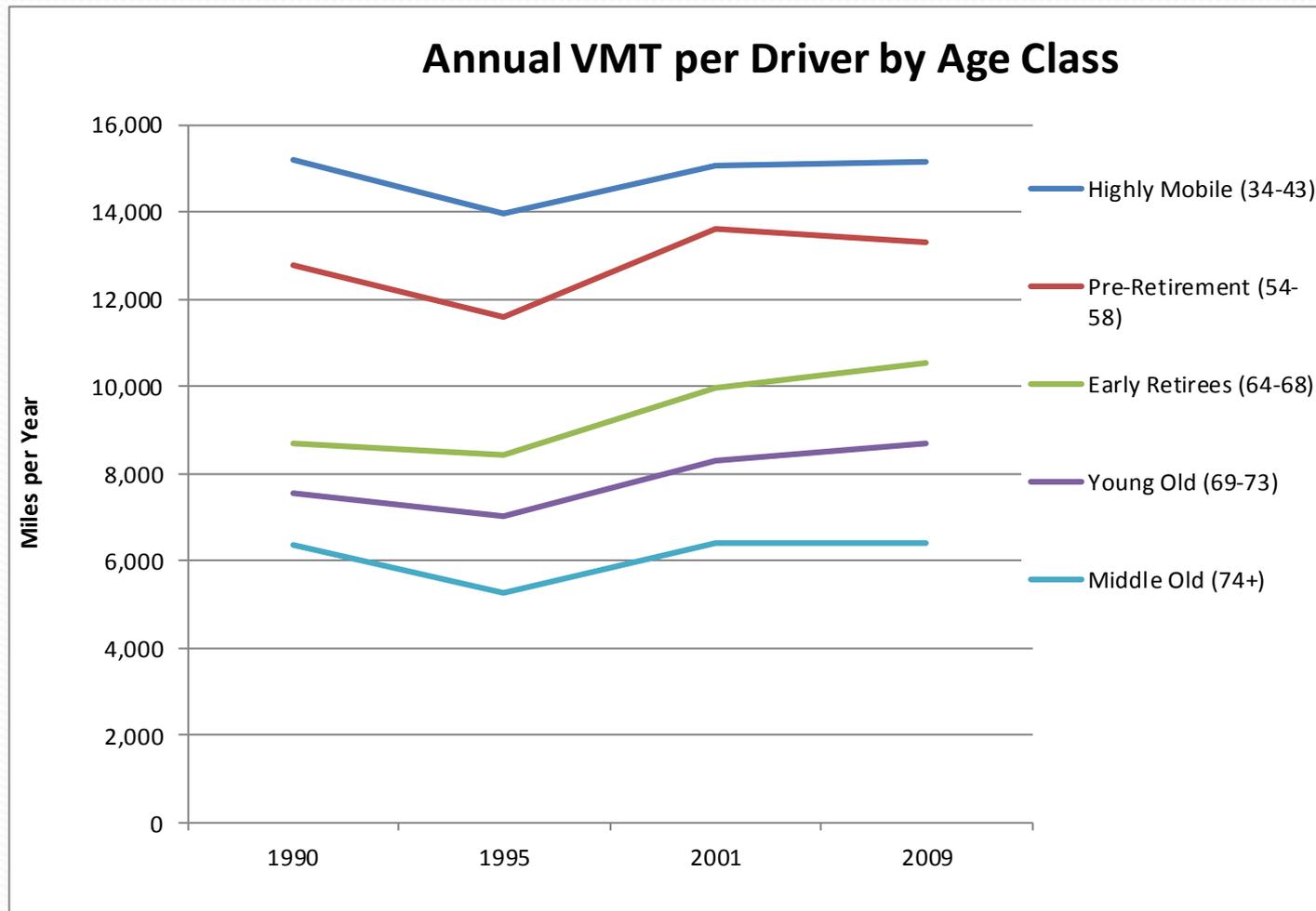
Average Commute Speeds by MSAs: All modes



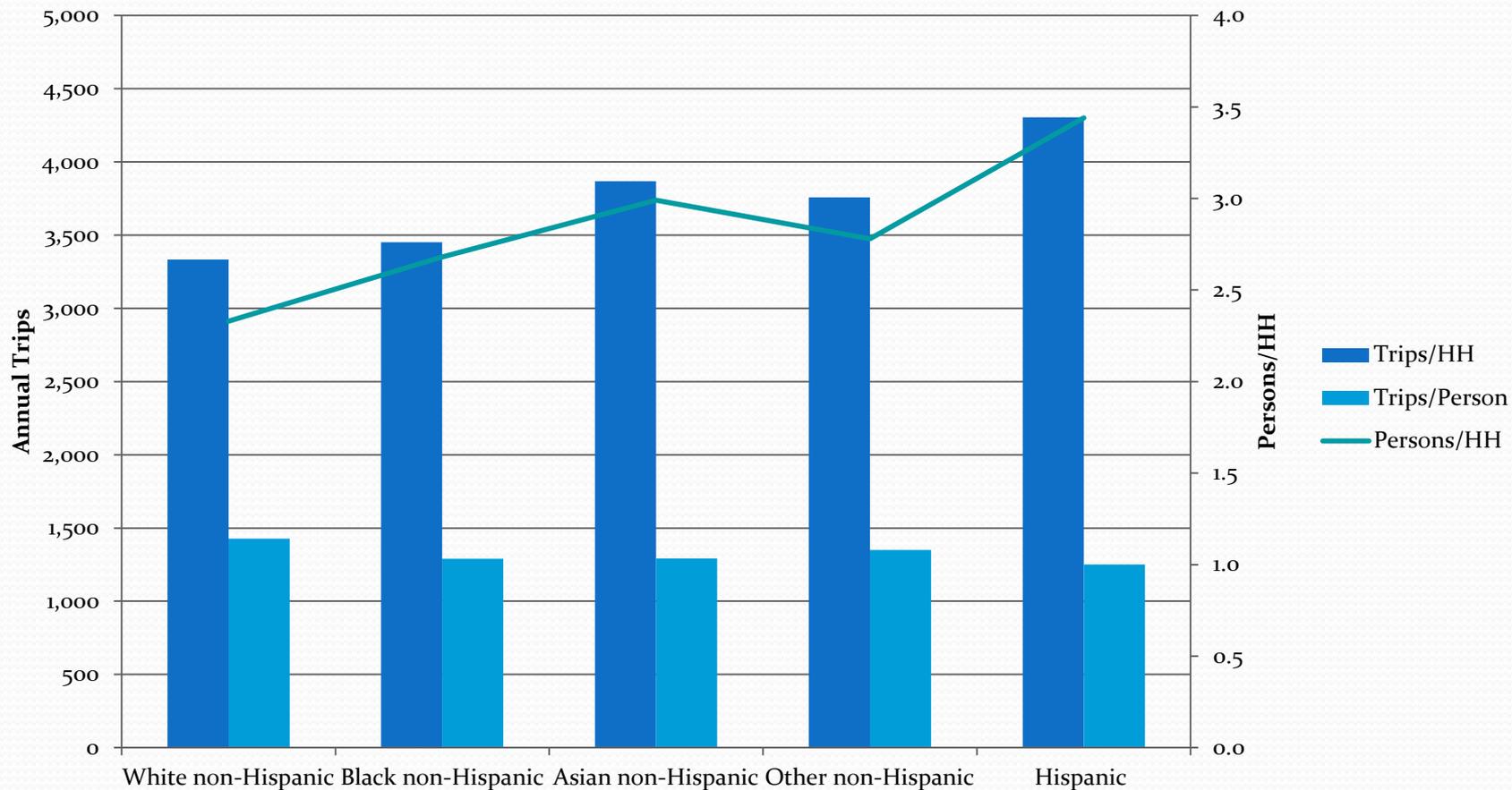
Fleet: Distribution of HH Vehicles by Vehicle Age



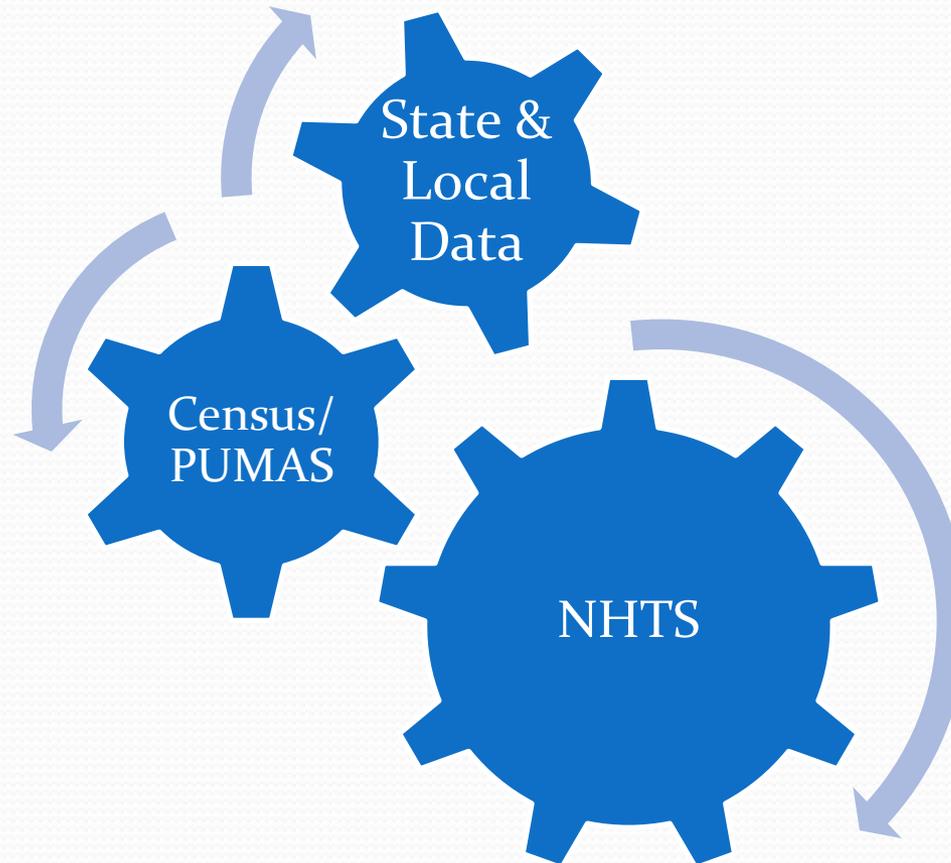
Mobility: As we age we tend to drive fewer miles.



Trends of 2009 Trip Rates by Race/Hispanic Status



Good Decisions depend on good Data...





Thank you!

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