

Active Travel in Texas: Evidence for Policy Making

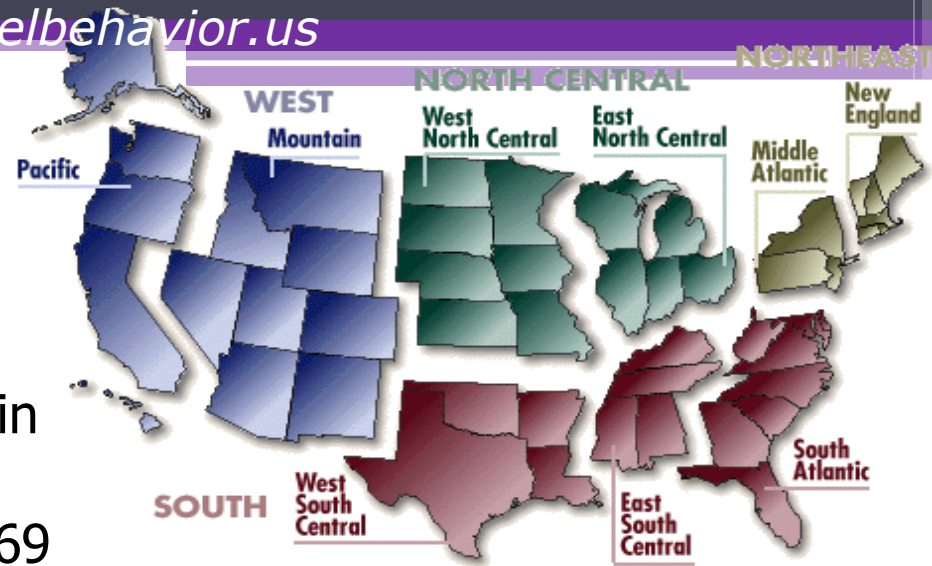
2014 Texas Active Transportation Conference

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First, about the NHTS...

- A snapshot of travel by people in the U.S. (all ages)
- Conducted periodically since 1969
- Only national source of trends in daily travel



Survey Features:

- Samples from all regions and rural and urban areas
- Conducted in English and Spanish
- Single-day travel-diary for each person's travel, covering 365 days
- Weighted to represent annual and daily person travel in the U.S.
- All trips, all purposes, all modes on an assigned day for all people
- Use of rarer modes (walk, bike, and transit) over previous week

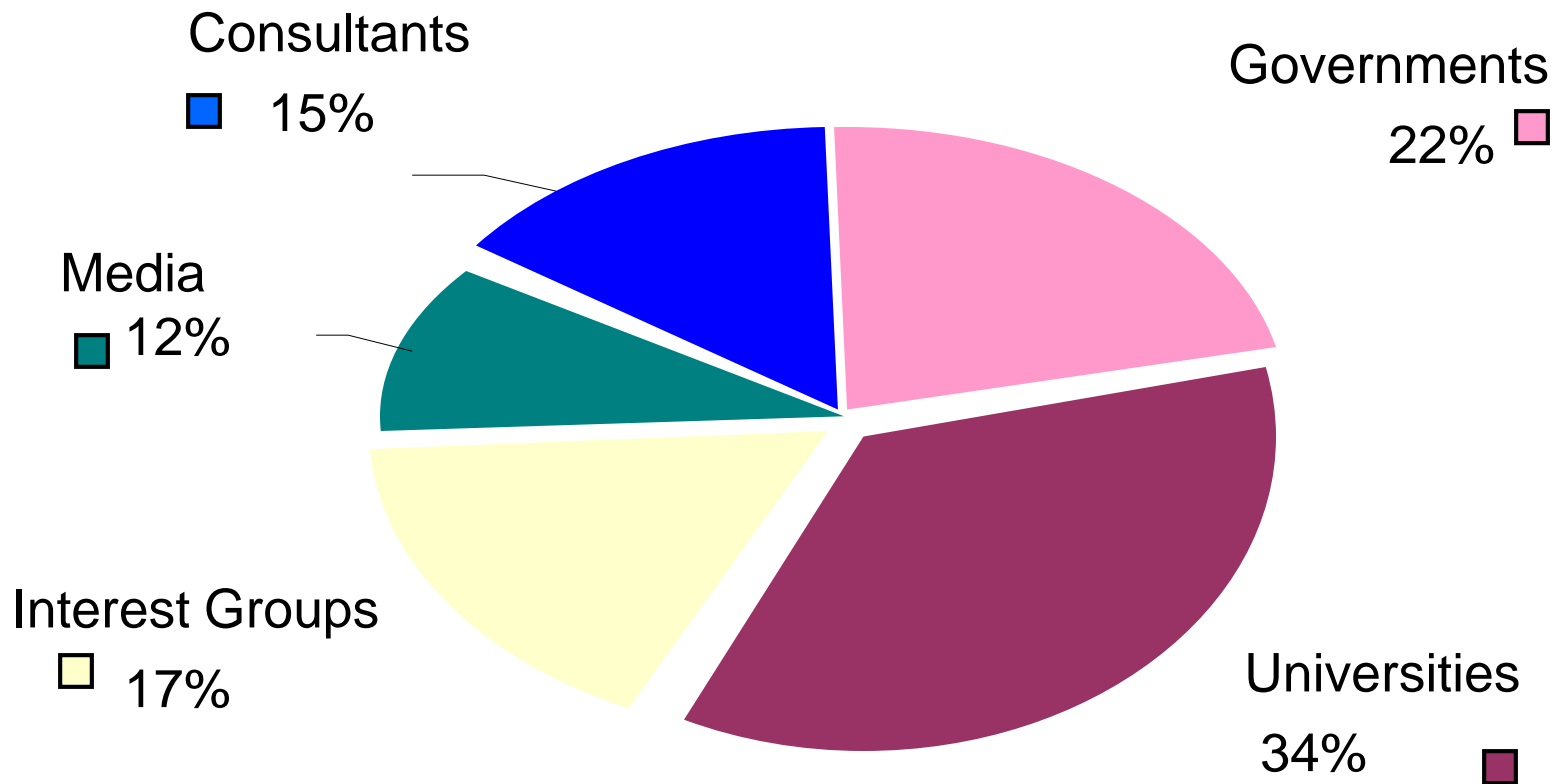
What is included in the Survey?

- **Household demographic information (race, age, sex, household income)**
- **Usual and actual travel to work (mode, occupancy, miles and minutes)**
- **Time of day and purpose for non-work travel (mode, occupancy, miles and minutes)**
- **Vehicle information (vehicle type, age, odometer), miles driven and fuel efficiency**
- **Transit access and egress mode and distance, plus wait times**

How can you use the data?

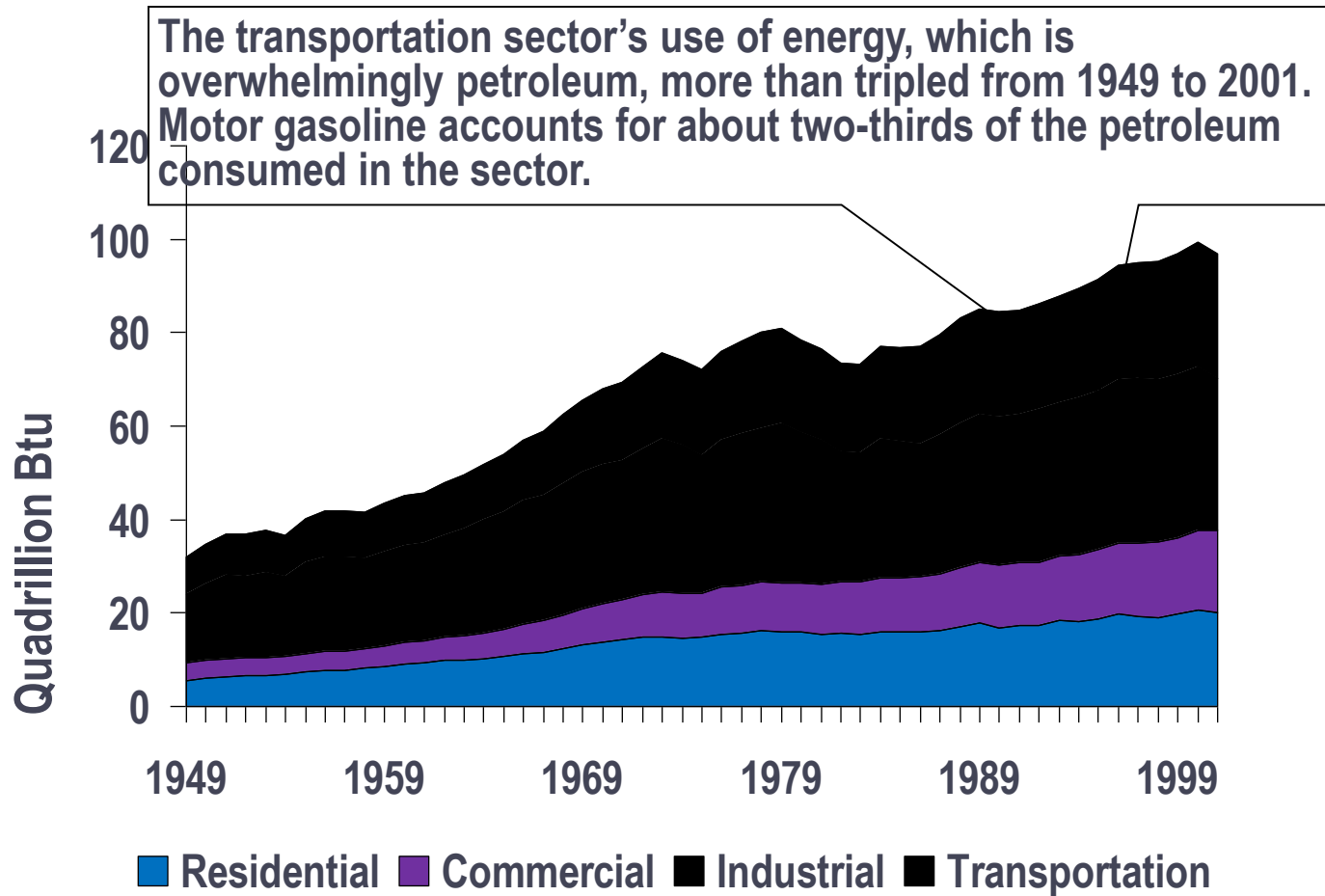
- **Measure changes in bicycle travel over time**
- **Used to determine accident exposure rates**
- **Understand travel of specific groups: school children, low income, recreational riders**
- **Bicycle commuting trends**
- **And many others!**

Who uses the survey data?



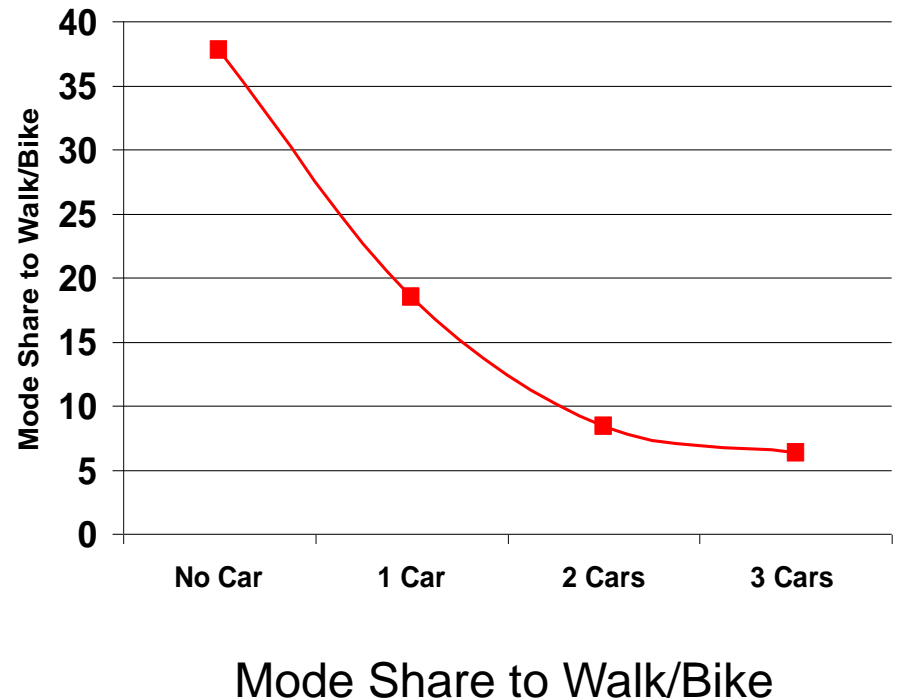
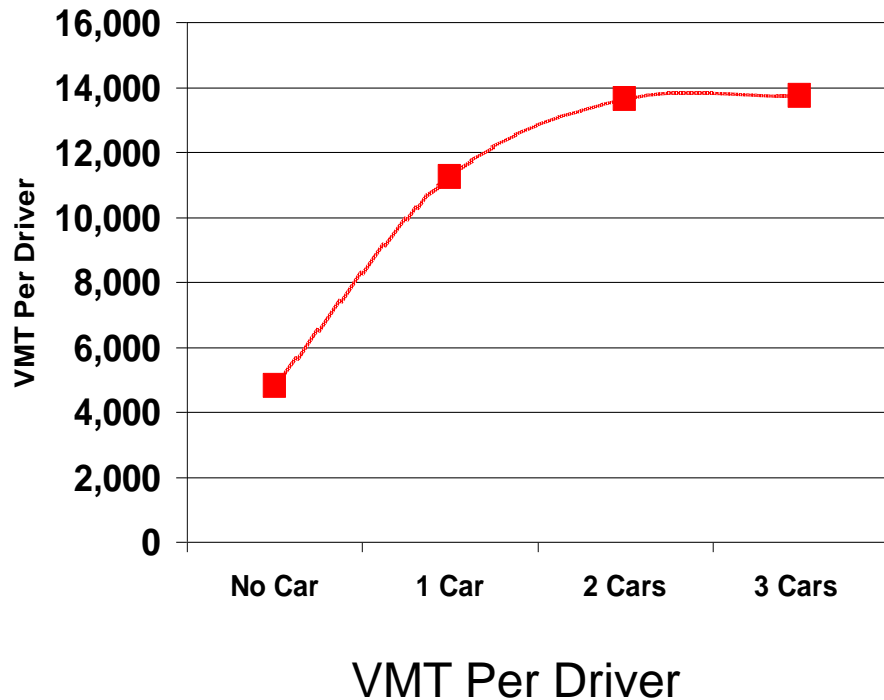
Source: "National Household Travel Survey Data Use: An Overview
Prepared by: MacroSys Research and Technology for the Bureau of
Transportation Statistics, 2005

Some of the uses of NHTS: Transportation and Energy Use



Some of the uses of NHTS: Transportation and Health

Is increased vehicle use related to reduced walking and biking?



Source: Matt Coogan

What does the NHTS tell us about trends in biking in the US?

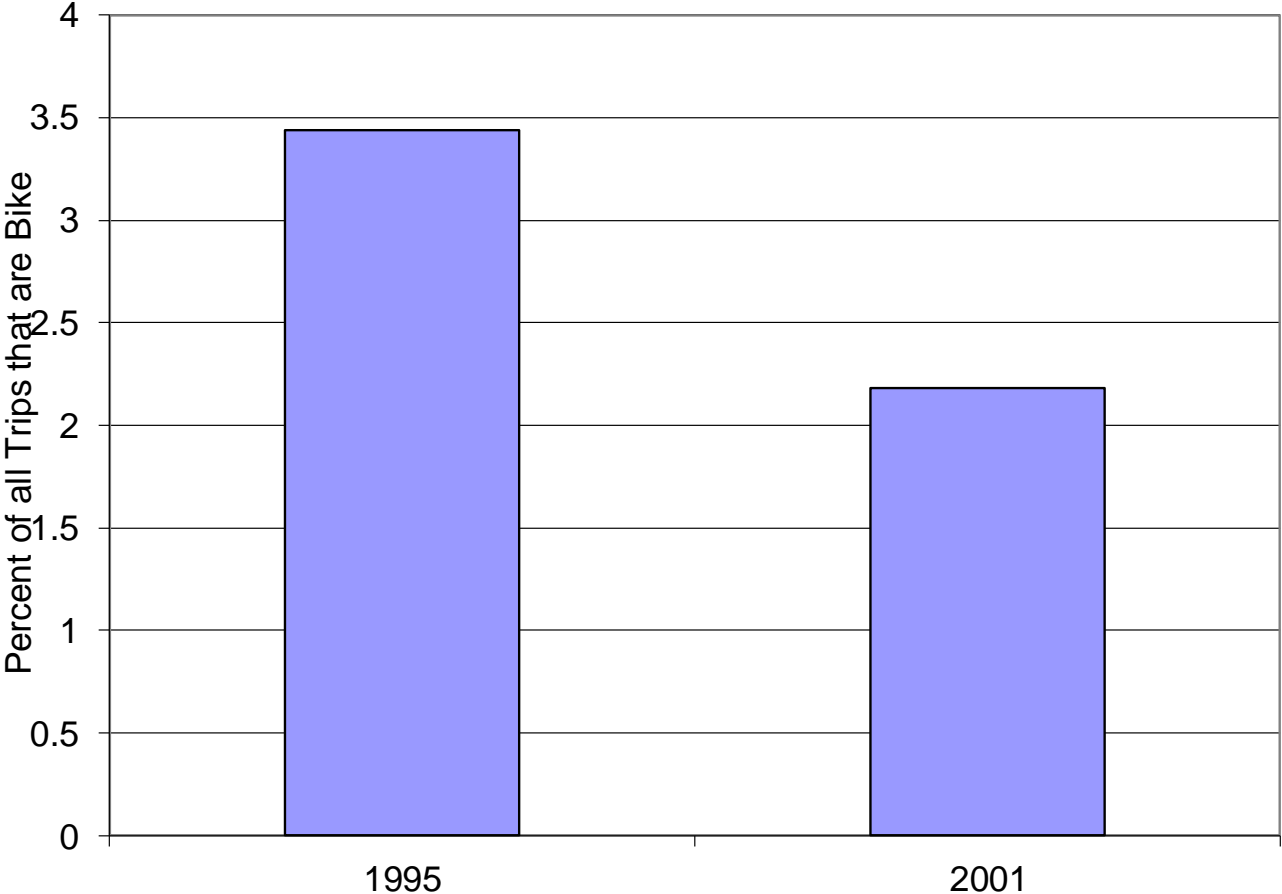
Nearly 70% of all adults have access to a bicycle

- More than half of adults with a bike use it in the summer months*
- Since 1990, children are making fewer bike trips, especially to school
- As our society ages, the average age of adult cyclists is also getting older
- Nearly a quarter of bike trips by 16-30 year olds are commutes, and bike commuters are very loyal to their mode

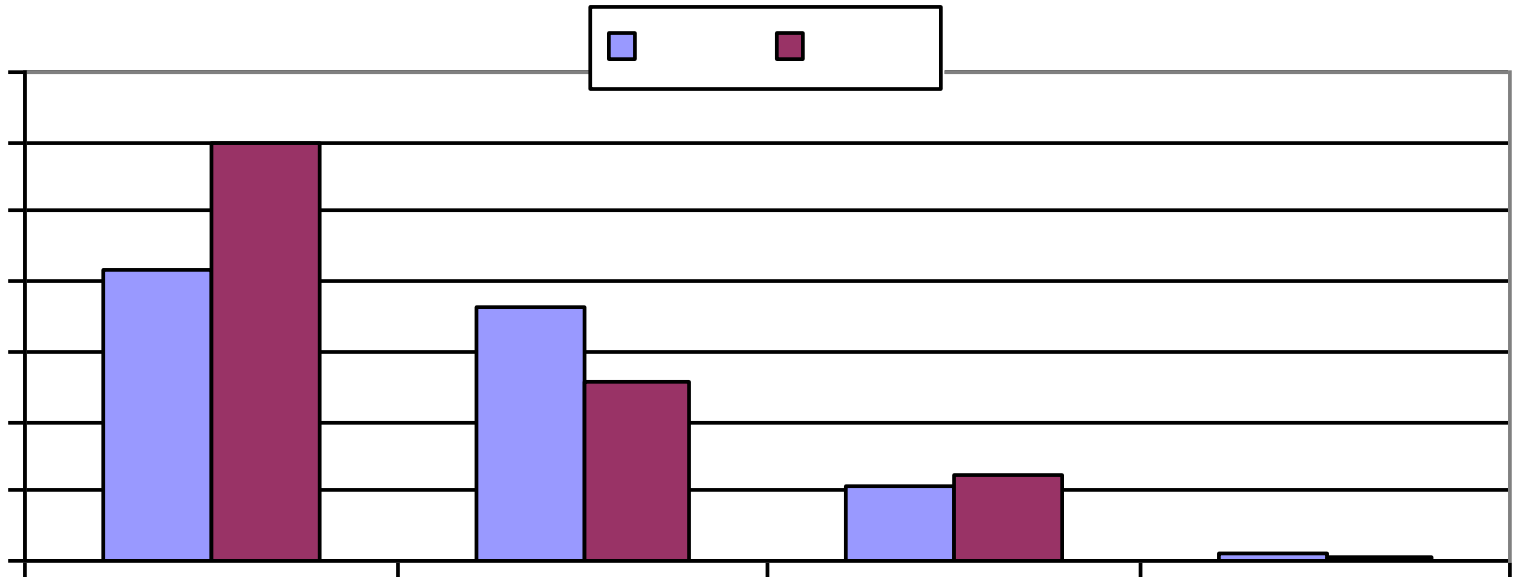
*From BTS National Survey of Pedestrian and Bicyclist Attitudes and Behavior

Children are taking fewer bike trips...

Proportion of Trips by Children (15 years and less) that are by Bike

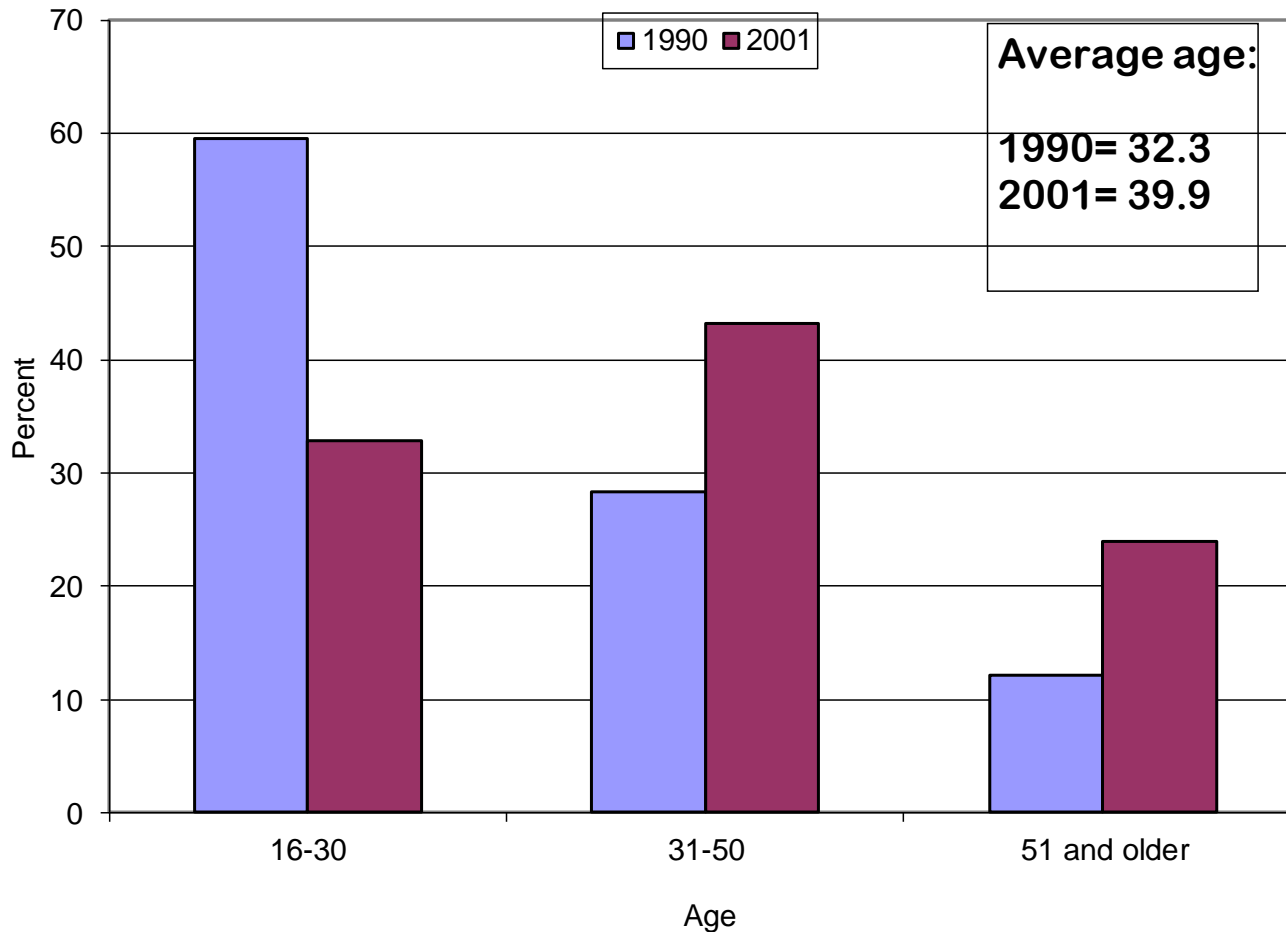


And are half as likely to bike to school...

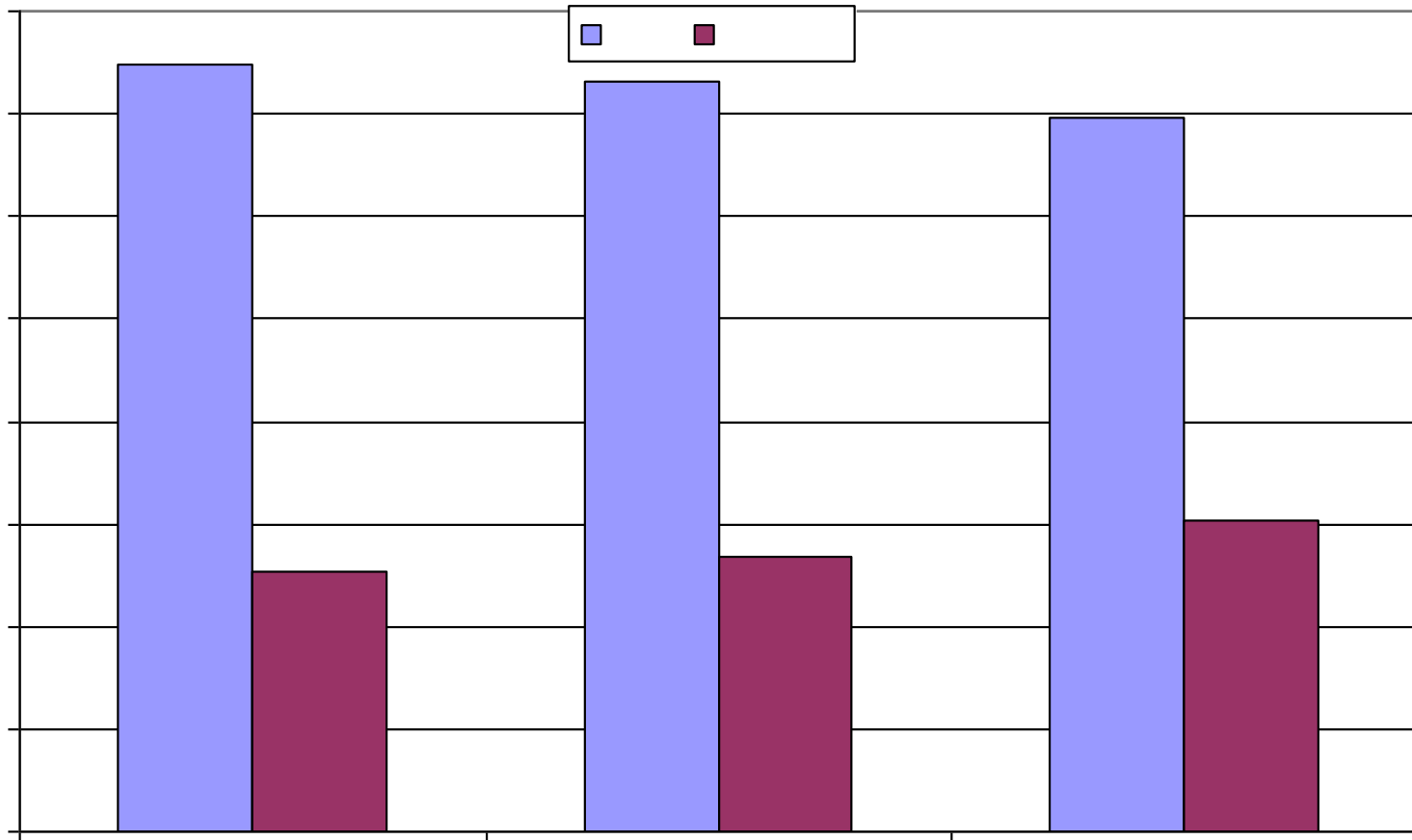


The age profile of adult cyclists is changing...

Changes in Proportion of Bike Trips by Age -- Adult Cyclists



**Although the majority of cyclists are men,
women are reporting more bike trips...**

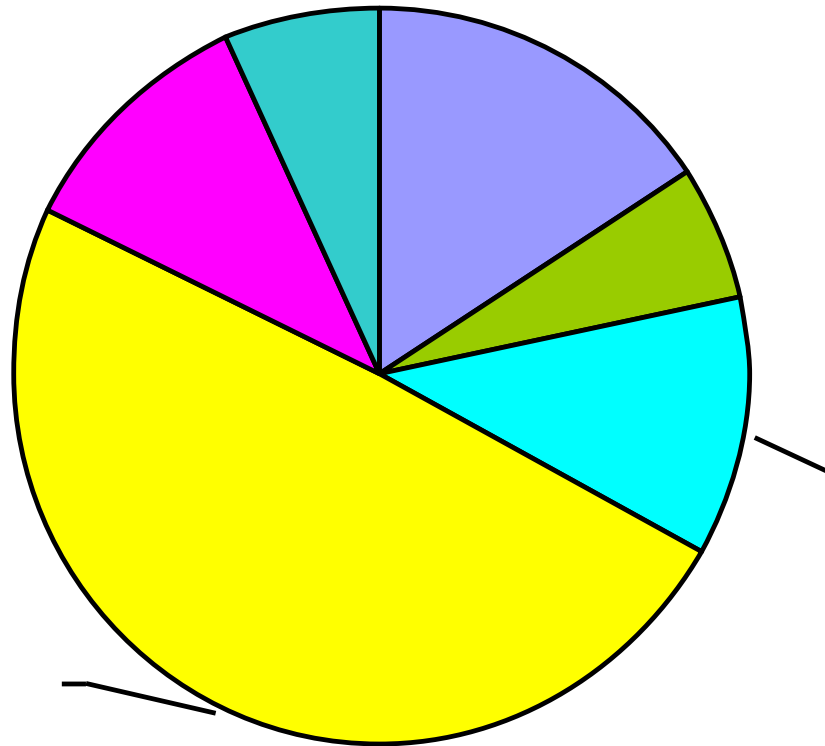


On an average day, 72.7 percent of bike commuters actually bike to work

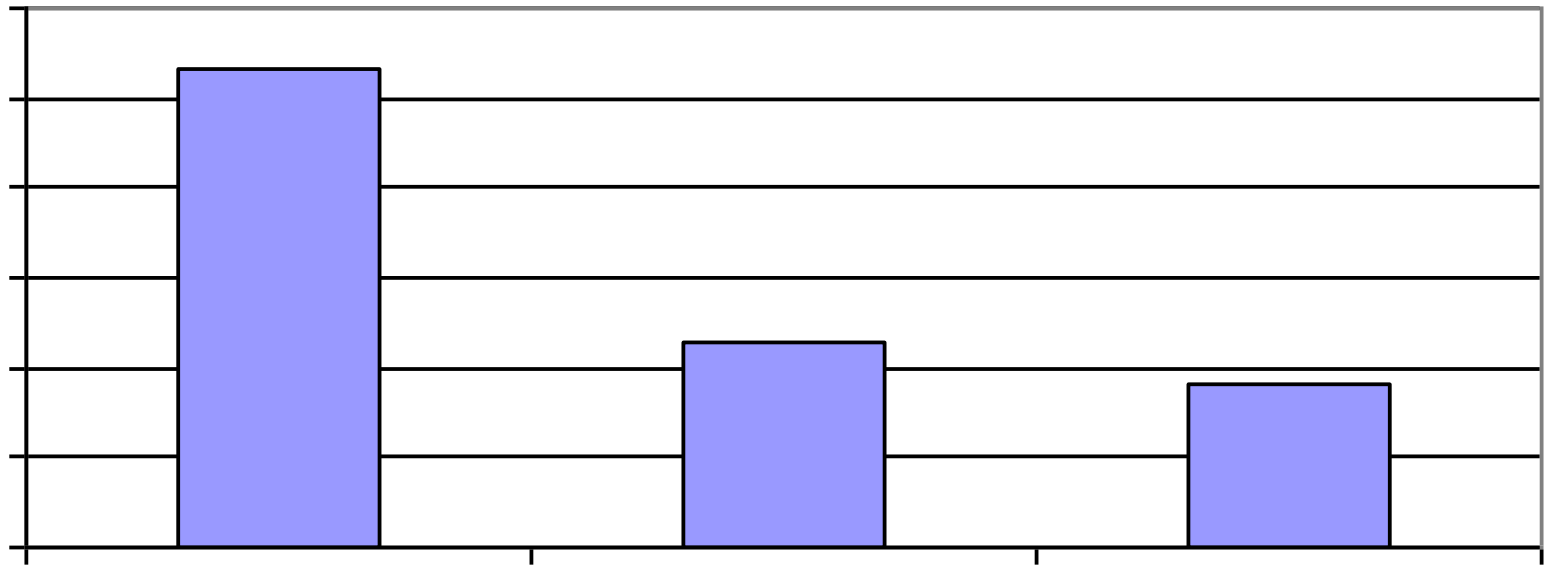
On Travel Day took:

Usual Mode:	Drive Alone	Carpool	Transit	Bike	Walk
Drive Alone	89.8%	9.4%	0.1%	0.1%	0.4%
Carpool	22.6%	74.5%	1.0%	0.3%	1.4%
Transit	8.4%	10.0%	69.3%	0.4%	8.5%
Bike	8.1%	10.1%	1.4%	72.7%	7.7%
Walk	10.3%	9.0%	2.7%	0.2%	77.3%

Nearly half of the trips by adult cyclists are for recreation



But over a quarter of the bike trips made by 16-30 year olds are for work...



How Bike Paths and Lanes Make a Difference*:

- Bicyclists riding in areas without bike paths or lanes are nearly twice as likely to feel endangered (mostly by motorists)
- Nearly one-third of the population is dissatisfied with their community designs for making biking safer
- In areas with neither bike lanes or paths, 48% of adults report being dissatisfied with the community design
- Frequent bicyclists have a strong preference for more bike lanes over paths

*From BTS National Survey of Pedestrian and Bicyclist Attitudes and Behavior

Where are the numbers?

Big picture trends from the National Household Travel Survey (NHTS) at:

<http://nhts.ornl.gov>

Use add-on data for small geography:

Wisconsin State, New York State in 2001

FL, GA, SC, NC, VA, NY in 2008

Community-based surveys of users for facility planning and use assessment

2008 NHTS Add-Ons

- For 2008, 8 States and 6 MPOs have purchased nearly 80,000 additional household samples
- Add-on data is useful for small-geography analysis, rarer modes, and case studies
- With enriched sample, local areas can examine neighborhood environment and effect on travel
- Areas that periodically participate have potential 'before' and 'after' snapshots when improvements are made

But we need your feedback...

As the questionnaire is being developed for the next NHTS we want to increase the utility and relevance to the bike community

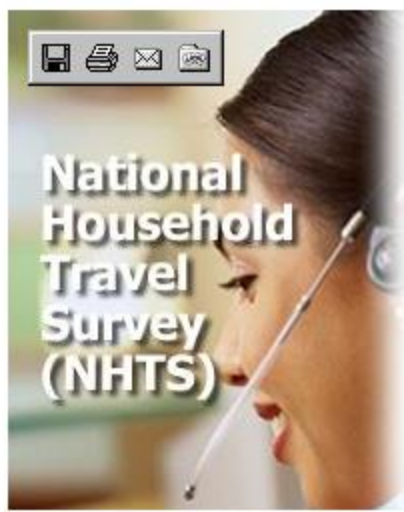
We will be looking for specific ideas on the questionnaire and data items

Coordinated through the League, but feel free to let us know directly:

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National Household Travel Survey (NHTS)

- 2001 NHTS
- 1995 NPTS
- 1990 NPTS
- 1983 NPTS
- 1977 NPTS
- 1969 NPTS

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Thank You!