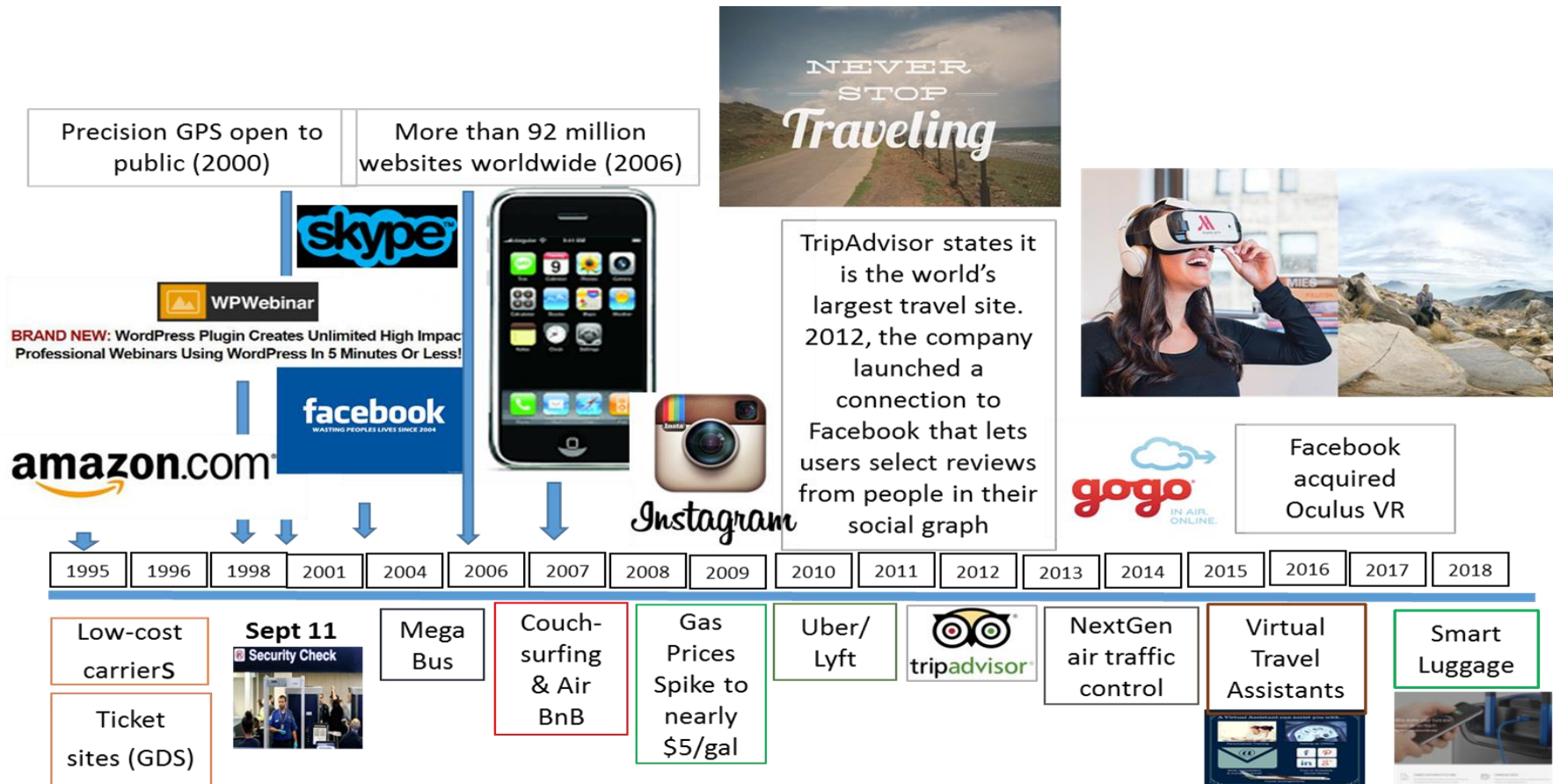


# Dynamics of Change: Long-Term Trends in Personal Travel

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# We can place the travel trend data in the context of what's happened in the 'travel and technology' space since 1995:



Two competing forces seem to be influencing travel:



## Components of Change in Personal Travel, 1995 to 2017

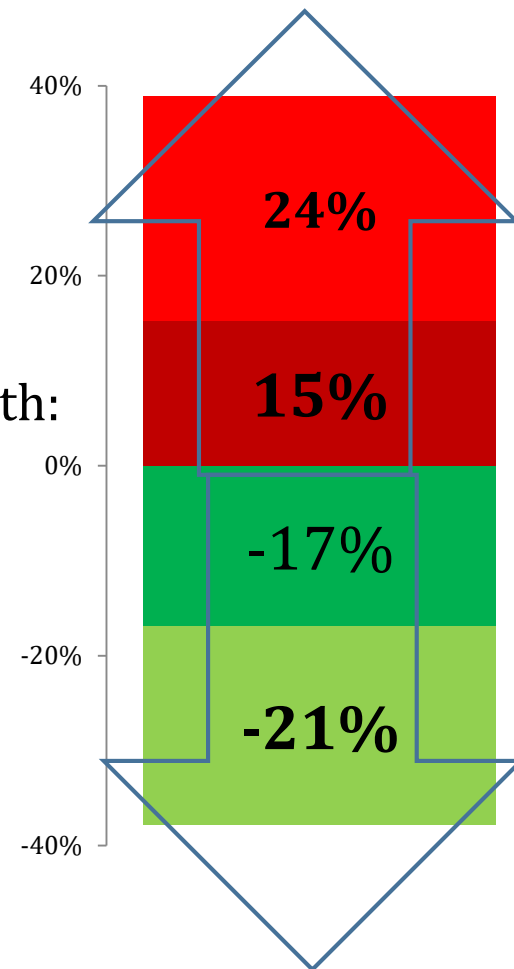
- *Population growth* was a major contributor to growth in travel (Trips/VMT/KMT)
- The average *trip length* increased 15 percent—but private vehicle trip length only increased 5.5% (not shown) indicating more long-distance (air) travel
- People who travelled reported making *fewer trips* in 2017 compared to 1995
- And more people *stayed home*, which contributed to the decline in per capita trip rates

Population Growth:

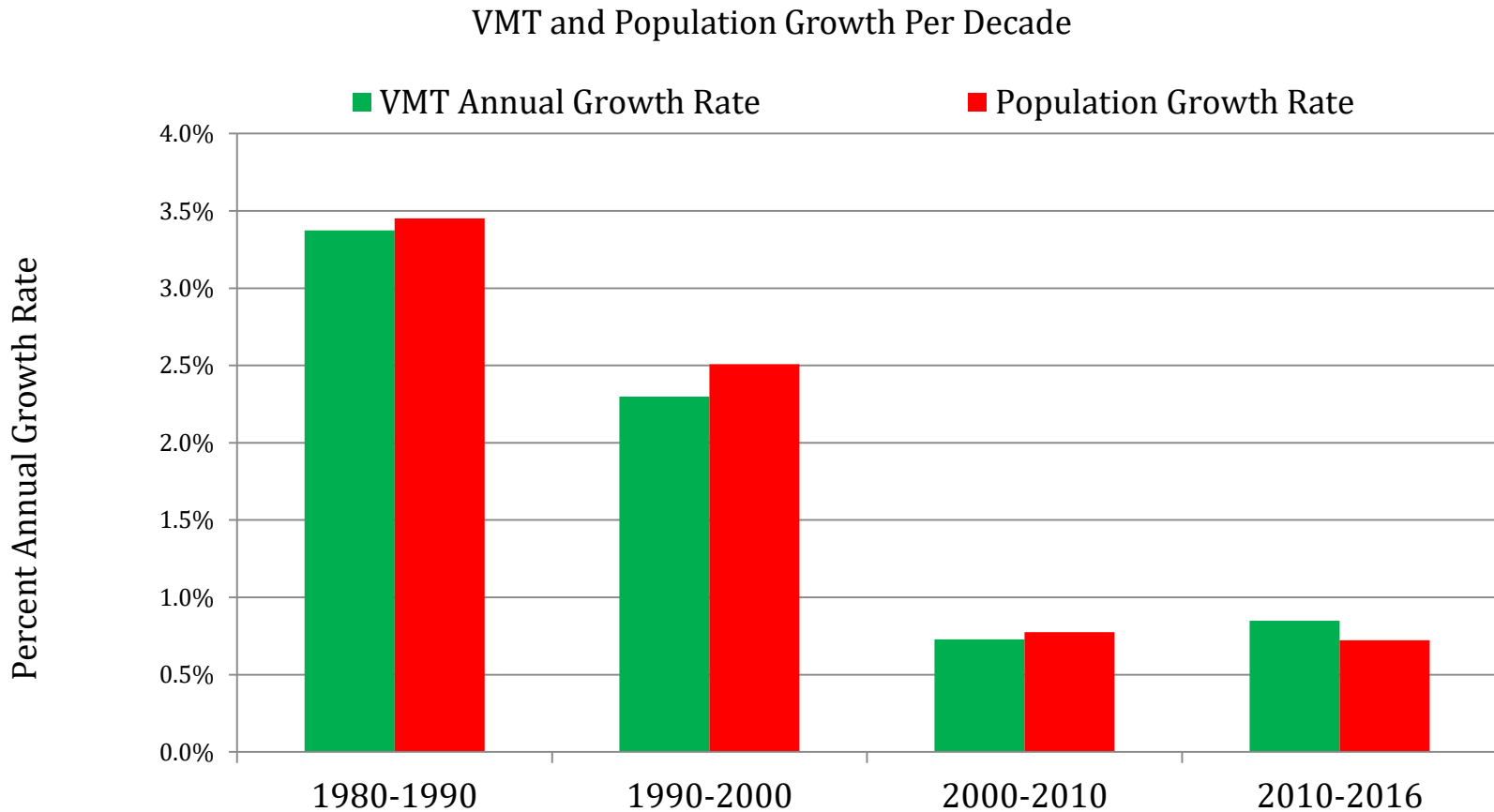
Increased Trip Length:

Decline in Trips per Traveler:

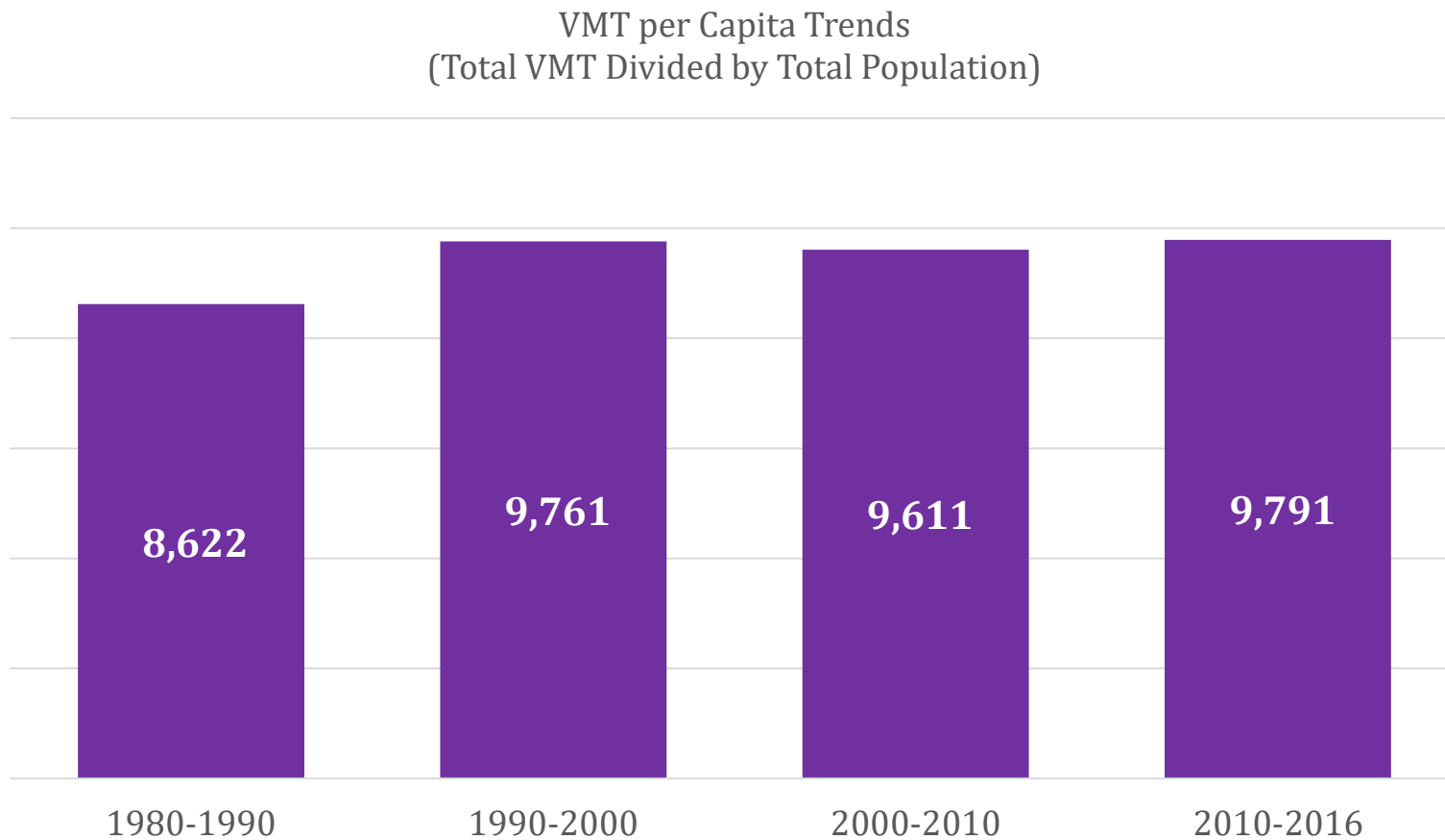
Decline in Trips per Person:



Annual growth rates for **total VMT** and **population** are about the same:

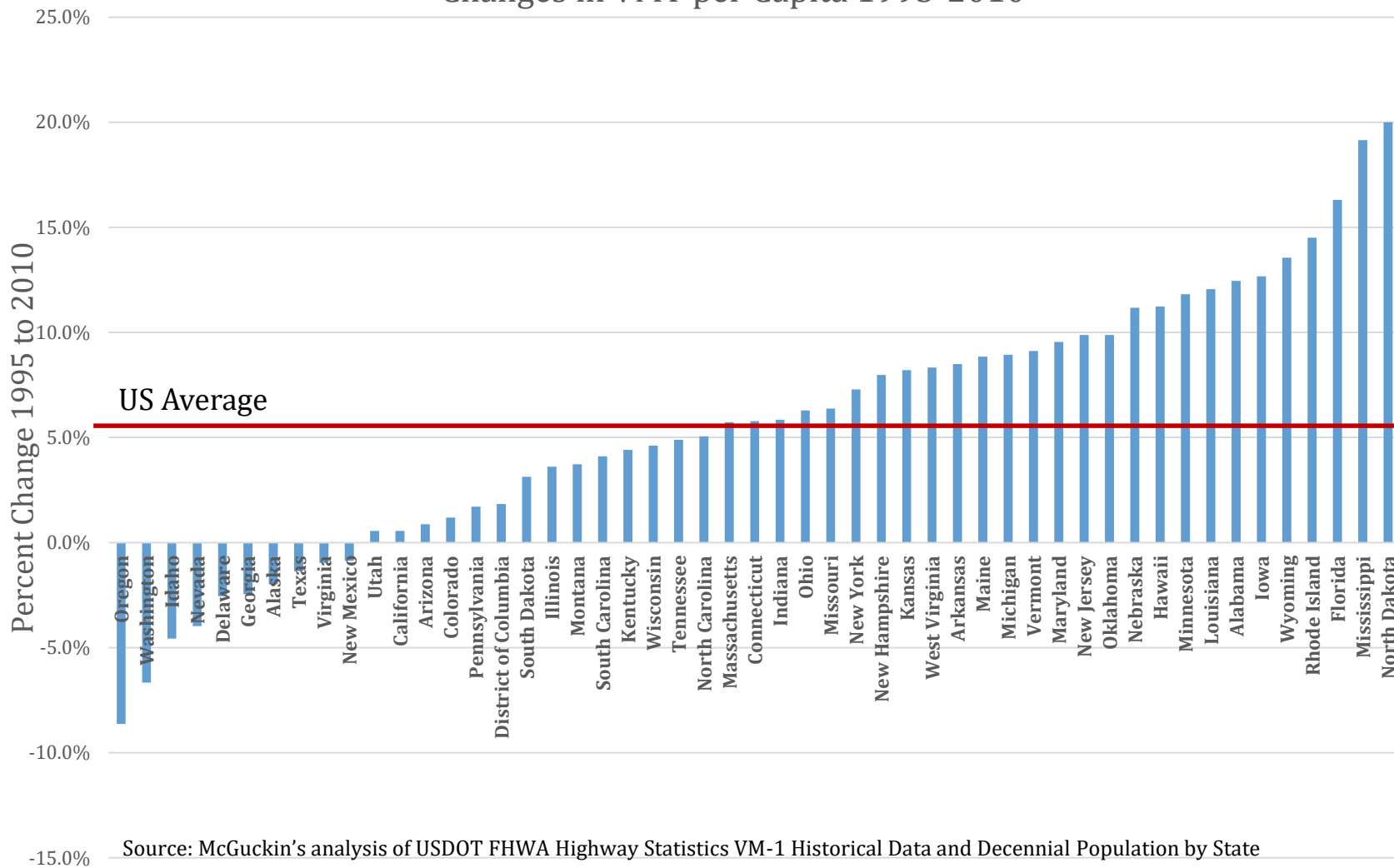


Which means **VMT per capita** has remained stable over the last few decades:

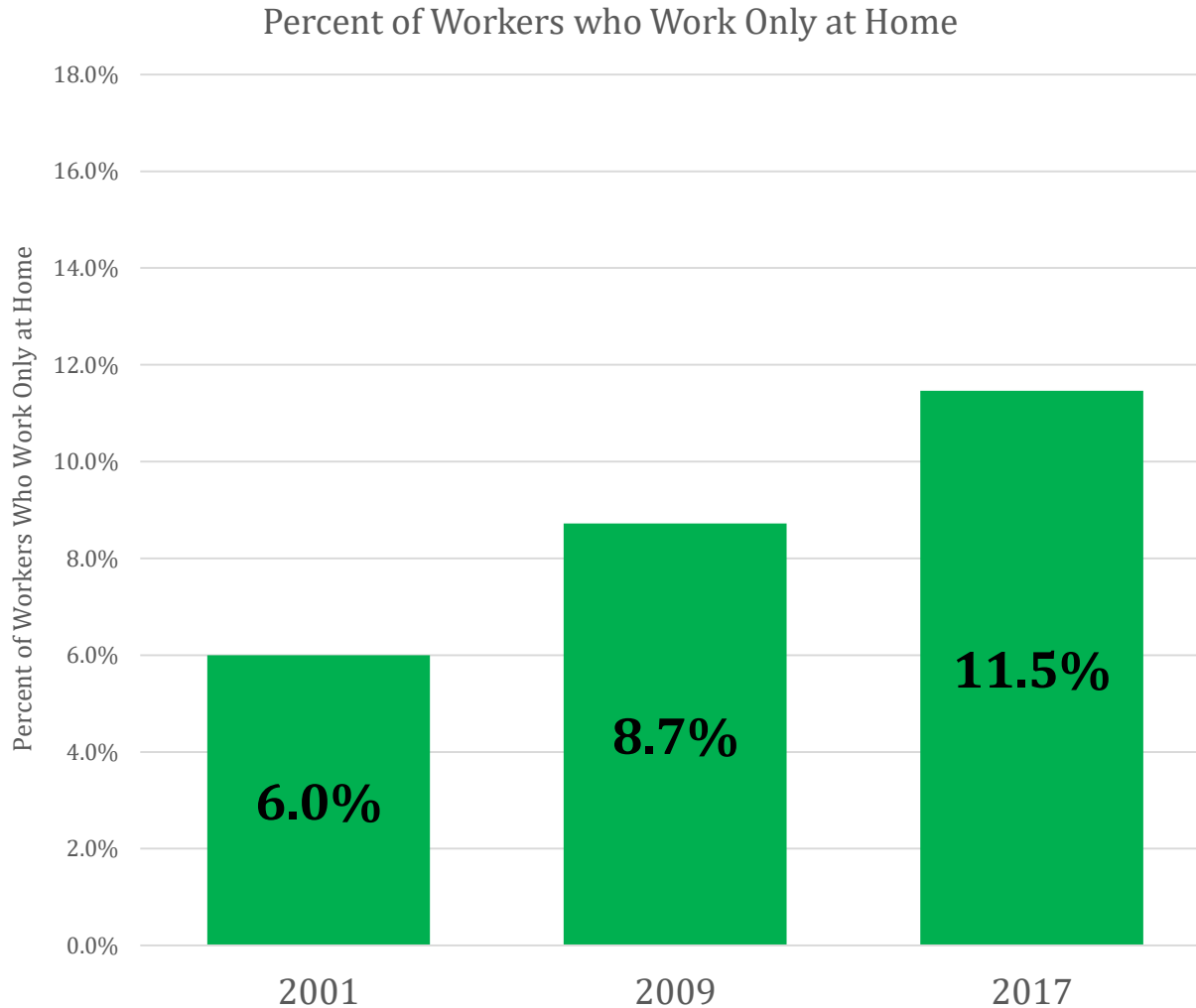


However, there is wide variation around the national average:

Changes in VMT per Capita 1995-2010

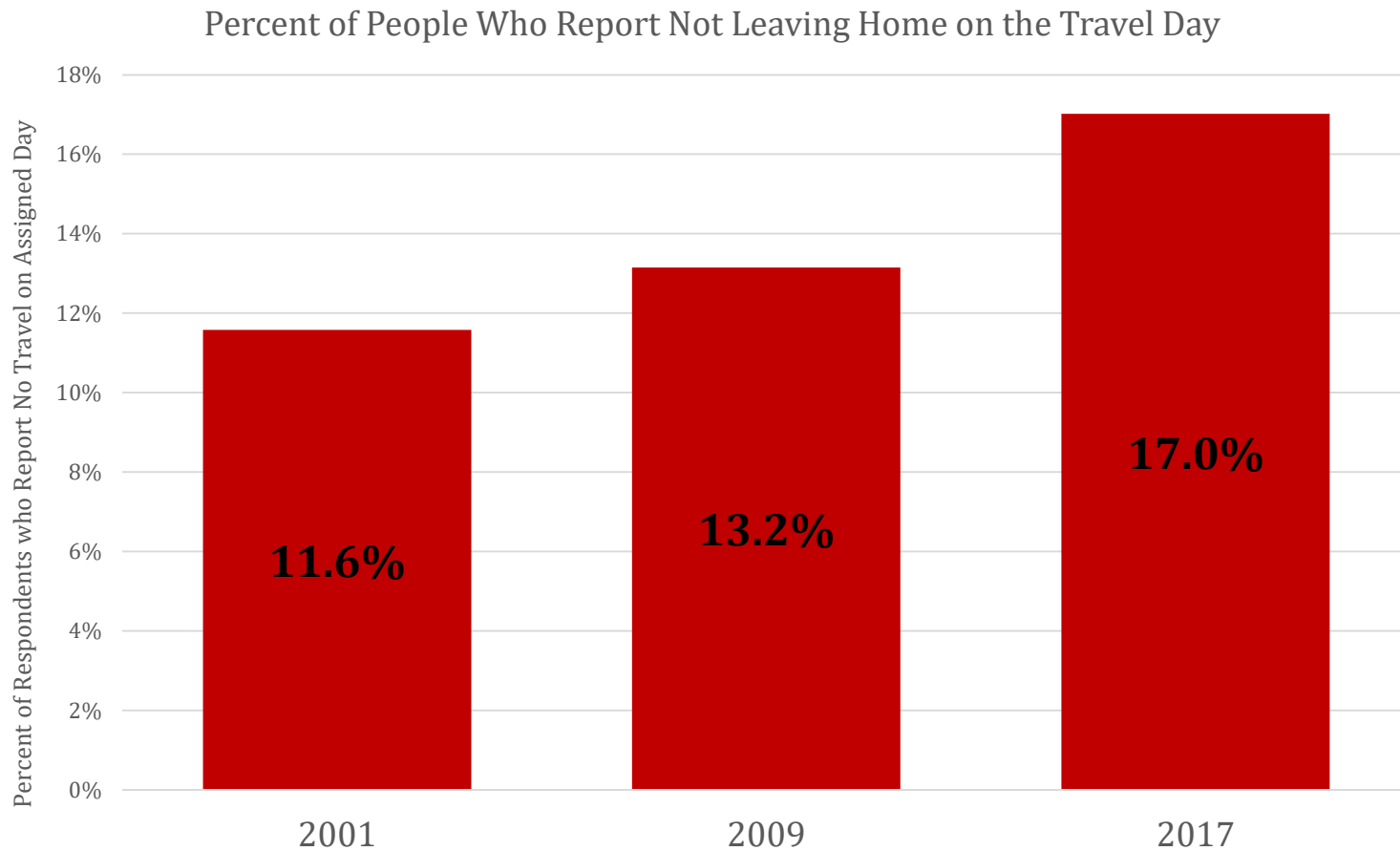


## The data shows that more workers *Work at Home*:



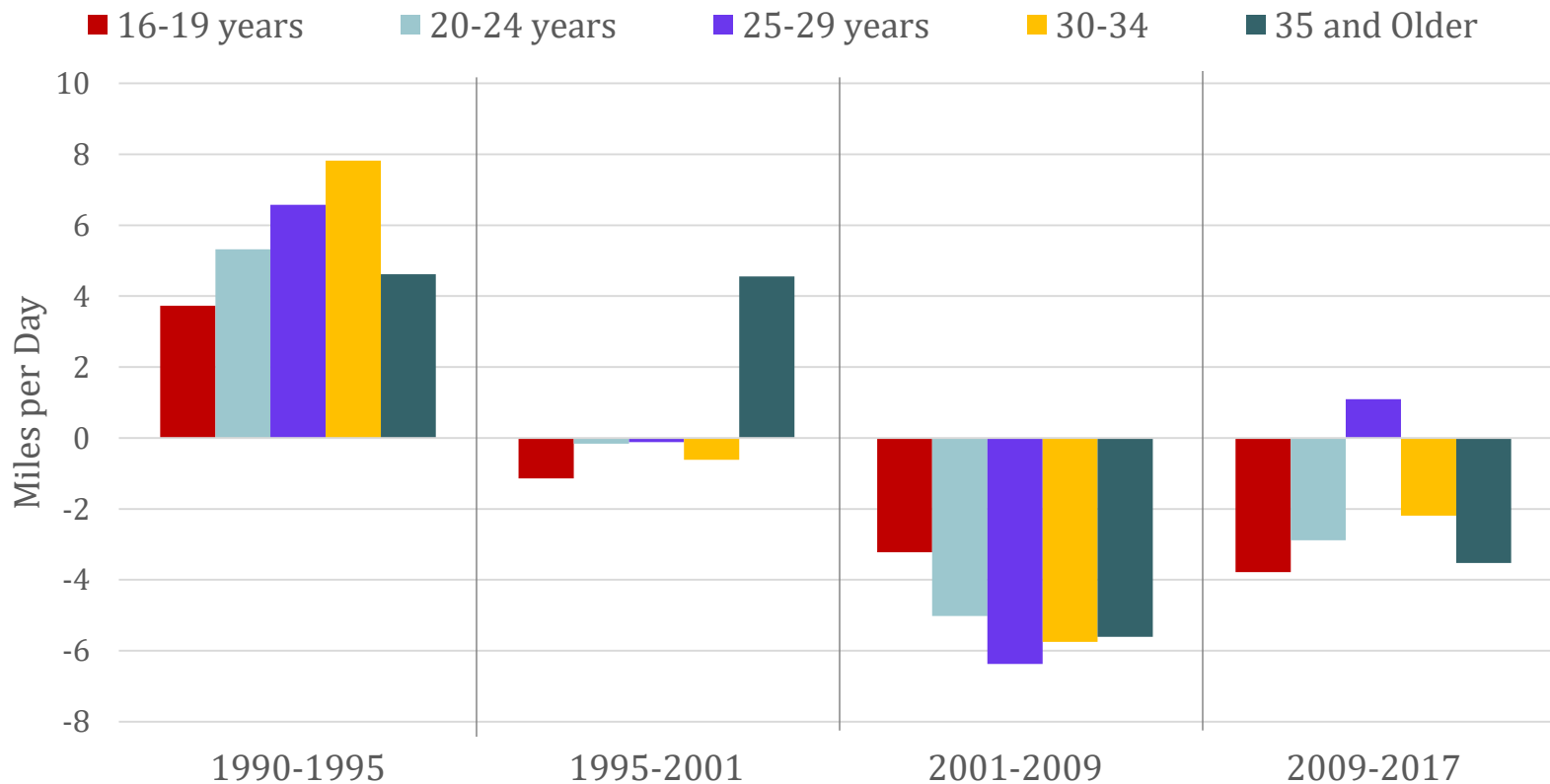


Trends indicate that ***More People Stay Home*** on an average day:



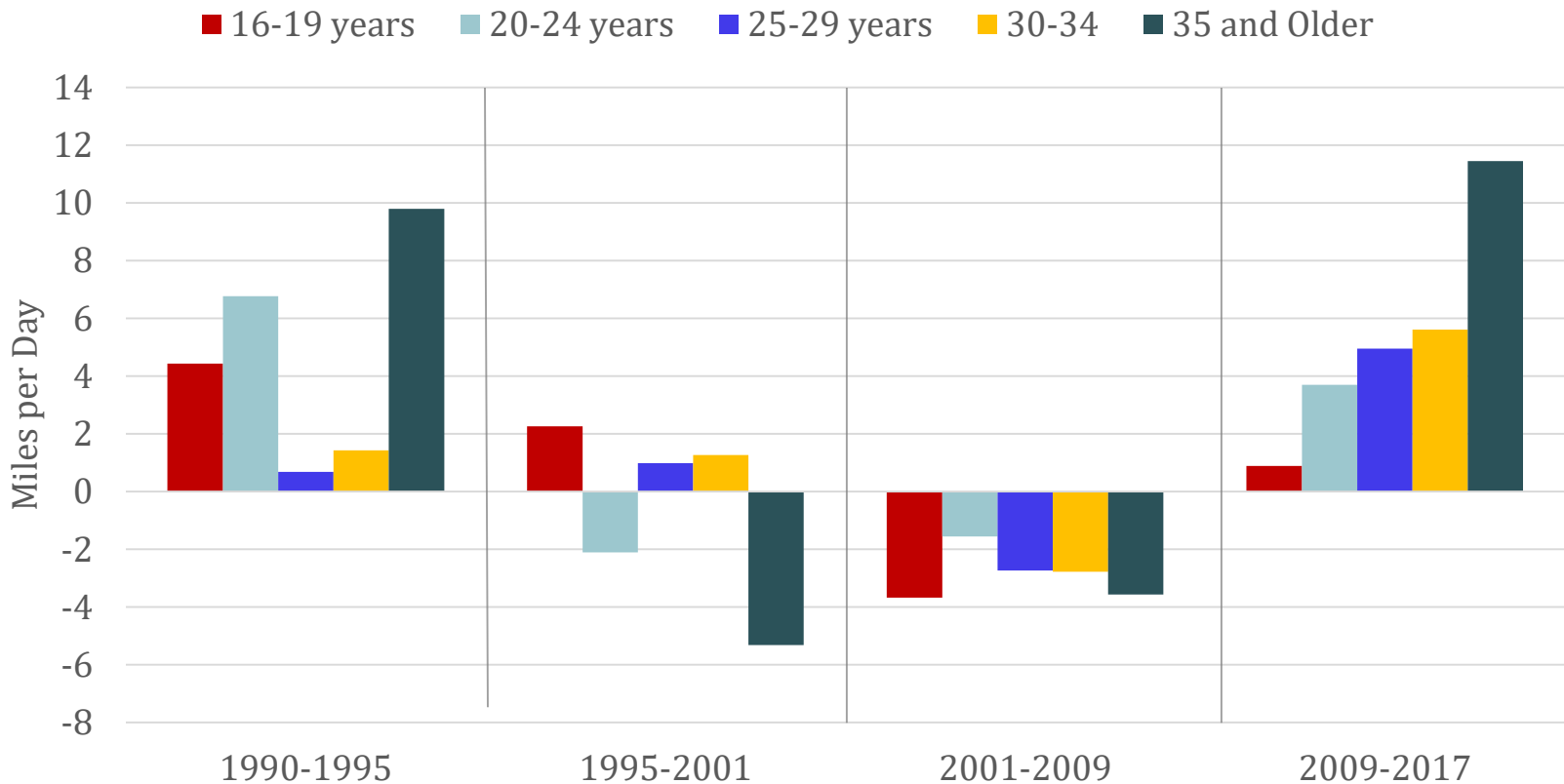
# While *Vehicle Travel* showed slight declines between 2009 and 2017 :

Absolute Change in Vehicle Miles Traveled Per Capita per Day by Age, 1990-2017



# Since 2009, across all age groups, miles of travel in non-vehicle modes increased:

Absolute Change in Non-Vehicle Miles Traveled Per Capita per Day by Age, 1990-2017



Source: McGuckin's analysis of FHWA NHTS data series

# The components of Growth in Long-Distance Travel

(based on historic data from 1977-1995, current data unavailable)

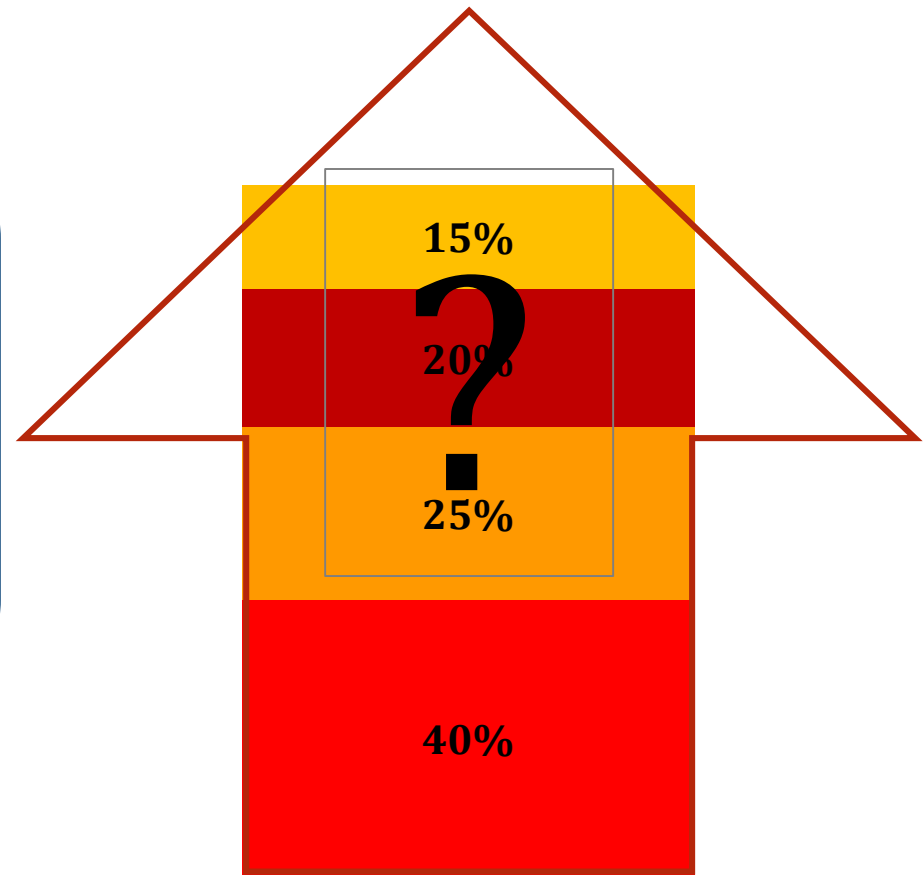
We actually don't have current estimates for these to track trends in longer-distance travel:

■ More Trips per Traveler:

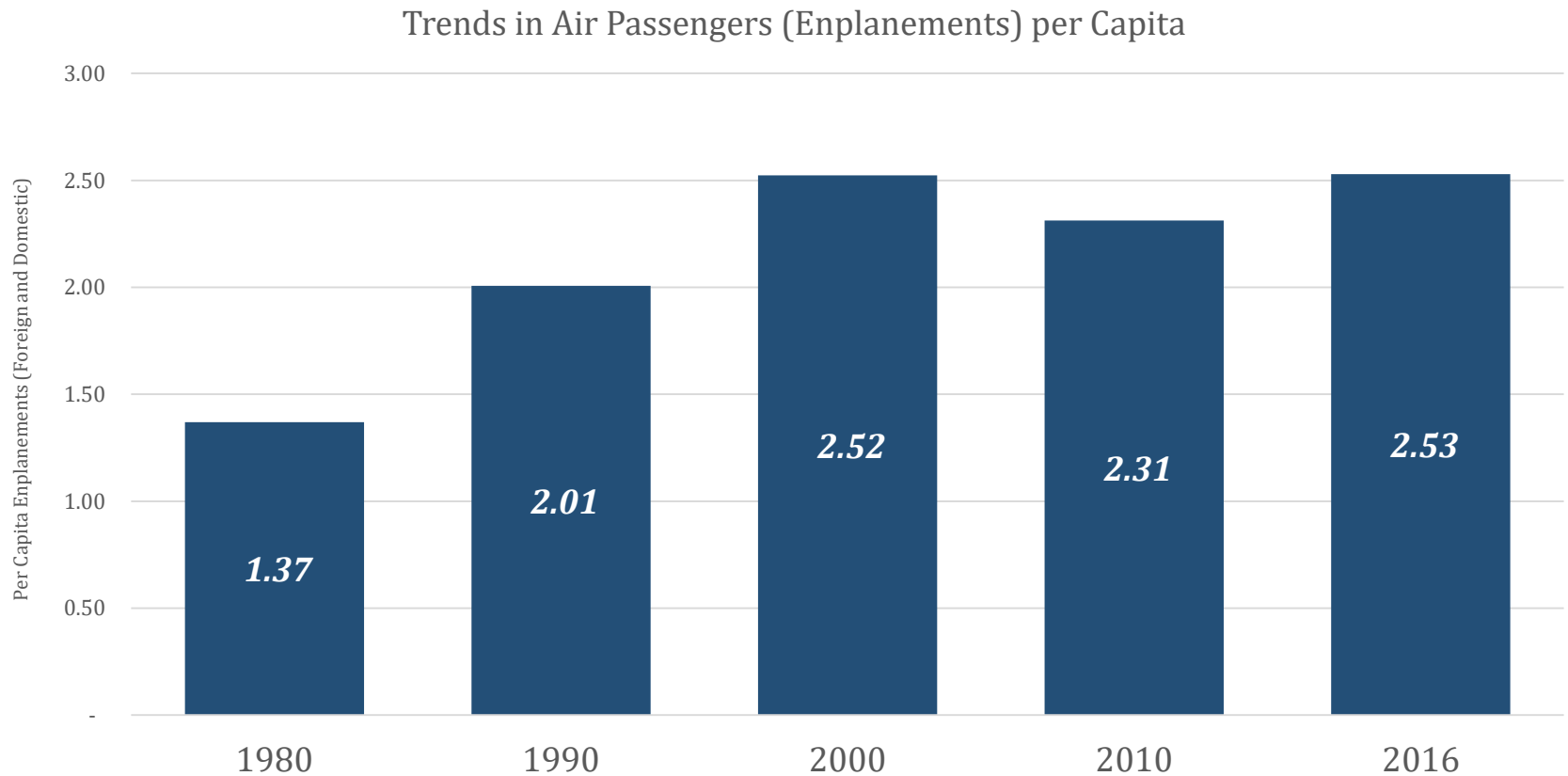
■ Increased Trip Length:

■ More Trips per Person:

■ Population Growth:

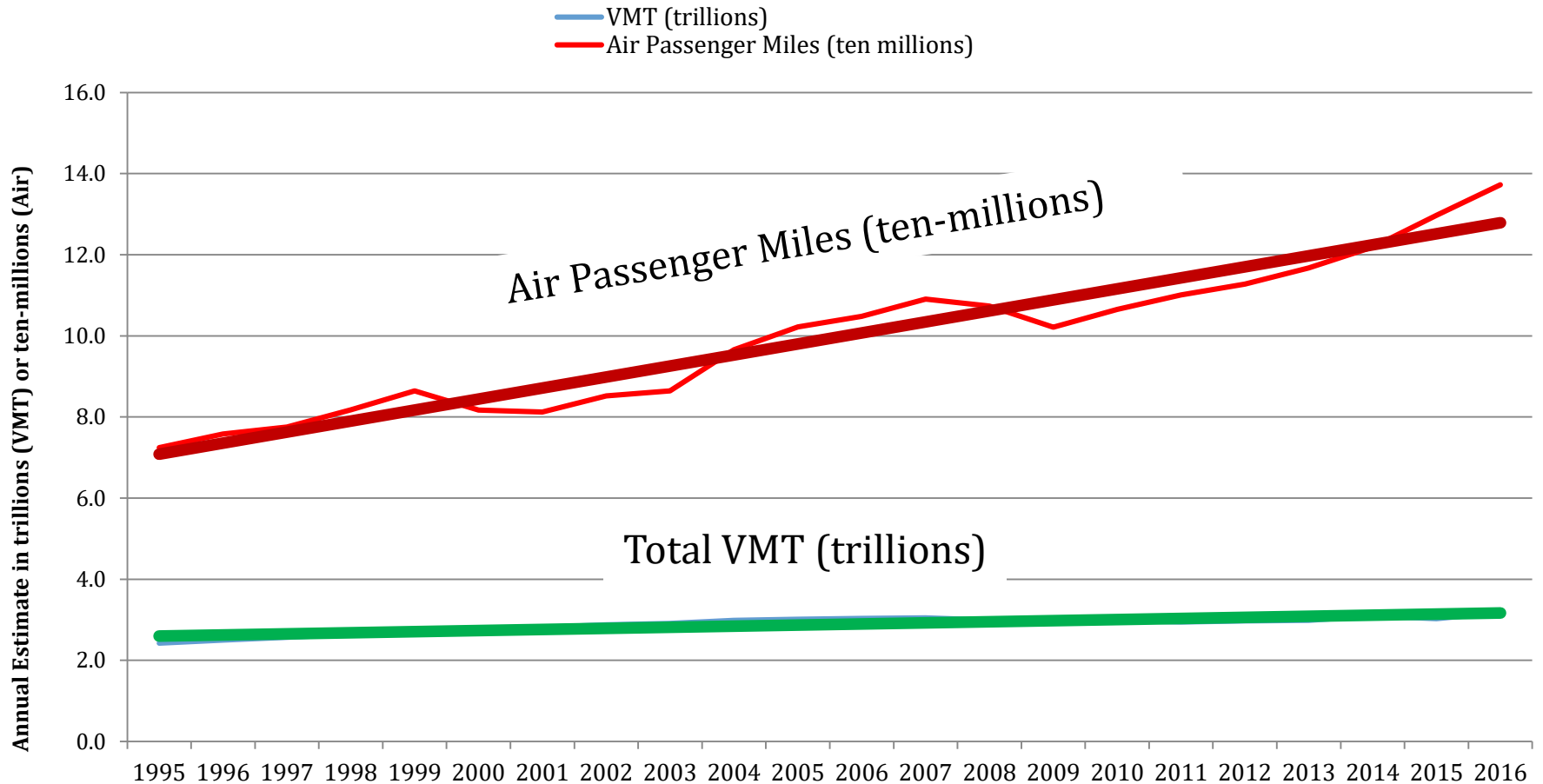


Per capita rates of air travel are about the same as in 2000:



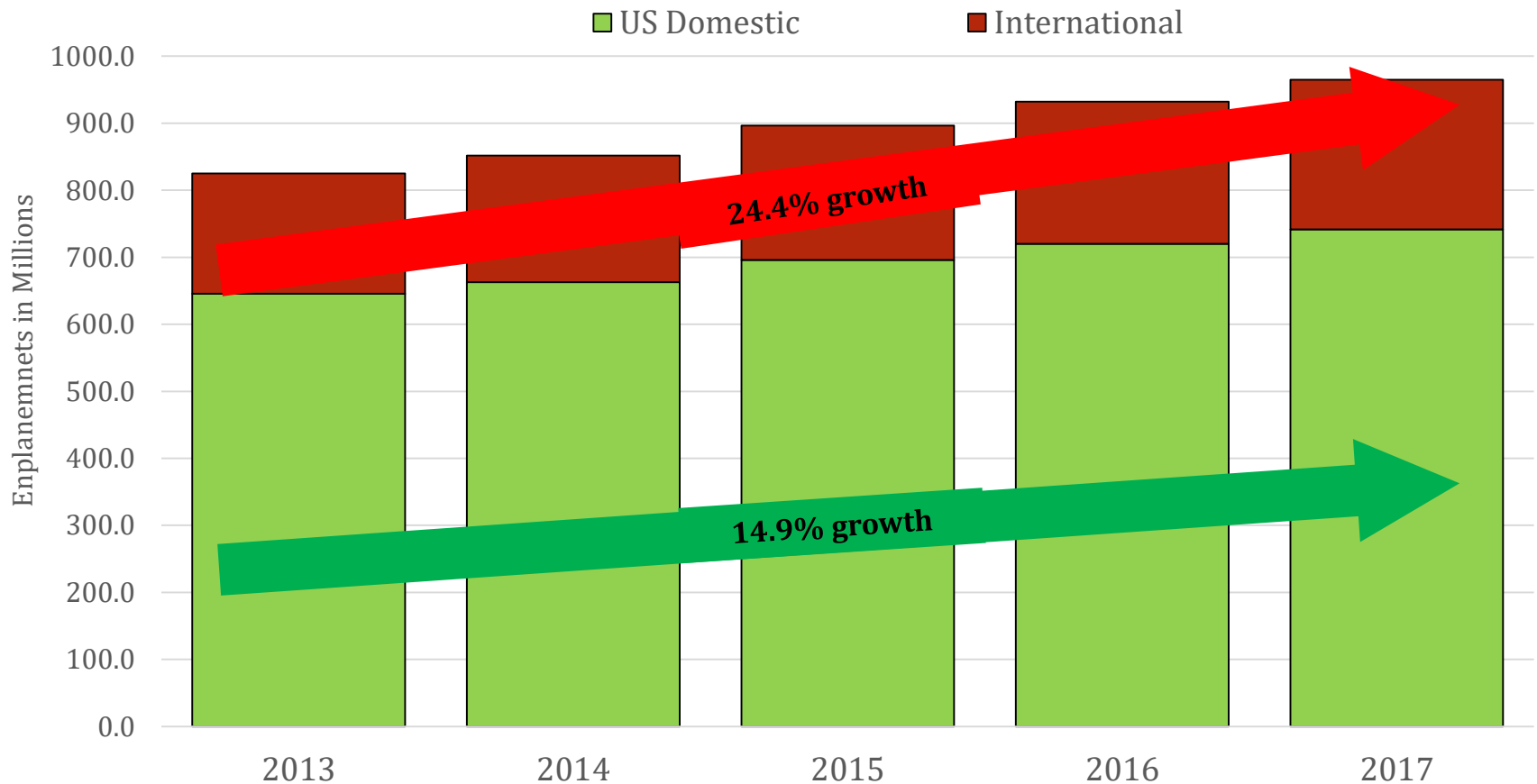
Source: Enplanements from USDOT BTS/FAA Passenger Historic Data  
US Population from ACS 1-year estimates,

However, the amount of air miles of travel seems to be growing faster than vehicle miles of travel:

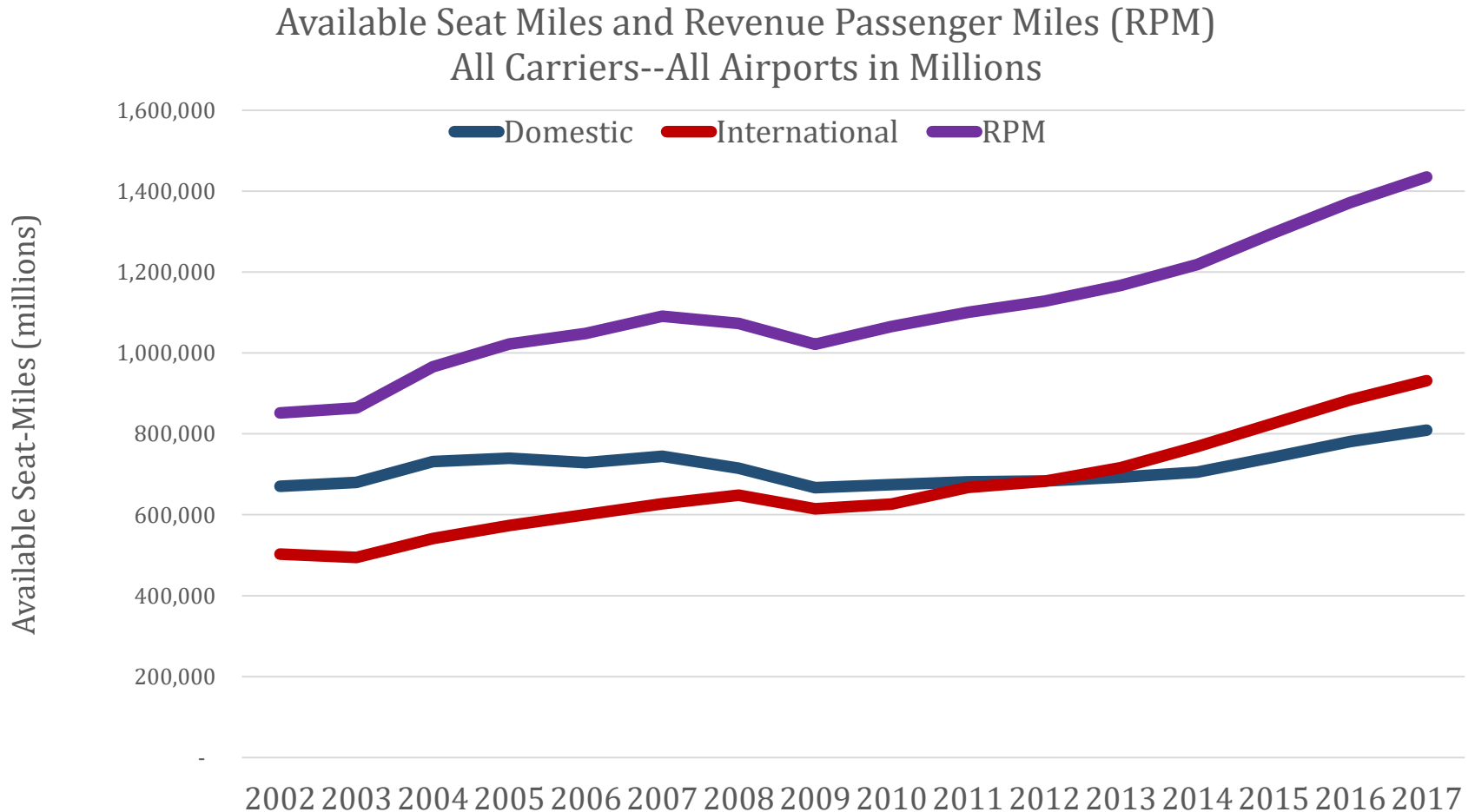


# International air travel is growing faster than domestic:

Trends in Enplanements (millions)



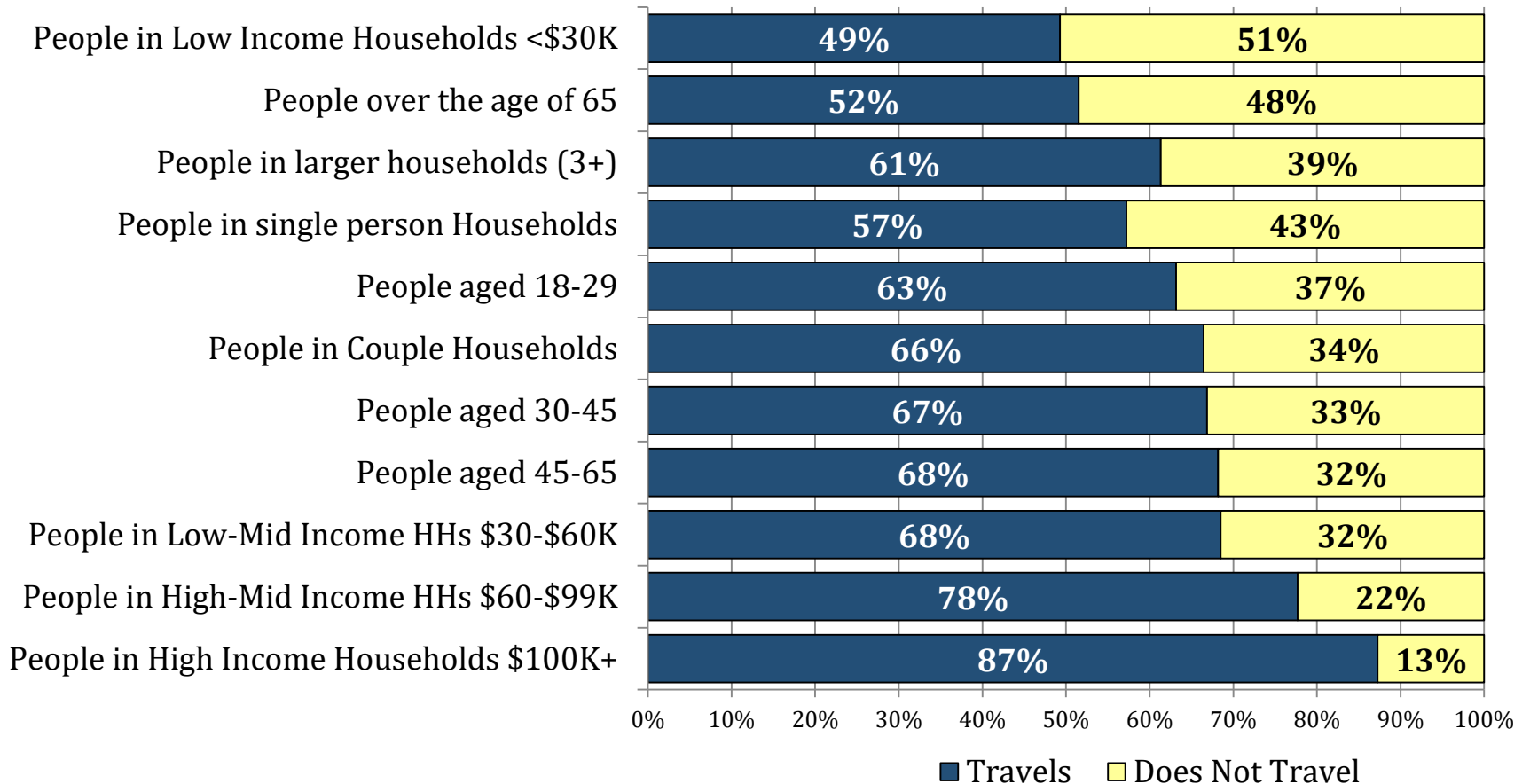
# The airlines are providing more service:





But historic data indicates that not everyone travels long-distance, and we don't know how that has changed:

People by Market Segment and Whether They Travel Long-Distance in an Average Year



Source: American Travel Survey historic data, from an original analysis by McGuckin.  
 Long-Distance is defined as a trip of 100 miles or more from home.

Trends indicate that population growth is the biggest factor in the long-term growth in vehicle and air travel.

### ***Local Everyday Travel***

- Nationwide per capita rates of vehicle miles of travel have remained the same over many decades
- People are taking fewer trips for shopping and errands, and overall vehicle use is declining
- Per-capita rates of everyday travel are lower because more people are reporting no travel on an average day, including more people working at home

### ***Long-Distance Travel***

- Count data indicates air travel is growing faster than vehicle travel
- Survey data has not been collected in almost two decades, so little is known about passenger and trip characteristics, including who travels and who does not
- Little is known about the trade-off between air and vehicle for mid-range trips



# Thank You!

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Data briefs and more at:

[www.travelbehavior.us](http://www.travelbehavior.us)