2011 TPB Geographically-Focused Household Travel Surveys Initial Results

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Project Background

- Follow-on to 2007-2008 Regional Household Travel Survey that was primarily conducted for the development of the new travel demand model
- Household Travel Survey data collection in specific geographic sub-areas of the region (Case Studies)
- Addresses a need expressed by local planners
- Will provide some current small area community-level socio-economic data that are no longer available from the Decennial Census

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Household Travel Surveys
The Basics

- Where, When, How and Why People Travel

Two-Stage Survey
(1) Recruitment Stage
  – Advance Letter
  – Request Participation
  – Obtain Basic Information about Household
(2) Travel Data Retrieval Stage
  – Travel Diary for 24-hr Time Period
  – Retrieve Data on Daily Travel
    for each Household Member

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Fall 2011 Data Collection

The seven areas being surveyed in the fall of 2011 are:

- The Logan Circle/14th St NW in the District of Columbia (from Massachusetts Ave NW to north of Florida Ave NW)
- The White Flint area in Montgomery County, Maryland
- The Purple Line International Corridor in Montgomery and Prince George's Counties, Maryland (University Blvd from south of I-495 to Adelphi Rd)
- The Largo area in Prince George's County, Maryland
- The City of Frederick, Maryland
- The Reston area in Fairfax County, Virginia
- The Woodbridge area in Prince William County, Virginia

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Fall 2011 Data Collection

Area	Completed HH	Vehicles	Persons	Unlinked Trips
14th Street	379	408	546	3,269
White Flint	426	649	810	3,773
Purple Line	204	299	436	2,101
Largo	186	312	342	1,440
Frederick	355	644	756	3,473
Reston	352	606	679	3,052
Woodbridge	283	517	612	2,834

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Logan Circle/14th Street NW Initial Results

Household Characteristics

- 86% - Live in an apartment or condo
- 46% - Own their home
- 51% - "Cell Phone Only" households
- Median Household Income = $75,000
- Av. HH Size = 1.41 persons/HH
- Av. # of Workers = 1.07 Workers/HH
- Av # of Vehicles = 0.61/HH
- Av # of Bikes = .68/HH
- Median Length of Residence = 7 years

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Logan Circle/14th Street NW Initial Results

Daily Travel Modal Share
- 14 % Transit (10% - Metrorail)
- 15% Auto Driver
- 4% Auto Passenger
- 57% Walk
- 6% Bike
- 4% Other

Commuting Mode Share
- 26 % Transit (17% - Metrorail)
- 21% Auto Driver
- 3% Auto Passenger
- 38% Walk
- 10% Bike
- 3% Other

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Purple Line /International Corridor Initial Results

Household Characteristics

- 48% - Live in an apartment or condo
- 54% - Own their home
- 42% - "Cell Phone Only" households
- Median Household Income = $70,000
- Av. HH Size = 2.07 persons/HH
- Av. # of Workers = 1.18 Workers/HH
- Av # of Vehicles = 1.35/HH
- Av # of Bikes = .83/HH
- Median Length of Residence = 12 years

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Purple Line /International Corridor Initial Results

Daily Travel Modal Share
- 9 % Transit (5% - Metrorail)
- 47% Auto Driver
- 16% Auto Passenger
- 23% Walk
- 2% Bike
- 4% Other

Commuting Mode Share
- 21 % Transit (13% - Metrorail)
- 62% Auto Driver
- 9% Auto Passenger
- 3% Walk
- 4% Bike
- 1% Other

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Prince George's Largo Area Initial Results

Household Characteristics

- 23% - Live in an apartment or condo
- 83% - Own their home
- 11% - "Cell Phone Only" households
- Median Household Income = $75,000
- Av. HH Size = 1.78 persons/HH
- Av. # of Workers = 0.88 Workers/HH
- Av # of Vehicles = 1.64/HH
- Av # of Bikes = .49/HH
- Median Length of Residence = 14 years

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Prince George's Largo Area
Initial Results

<u>Daily Travel Modal Share</u>
- 5% Transit (5% - Metrorail)
- 70% Auto Driver
- 13% Auto Passenger
- 9% Walk
- .2% Bike
- 4% Other

<u>Commuting Mode Share</u>
- 16 % Transit (15% -Metrorail)
- 76% Auto Driver
- 6% Auto Passenger
- 1% Walk
- 1% Bike
- 0% Other

White Flint Area
Initial Results

<u>Household Characteristics</u>

- 60% - Live in an apartment or condo
- 62% - Own their home
- 27% - "Cell Phone Only" households
- Median Household Income = $105,000
- Av. HH Size = 1.86 persons/HH
- Av. # of Workers = 1.03 Workers/HH
- Av # of Vehicles = 1.43/HH
- Av # of Bikes = .69/HH
- Median Length of Residence = 11 years

White Flint Area
Initial Results

<u>Daily Travel Modal Share</u>
- – 8% Transit (7% - Metrorail)
- – 55% Auto Driver
- – 15% Auto Passenger
- – 16% Walk
- – .5% Bike
- – 4% Other

<u>Commuting Mode Share</u>
- – 21 % Transit (19% - Metrorail)
- – 68% Auto Driver
- – 5% Auto Passenger
- – 4% Walk
- – .2% Bike
- – 2% Other

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City of Frederick
Initial Results

<u>Household Characteristics</u>

- 27% - Live in an apartment or condo
- 77% - Own their home
- 23% - "Cell Phone Only" households
- Median Household Income = $72,500
- Av. HH Size =2.10 persons/HH
- Av. # of Workers = 1.00 Workers/HH
- Av # of Vehicles = 1.77/HH
- Av # of Bikes = 1.06/HH
- Median Length of Residence = 12 years

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City of Frederick
Initial Results

Daily Travel Modal Share
- 1% Transit (0.5% - Metrorail)
- 65% Auto Driver
- 20% Auto Passenger
- 9% Walk
- 1% Bike
- 3% Other

Commuting Mode Share
- 3% Transit (2% -Metrorail)
- 84% Auto Driver
- 7% Auto Passenger
- 3% Walk
- 2% Bike
- 1% Other

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Reston Area
Initial Results

Household Characteristics

- 45% - Live in an apartment or condo
- 75% - Own their home
- 27% - "Cell Phone Only" households
- Median Household Income = $106,000
- Av. HH Size = 1.88 persons/HH
- Av. # of Workers = 1.05 Workers/HH
- Av # of Vehicles = 1.68/HH
- Av # of Bikes = .83/HH
- Median Length of Residence = 11 years

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Reston Area
Initial Results

<u>Daily Travel Modal Share</u>
- 4% Transit (2% - Metrorail)
- 67% Auto Driver
- 15% Auto Passenger
- 13% Walk
- .3% Bike
- 1% Other

<u>Commuting Mode Share</u>
- 9% Transit (6% - Metrorail)
- 79% Auto Driver
- 8% Auto Passenger
- 3% Walk
- .8% Bike
- 1% Other

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Woodbridge Area
Initial Results

<u>Household Characteristics</u>

- 35% - Live in an apartment or condo
- 67% - Own their home
- 28% - "Cell Phone Only" households
- Median Household Income = $65,500
- Av. HH Size =2.12 persons/HH
- Av. # of Workers = 1.14 Workers/HH
- Av # of Vehicles = 1.80/HH
- Av # of Bikes = 0.67/HH
- Median Length of Residence = 9 years

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Woodbridge Area
Initial Results

Daily Travel Modal Share
- – 2% Transit (1% - Metrorail)
- – 62% Auto Driver
- – 22% Auto Passenger
- – 10% Walk
- – 0.3% Bike
- – 4% Other

Commuting Mode Share
- – 9% Transit (3% -Metrorail)
- – 81% Auto Driver
- – 7% Auto Passenger
- – 1% Walk
- – .2% Bike
- – 2% Other

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What's Next?

- Refine Presentation for TPB
- Add Description Area's Physical Characteristics
- More Analysis of Survey Data
- Follow-on to CNT Housing and Transportation Study

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HTS-Based Update & Follow-On to Housing and Transportation Cost Study

- The design of the geographically-focused household travel lends it self to an ideal follow-on to the CNT Housing and Transportation Cost Study.
- Housing cost data can be assembled and appended to the HTS transportation data for the households in the HTS sample areas.
- This would be a disaggregate-level analysis to complement CNT's aggregate analysis that used Census data.
- This follow-on could provide useful, specific community level comparisons between different geographic areas in the region.

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