

Travel patterns of American adults with disabilities

Stephen Brumbaugh

Automation has the potential to improve our quality of life and enhance the mobility and independence of millions of Americans, **especially older Americans and people with disabilities.**

Elaine Chao, Secretary of Transportation

Preparing for the Future of Transportation: Automated Vehicles 3.0

Key takeaways

1. People with disabilities make fewer trips and travel by personal vehicle less often than people without disabilities.
2. People with disabilities who live in rural areas have additional differences in travel behavior.
3. Technology may help people with disability-related transportation issues, but people with disabilities use certain technologies less often.

2017 National Household Travel Survey

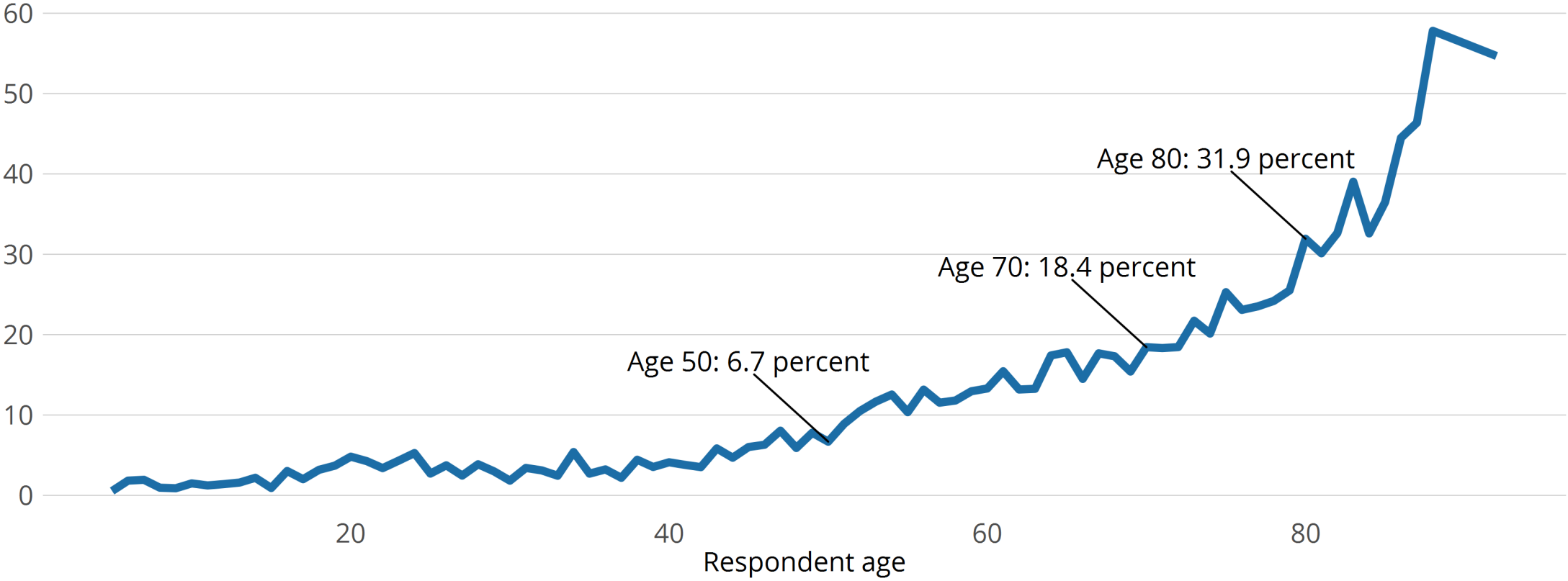
- Primary source of data on household travel behavior in the United States
- Data from 130,000 households
 - 26,000 in national sample
 - 104,000 in add-on samples for states and metropolitan planning organizations
- Last conducted in 2009

2017 National Household Travel Survey

- Information on people reporting “travel-limiting disabilities”
 - 25.5 million Americans with travel-limiting disabilities
 - Slightly over half age 18–64
- Information on technology use
 - Information on Internet access
 - No information on automated vehicles or adaptive equipment

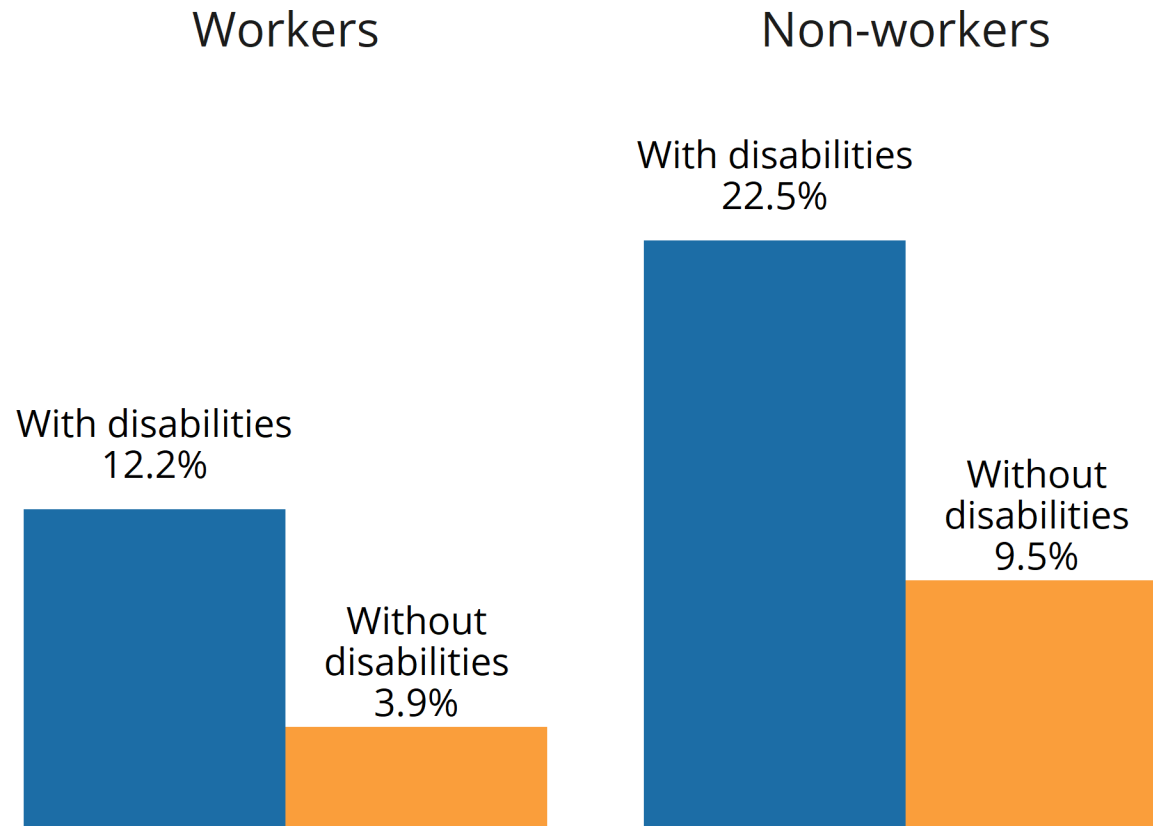
The percentage of people reporting disabilities increases with age.

Percentage reporting travel-limiting disabilities

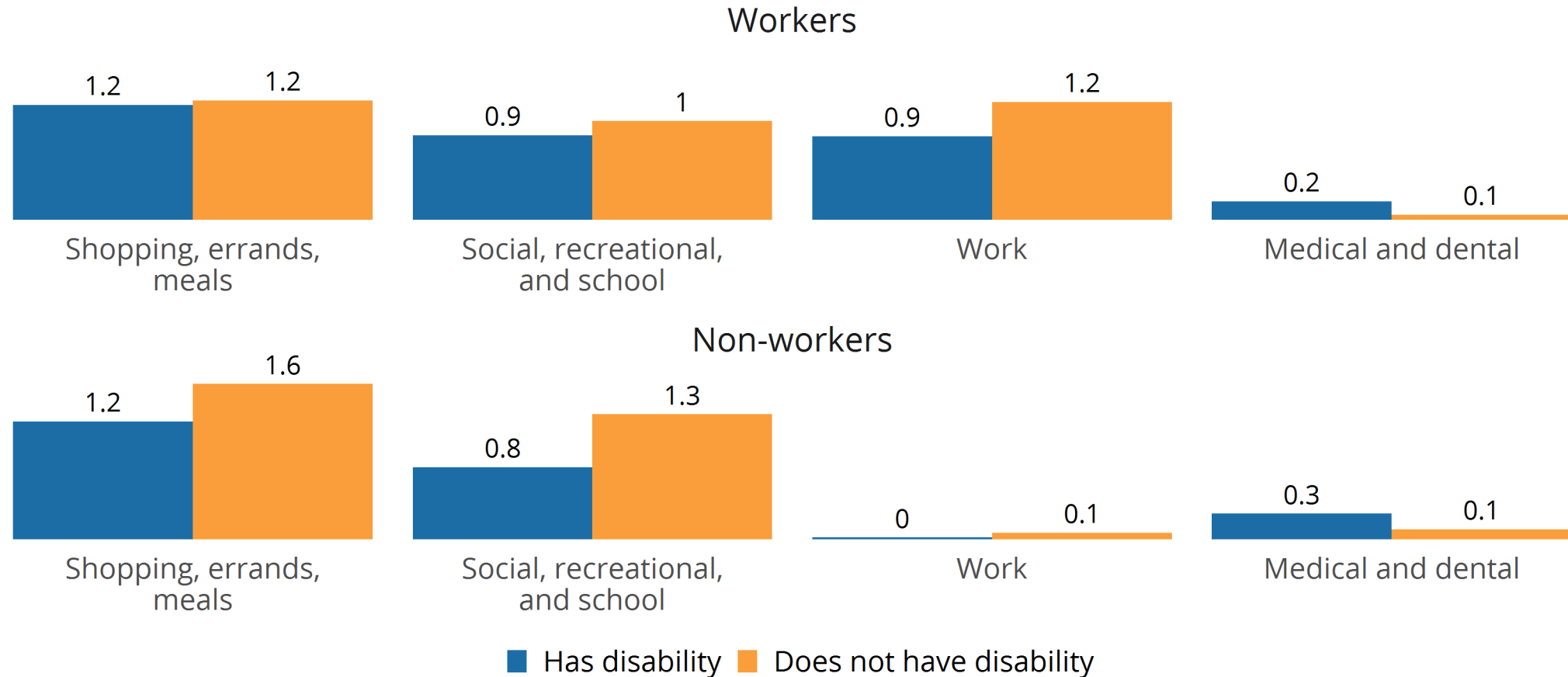


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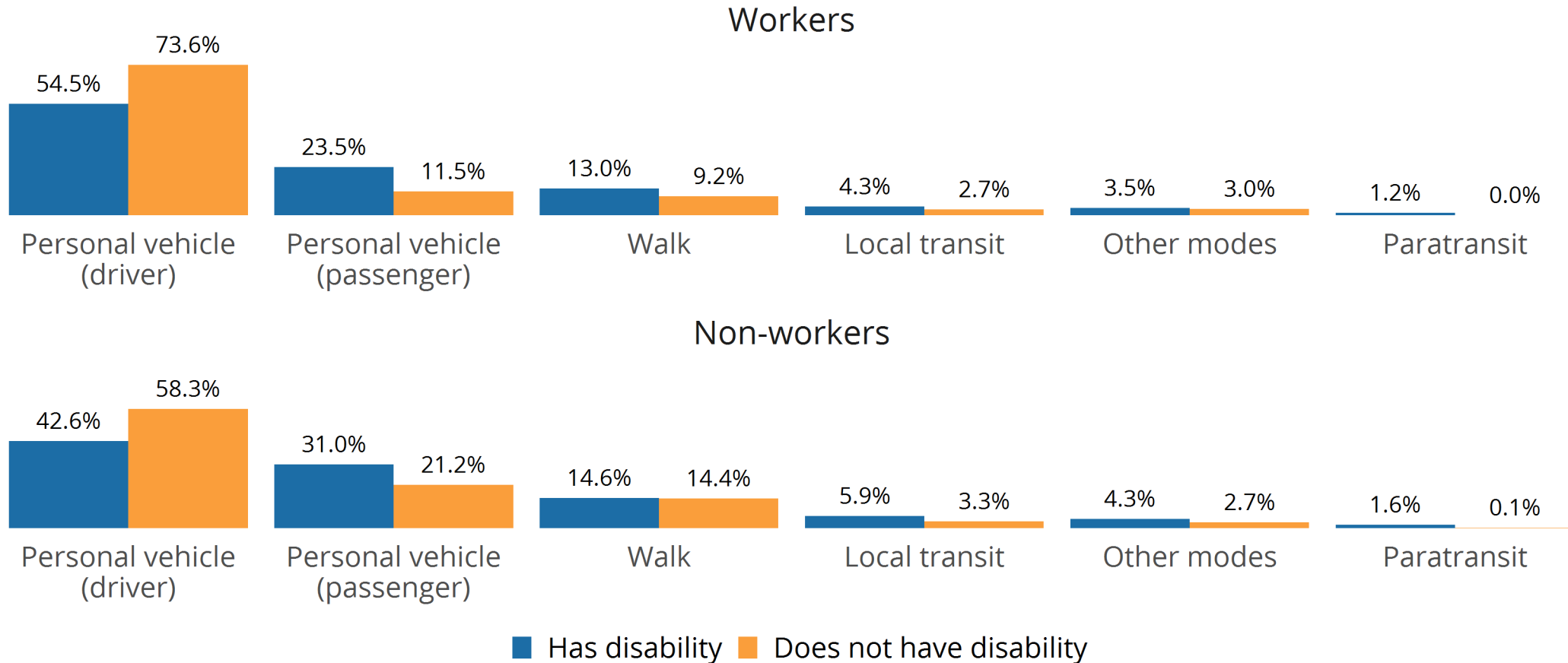
People with disabilities (18–64) are more likely to live in zero-vehicle households.



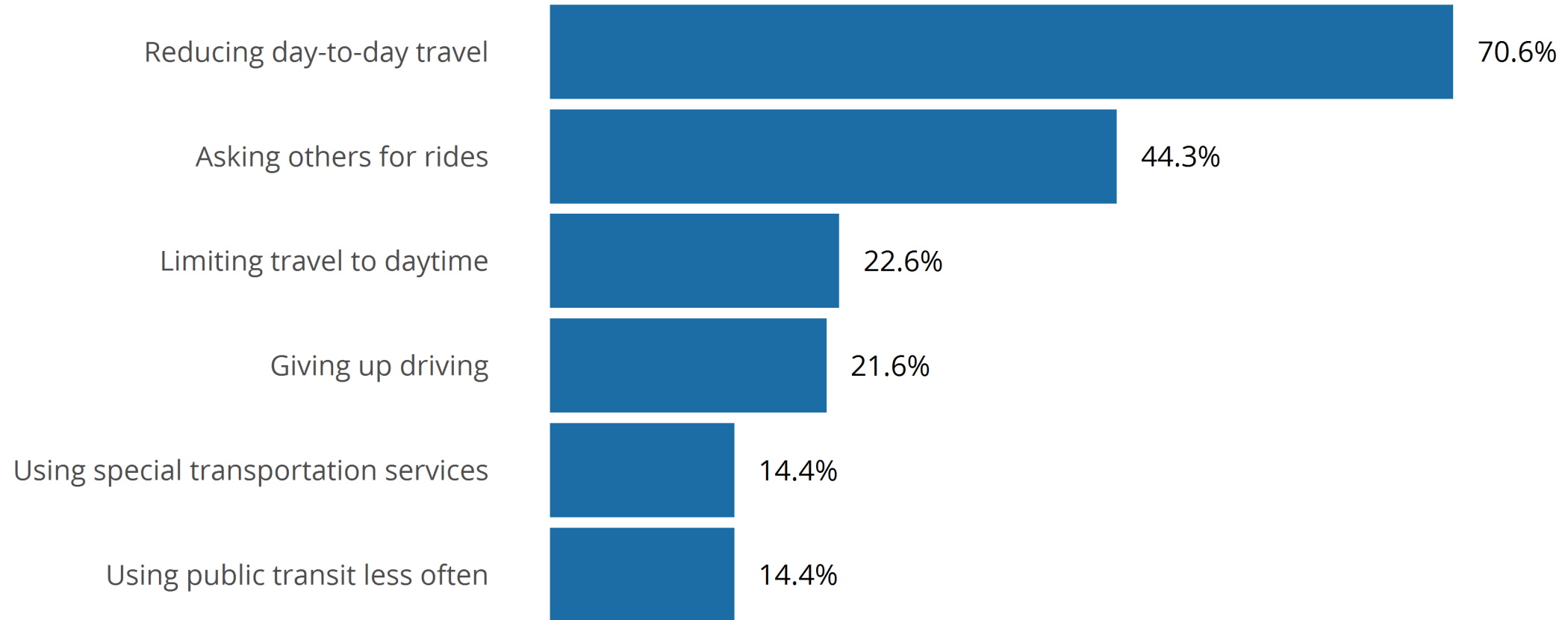
People with disabilities (18–64) make fewer trips for all types except medical and dental.



People with disabilities (18–64) travel by personal vehicle less often and travel as passengers more often.

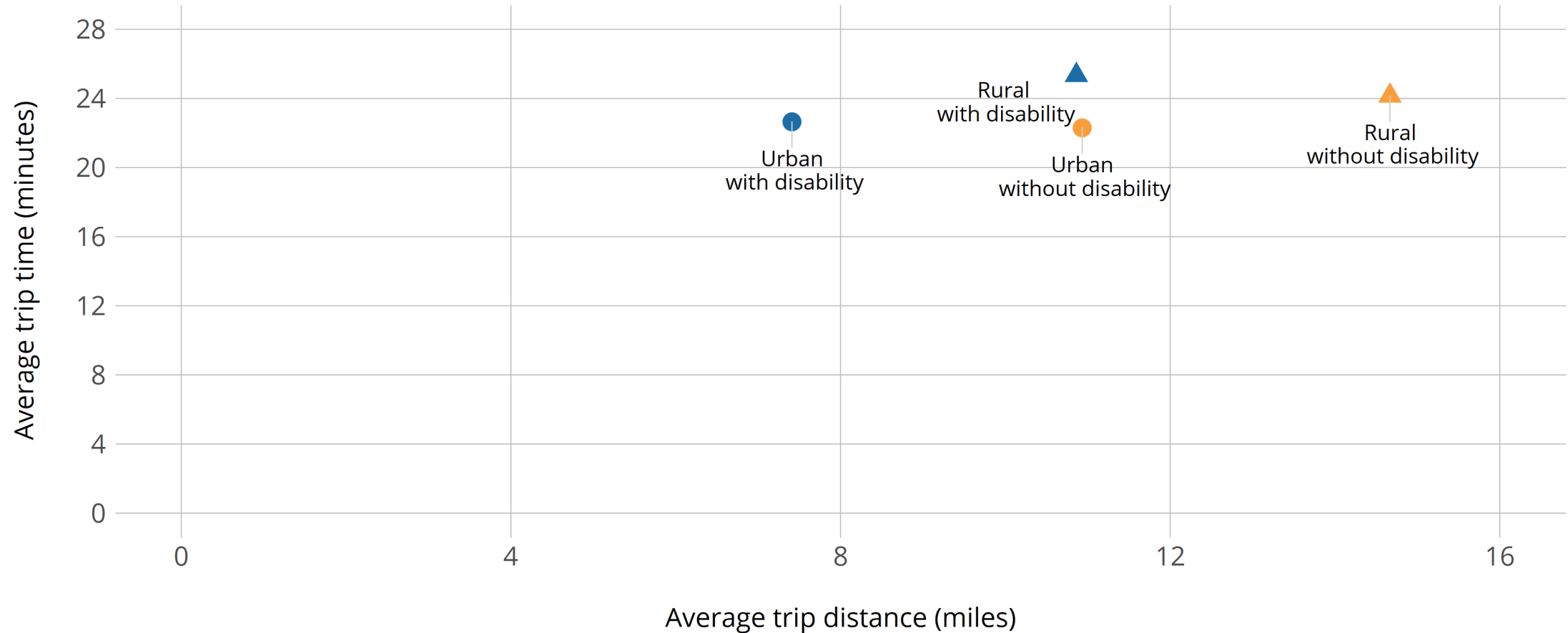


People with disabilities (18–64) compensate for travel issues in various ways, but often just travel less.



2. People with disabilities who live in rural areas have additional differences in travel behavior.

People with disabilities (18–64) take shorter-distance trips, but the travel times are not shorter.

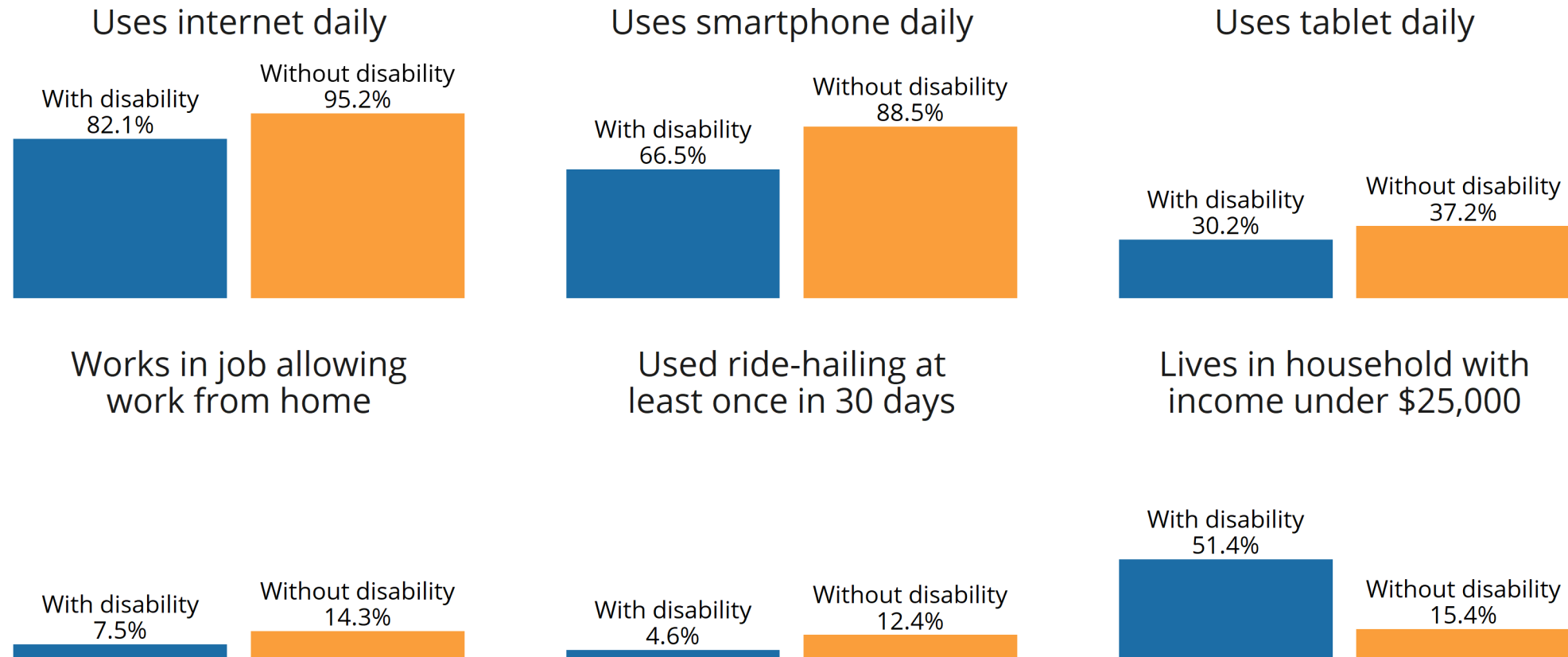


3. Technology may help people with disability-related transportation issues, but people with disabilities use certain technologies less often.

How may technology may help people with disability-related transportation issues?

- Can offer substitutes for trips—for example, by allowing people to work remotely or shop online
- Can connect people to paratransit and ride-hailing services
- May help people travel who otherwise could not

People with disabilities (18–64) use technology less often and are more likely to live in low-income households.



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