



## Regional Travel Survey (RTS) Stakeholder Questions Trends in Late Night Travel Modes

In the Fall of 2019, TPB staff began releasing the preliminary results of the Regional Travel Survey. The RTS is a once-a-decade household travel survey which collected detailed information about households and their daily travel obtained from a travel diary. TPB staff asked regional stakeholders to offer questions that the RTS might help inform. The piece is part of a series of responses to thought provoking questions offered by our stakeholders.

### QUESTION

Have the travel modes of late-night travelers changed over time (from 2007/08 to 2017/18)?

### INTRODUCTION

The travel modes for late night hours are different from other times of the day due to the availability of transportation options. In the past ten years, more transportation options are available and the travel modes for late night travelers have shifted in the region. A comparison of the 2007/2008 Household Travel Survey (HTS) and the 2017/2018 Regional Travel Survey (RTS) can provide some insights on how travel modes changed for late night travelers in the past ten years.

### APPROACH

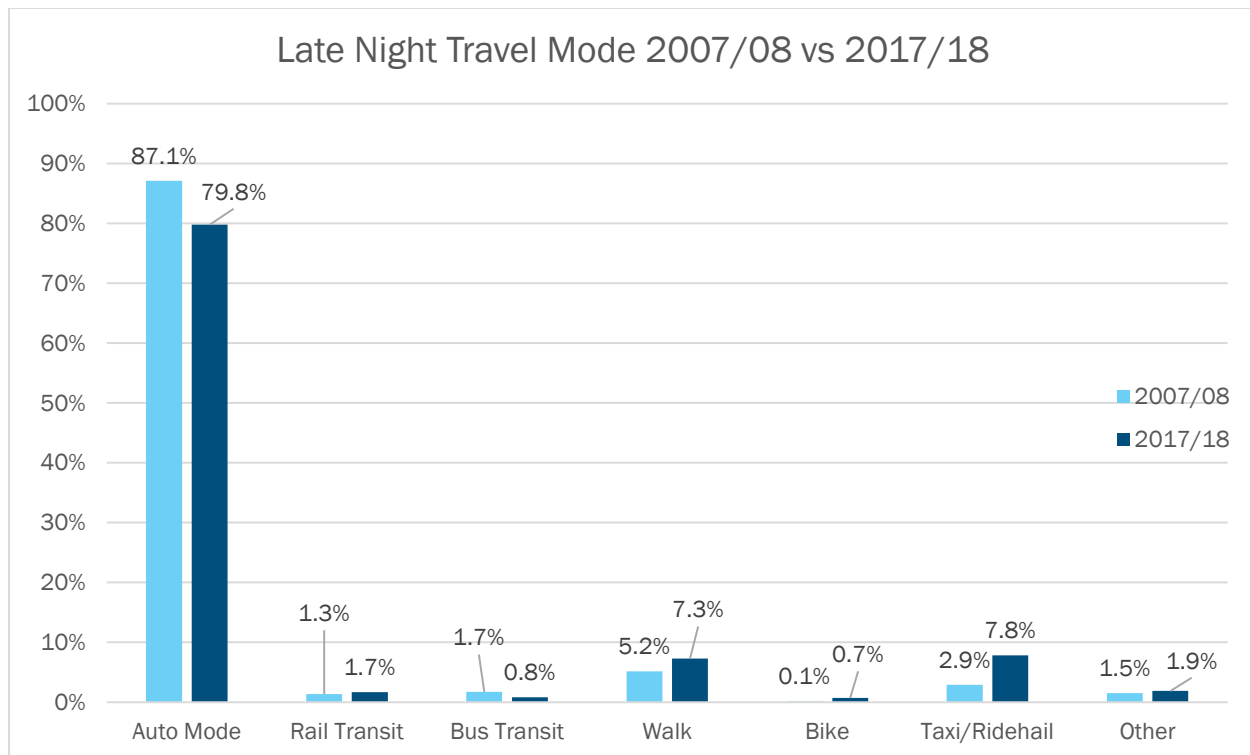
Based on most transit providers' night owl service hours, the period of 12 AM-4 AM is defined as late-night hours. We then examined travel mode respectively from the 2007/2008 HTS and 2017/2018 RTS data. Travel mode includes automobile modes (drive alone, drive others, auto passenger), rail and bus transit, taxi/ridehail, walk, and bicycle. Finally, the shares of travel modes between the two surveys were compared.

Detailed breakdowns of each part of this question are shown in the tables and charts below, with key takeaways for each. Highlighting is used in certain tables for emphasis. In advance of preparing these responses, the tabulations were reviewed for accuracy and robustness. To create these tables for the TPB Planning Region, the survey results were expanded using weights that considered the probability of selection of individual households as well as adjustments for household size, workplace location, and Metrorail ridership.

### ANALYSIS AND KEY FINDINGS

#### A. Late Night Travel Mode, 2007/08 vs 2017/18.

Travel Mode	Late Night Trips		
	2007/08	2017/18	Diff
Auto Mode	87.1%	79.8%	-7.4%
Rail Transit	1.3%	1.7%	0.3%
Bus Transit	1.7%	0.8%	-0.9%
Walk	5.2%	7.3%	2.1%
Bike	0.1%	0.7%	0.6%
Taxi/Ridehail	2.9%	7.8%	4.9%
Other	1.5%	1.9%	0.3%



#### Key finding for Late Night Travel Mode, 2007/08 versus 2017/18:

- Auto (drive alone, drive other, auto passenger) trips declined more than other travel modes.
- Bike trips increased since 2007/08; walk trips also increased.
- Taxi/ridehail trips increased since 2007/08 (note that ridehail was not available in 2007/08).
- Rail transit trips slightly increased while bus transit trips decreased since 2007/08.

#### SUMMARY OF FINDINGS

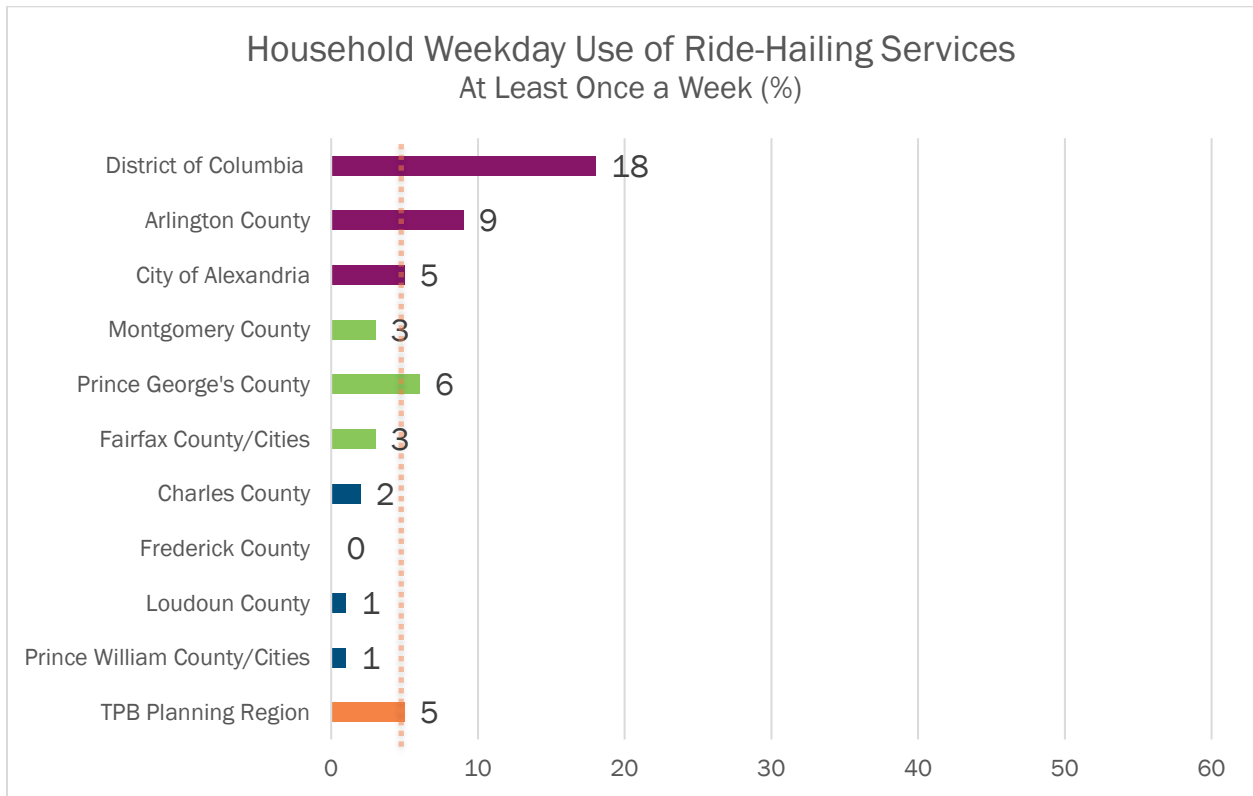
Based on data from the two surveys, late-night travel modes have changed from 2007/08 to 2017/18.

- While auto modes dominate late night travel, non-automobile modes such as taxi/ridehail, walk, and bike trips have increased during late night hours.
- Much of the growth in taxi/ridehail trips can be attributed to the emergence of ridehailing, which was introduced after 2007/08.
- Non-motorized modes such as walk and bicycle trips significantly increased for late night travel.

These findings suggest a significant shift in late night travel. The availability of travel modes, particularly non-auto travel, has expanded during the past ten years. While auto travel still occupies the largest share of late night trips, shares of non-auto modes have sharply increased. This suggests a greater availability of non-auto travel modes during late night hours.

The advent of ridehailing is perhaps the most notable travel mode change since 2007/08. Ridehail services became available in the metropolitan Washington region in 2011 and have emerged as a

frequently used travel mode in the region. Based on the 2017/2018 RTS, ridehailing is most prevalent in the regional core, especially in the District of Columbia where nearly one in five residents use ridehailing services at least once a week. Additionally, five percent of residents in the entire TPB region use services like Uber and Lyft at least once a week.



Additionally, the increase in walk and bicycle trips suggests that walking and bicycling are growing in popularity across the region. This likely reflects increased investment in bicycle and pedestrian infrastructure such as new bike lanes and shared use paths, improved sidewalks, and retrofitted intersections. Local jurisdictions in the TPB region have also adopted policies promoting more integrated and multimodal transportation networks which may have produced more bicycling and walking trips. However, the growth in late night travel by walk and bike also highlights the need to promote increased safety to reduce collisions involving pedestrians and cyclists.