# Slide 1:

# Presentation Title: Travel patterns of American adults with disabilities

# Stephen Brumbaugh

# USDOT logo - Bureau of Transportation Statistics

Slide 2: 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

Slide 3: 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.

Slide 4: 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

Slide 5: 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

Slide 6: The percentage of people reporting disabilities increases with age.

Graph showing Percentage reporting travel-limiting disabilities by respondent age:

* Age 50 – 6.7%
* Age 70 – 18.4%
* Age 80 – 31.9%

Slide 7: Takeaway

1. People with disabilities make fewer trips and travel by personal vehicle less often.

Slide 8: People with disabilities (18–64) are more likely to live in zero-vehicle households.

Bar graph showing comparison of Workers and Non-worker with and without disabilities who live in zero-vehicle households

Workers:

* 12.2% with disabilities
* 3.9% without disabilities

Non-workers

* 22.5% with disabilities
* 9.5% without disabilities

Slide 9: People with disabilities (18–64) make fewer trips for all types except medical and dental.

Bar graphs showing number of trips by trip type comparison for Workers and Non-workers with and without a disability

Workers:

Shopping, errands, meals

Has a disability – 1.2

Does not have a disability – 1.2

Social, recreational, and school

Has a disability – .9

Does not have a disability – 1

Work

Has a disability – .9

Does not have a disability – 1.2

Medical and dental

Has a disability –.2

Does not have a disability – .1

Non-workers:

Shopping, errands, meals

Has a disability – 1.2

Does not have a disability – 1.6

Social recreational school

Has a disability – .8

Does not have a disability – 1.3

Work

Has a disability – 0

Does not have a disability – .1

Medical and dental

Has a disability – .3

Does not have a disability – .1

Slide 10: People with disabilities (18–64) travel by personal vehicle less often and travel as passengers more often.

Bar graphs showing percentage of trips by trips type comparison for Workers and Non-workers with and without a disability

Workers:

Personal vehicle (driver)

Has a disability – 54.5%

Does not have a disability – 73.6%

Personal vehicle (passenger)

Has a disability – 23.5%

Does not have a disability – 11.5%

Walk

Has a disability – 13%

Does not have a disability – 9.2%

Local transit

Has a disability – 4.3%

Does not have a disability – 2.7%

Other modes

Has a disability – 3.5%

Does not have a disability – 3.0%

Paratransit

Has a disability – 1.2%

Does not have a disability – 0.0%

Non-workers:

Personal vehicle (driver)

Has a disability – 42.6%

Does not have a disability – 58.3%

Personal vehicle (passenger)

Has a disability – 31%

Does not have a disability – 21.2%

Walk

Has a disability – 14.6%

Does not have a disability – 14.4%

Local transit

Has a disability – 5.9%

Does not have a disability – 3.3%

Other modes

Has a disability – 4.3%

Does not have a disability – 2.7%

Paratransit

Has a disability – 1.6%

Does not have a disability – .1%

Slide 11: People with disabilities (18–64) compensate for travel issues in various ways, but often just travel less.

Bar graph showing ways people with disabilities (18-64) compensate for travel issues

Reducing day-to-day travel – 70.6%

Asking others for rides – 44.3%

Limiting travel to daytime – 22.6%

Giving up driving – 21.6%

Using special transportation services – 14.4%

Using public transit less often – 14.4%

Slide 12: Takeaway

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

Slide 13: People with disabilities (18–64) take shorter-distance trips, but the travel times are not shorter.

Scatter graph showing comparison of average trip time in minutes and average trip distance in miles for urban vs. rural for people with and without disability

Rural without a disability travel the furthest

Urban with a disability travel the nearest

Slide 14: Takeaway

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

Slide 15: 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

Slide 16: People with disabilities (18–64) use technology less often and are more likely to live in low-income households.

Bar graph showing comparison of type of technology used and other statistics for people with a disability and without a disability

Uses internet daily:

with disability – 82.1%

without disability – 95.2%

Uses smartphone daily

with disability – 66.5%

without disability – 88.5%

Uses tablet daily:

with disability – 30.2%

without disability – 37.2%

Works in job allowing work from home:

with disability – 7.5%

without disability – 14.3%

Used ride-hailing at least once in 30 days

with disability – 4.6%

without disability – 12.4%

Lives in household with income under $25,000

with disability – 51.4%

without disability – 15.4%

Slide 17: Key takeaways

1. People with disabilities make fewer trips and travel by personal vehicle less often than people without disabilities.
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3. Technology may help people with disability-related transportation issues, but people with disabilities use certain technologies less often.

Slide 18: Contact

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