

2017-2018 REGIONAL TRAVEL SURVEY: IN-DEPTH ANALYSIS

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Overview of Regional Travel Survey (RTS) and In-Depth Analysis of Stakeholder Questions

- The 2017/2018 Regional Travel Survey (RTS) is a once-a-decade household travel survey for the National Capital Region
- The RTS 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; TPB staff conducted an in-depth analysis of these questions for the TPB Planning Region
- This presentation highlights a few of the responses to the questions offered by our stakeholders



Overview of Regional Travel Survey Information

Recruitment Survey

Household

- Household
- Size
 - Income
 - Number of licensed drivers
 - Number of workers
 - Number of students

- Housing
- Type
 - Tenure

- Vehicles and Bicycles
- Number of vehicles
 - Number of bicycles

Person

- Demographics
- Race/Ethnicity
 - Age
 - Gender
 - Number of jobs
 - Work from home

- Typical Commute
- Usual mode
 - Frequency of telework
 - Work location
 - Employer incentives

- All Weekday Travel (including work trips)
- Frequency of travel option
 - Use of other modes
 - Delivery services

Vehicle

- Vehicle Characteristics
- Make and model
 - Year
 - Fuel type
 - Type of toll transponder

Travel Diary

Trip

- Trip Details
- Origin and destination
 - Start and end times
 - Mode of travel
 - Purpose/activities
 - Transit access and egress



RTS In-Depth Analysis Questions

Topic	Question
Travel Patterns for Low-Income Households	How do travel patterns (by travel mode, trip purpose, trip length, and trip duration) differ for very low (less than \$25,000) and low-income (\$25,000 - \$49,999) households?
Work Start and End Times	How have average work start and end times changed over the past ten years?
Growth in Telework Eligibility & Frequency	What are the temporal patterns of teleworking? How are they changing?
Telework and Proximity to High-Capacity Transit (HCT)	How does proximity to high-capacity transit (HCT) correspond with telework eligibility and frequency?
Dimensions and Characteristics of Peak and Off-Peak Travel	How do travel modes differ for peak and off-peak travel? How do trip purpose, trip length, and trip duration differ for peak and off-peak travel? How do they differ for all travel modes vs. transit modes? What is the income and race/ethnicity breakdown for persons traveling during off-peak hours? How do they differ for all travel modes vs. transit modes?
Transit Riders: Commute versus All-Purpose Socio-Demographic Characteristics	Do commuters who use transit differ in socio-demographic characteristics from all-purpose transit riders?
Transit Use, Free Parking, and Transit Subsidies	Do free parking and transit subsidies play a role in the choice of taking public transit? Did it change between 2007/2008 and 2017/2018?
Late-Night Travel: Characteristics of Travelers and Trips	What are the characteristics and trip patterns of people who travel during late-night hours?
Trends in Late Night Travel Modes	Have the travel modes of late-night travelers changed over time (from 2007/08 to 2017/18)?
Use of Personal Vehicles for Activities After Using Transit for Work Commute Trips	What is the incidence rate of weekday commuters returning home via public transit and heading out again by using a personal vehicle to shop? When weekday commuters head home via public transit, what reasons do they have for heading out by personal vehicle? What travel activities do weekday commuters engage in after heading home via public transit?
School Trips: Share of Total Trips, Trip Times	<ul style="list-style-type: none"> • What share of drop off/pick up trips in the TPB Planning Region are school and day care trips? • What share of school trips are performed by university students in the TPB Planning Region? • What share of drop off/pick up trips in the TPB Planning Region are performed in the following time periods? (AM peak, midday, PM peak, all other times) • What is the share of school trips out of total trips for the region, subregional area, and county-level jurisdiction?



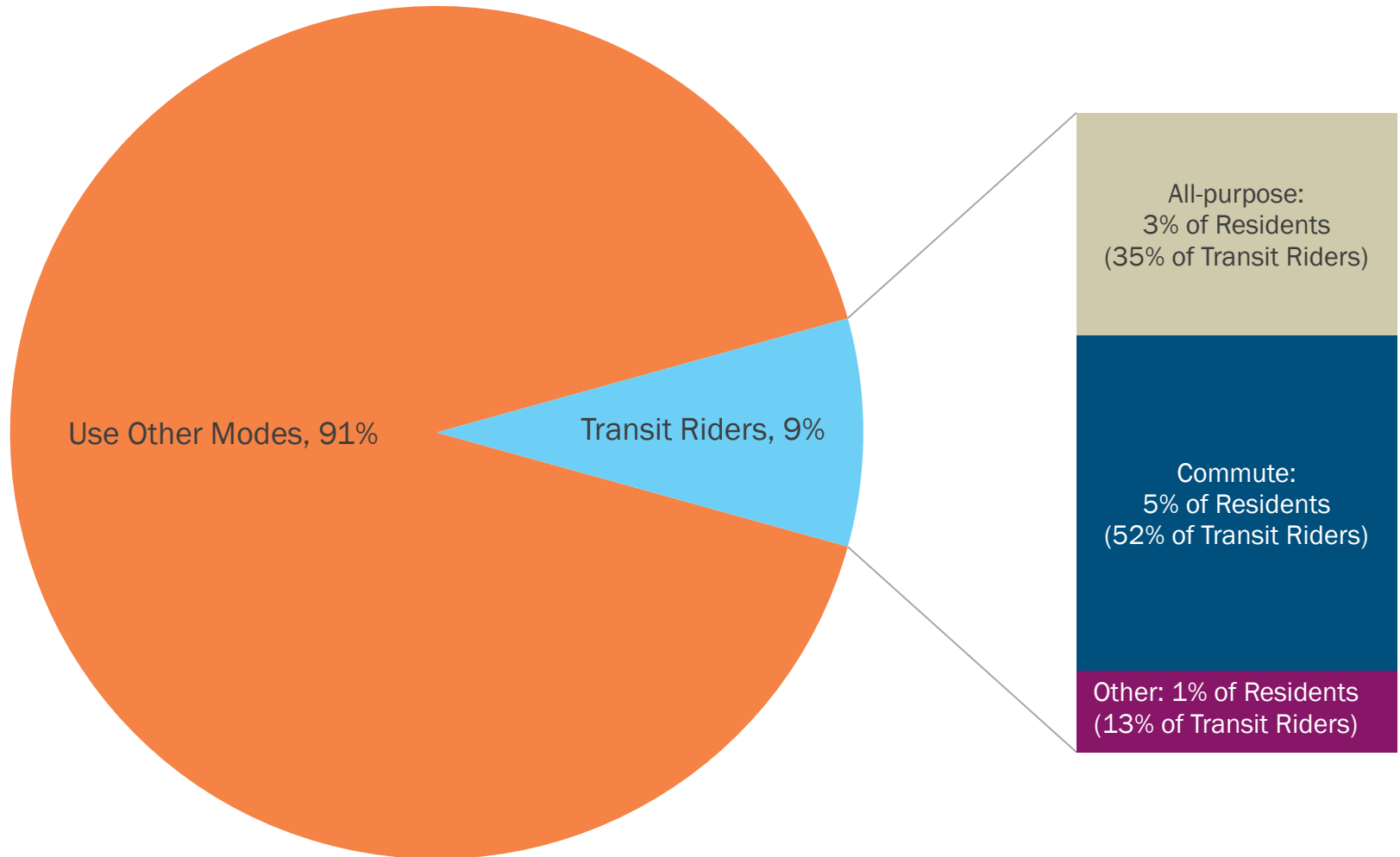
Transit Riders: Socio-Demographic Characteristics

Do commuters who use transit differ in socio-demographics from all-purpose transit riders?

- Commute transit riders: persons whose daily trips include a transit trip that originates or ends at work or a work-related activity but do not exclusively use transit for all trips
- All-purpose transit riders: persons who use only transit for all travel purposes
- Commute and all-purpose transit riders by age, gender, household income, home ownership, vehicle availability, and presence of children
- Transit rider = rail (commuter rail, subway, light rail) and/or bus (express commuter bus, local bus, paratransit)

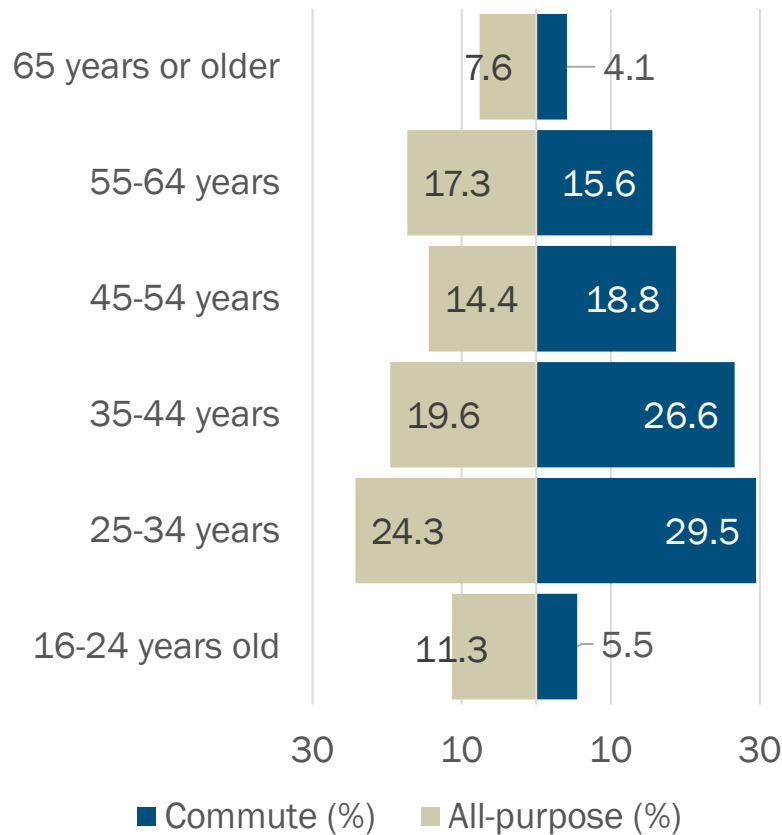


Transit Riders: Socio-Demographic Characteristics

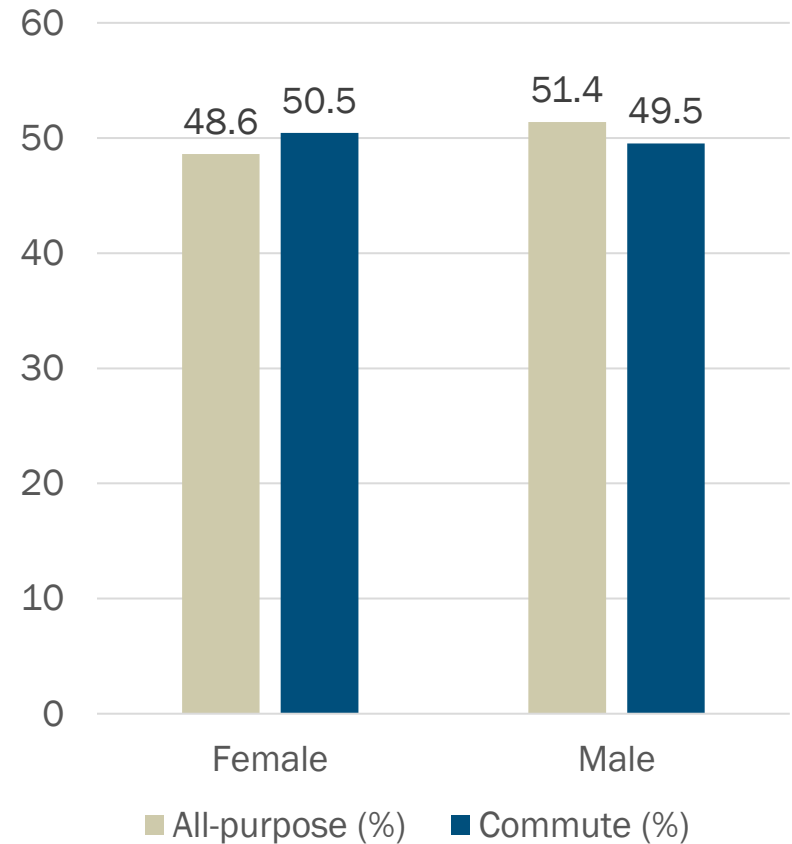


Transit Riders: Socio-Demographic Characteristics

Age Group

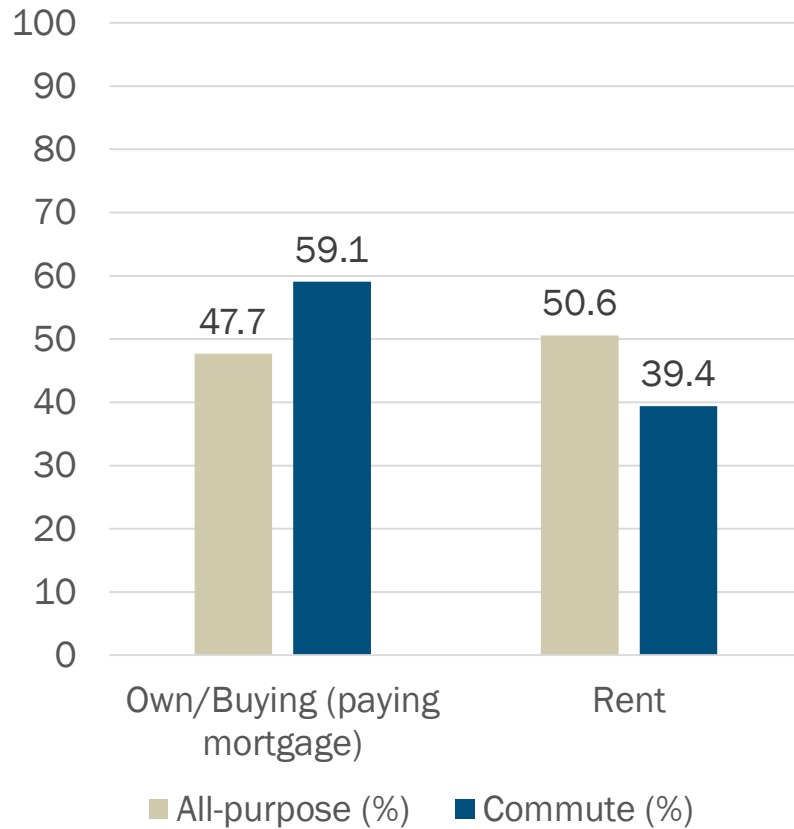


Gender

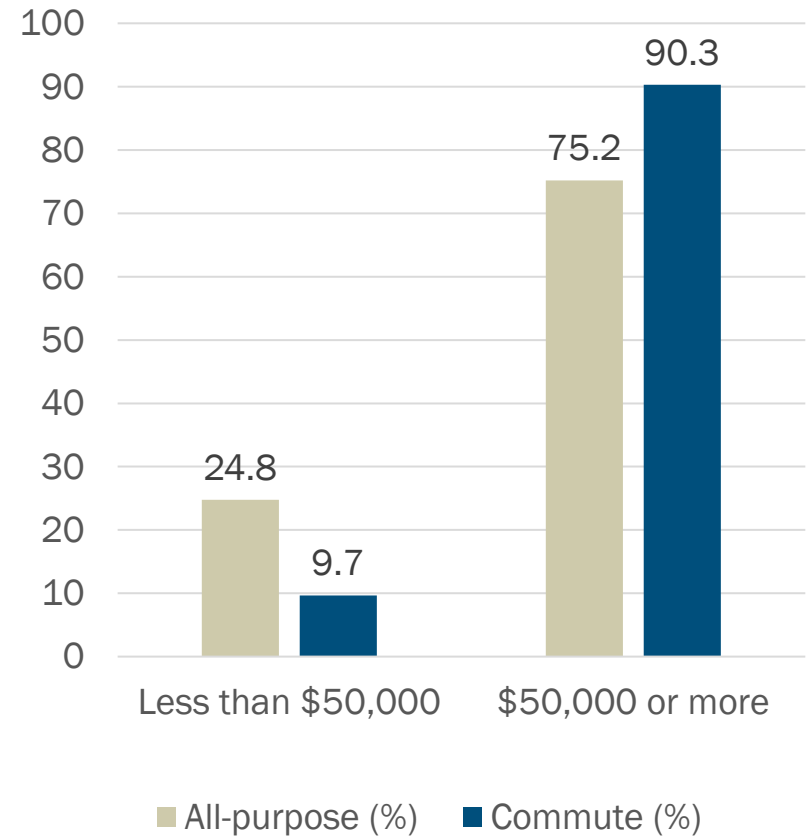


Transit Riders: Socio-Demographic Characteristics

Home Ownership

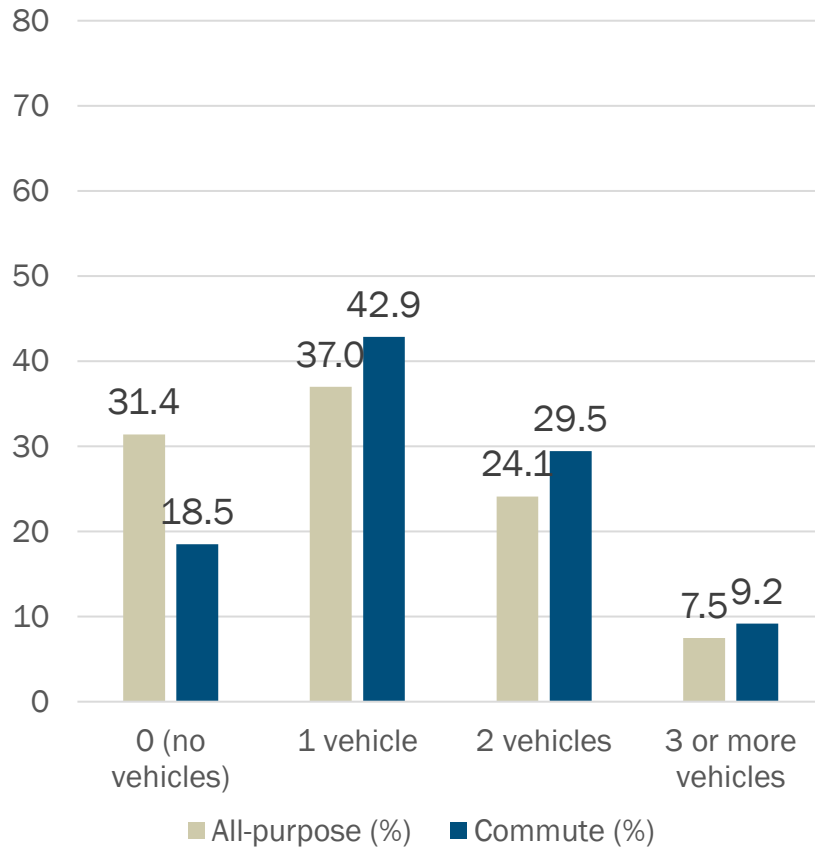


Household Income

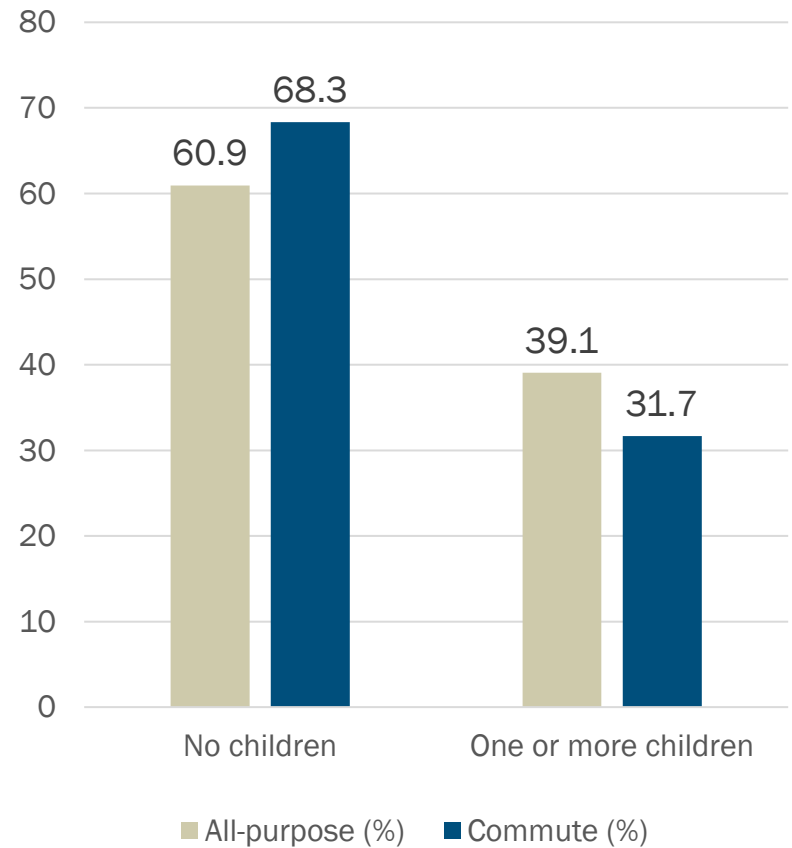


Transit Riders: Socio-Demographic Characteristics

Vehicle Availability



Presence of Children



Transit Riders: Socio-Demographic Characteristics

	All-purpose (%)	Commute (%)
Age Group		
Under 16 years old	5.5	-
16-24 years old	11.3	5.5
25-34 years	24.3	29.5
35-44 years	19.6	26.6
45-54 years	14.4	18.8
55-64 years	17.3	15.6
65 years or older	7.6	4.1
Gender		
Female	48.6	50.5
Male	51.4	49.5
Household Income		
Household Income, Less than \$50K	24.8	9.7
Household Income, \$50K or more	75.2	90.3
Home Ownership		
Own/Buying (paying mortgage)	47.7	59.1
Rent	50.6	39.4
Vehicle Availability		
0 (no vehicles)	31.4	18.5
1 vehicle	37.0	42.9
2 vehicles	24.1	29.5
3 or more vehicles	7.5	9.2
Presence of Children		
No children	60.9	68.3
One or more children	39.1	31.7



Transit Riders: Socio-Demographic Characteristics

Summary of Findings

- Overall, there is a higher share of commute transit riders than all-purpose transit riders in the TPB Planning Region
- The share of all-purpose transit riders with household income less than \$50,000 is twice the rate found for commute transit riders
- Higher proportion of commute transit riders are of prime working age (25-54 years old)
- Higher share of all-purpose transit riders are teens/young adults (16-24 years old) and older adults (especially 65 years or older)
- Persons who use transit for all trips are more likely to live in households with no vehicles available and to rent their homes



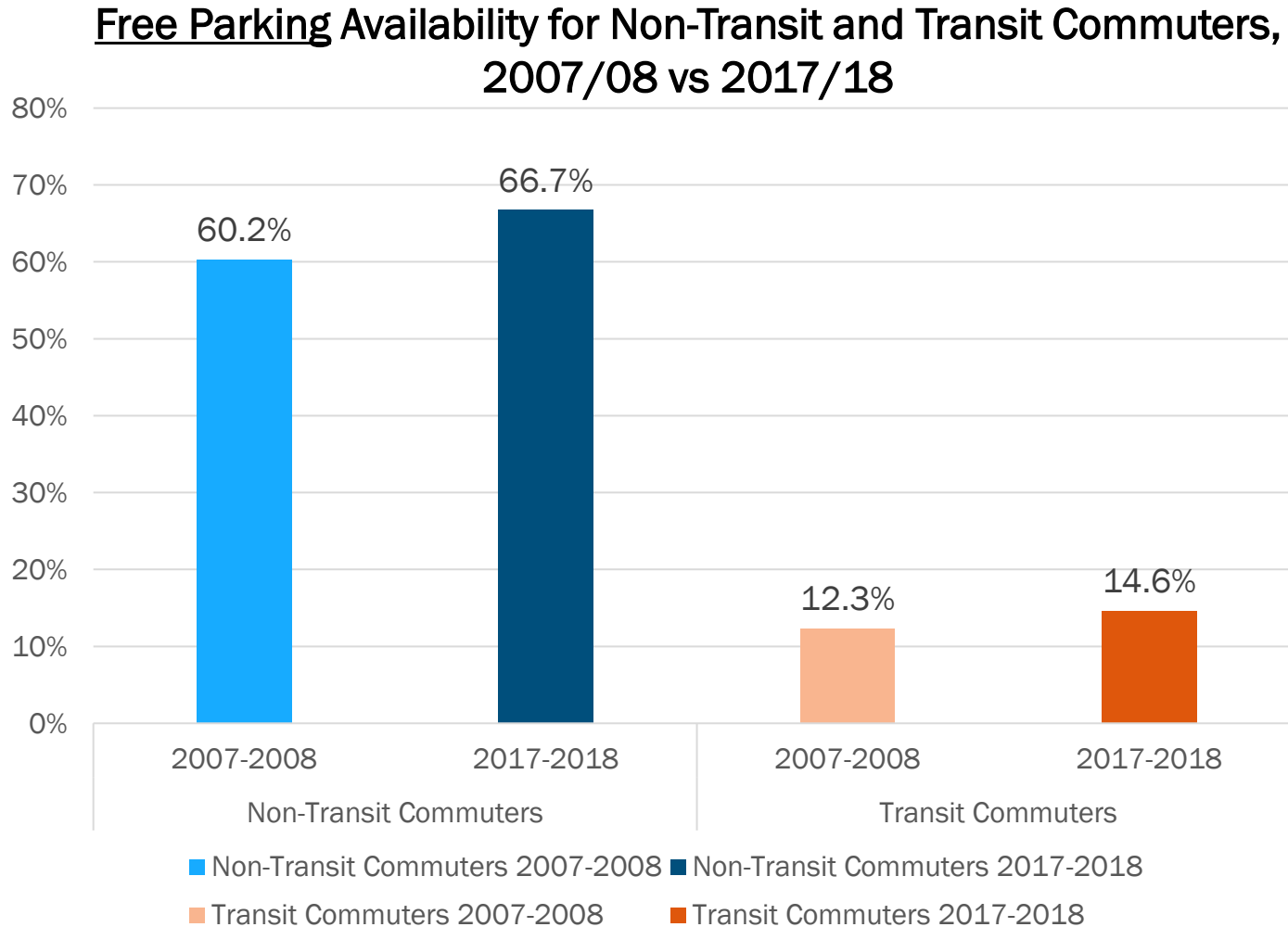
Transit Use, Free Parking, and Transit Subsidies

Do free parking and transit subsidies play a role in the choice of taking public transit?

- Transit commuters: persons whose daily trips include a transit trip that originates or ends at work or a work-related activity
- Transit modes include rail (commuter rail, subway, light rail) and bus (express commuter bus, local bus, paratransit)
- Association of free parking and transit subsidies with transit use
- Change in free parking and transit benefit availability from 2007/08 to 2017/18

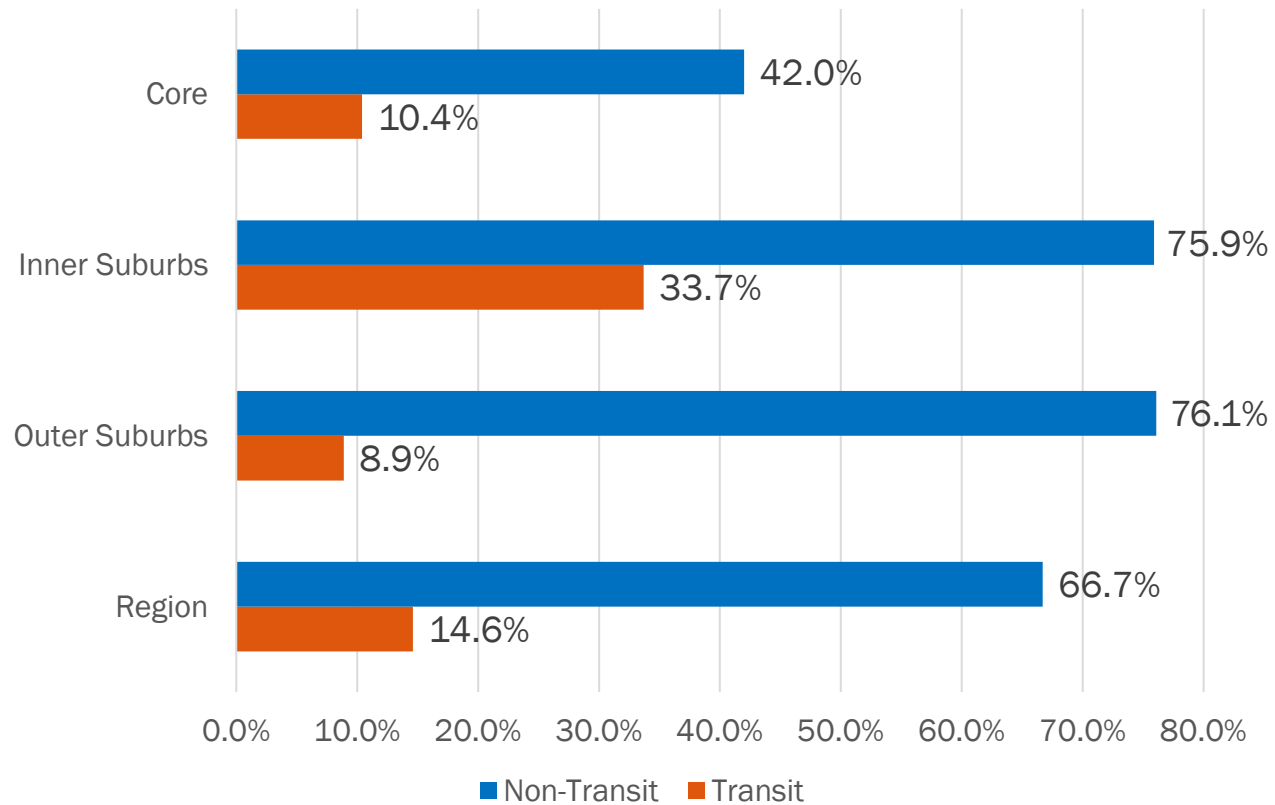


Transit Use, Free Parking, and Transit Subsidies



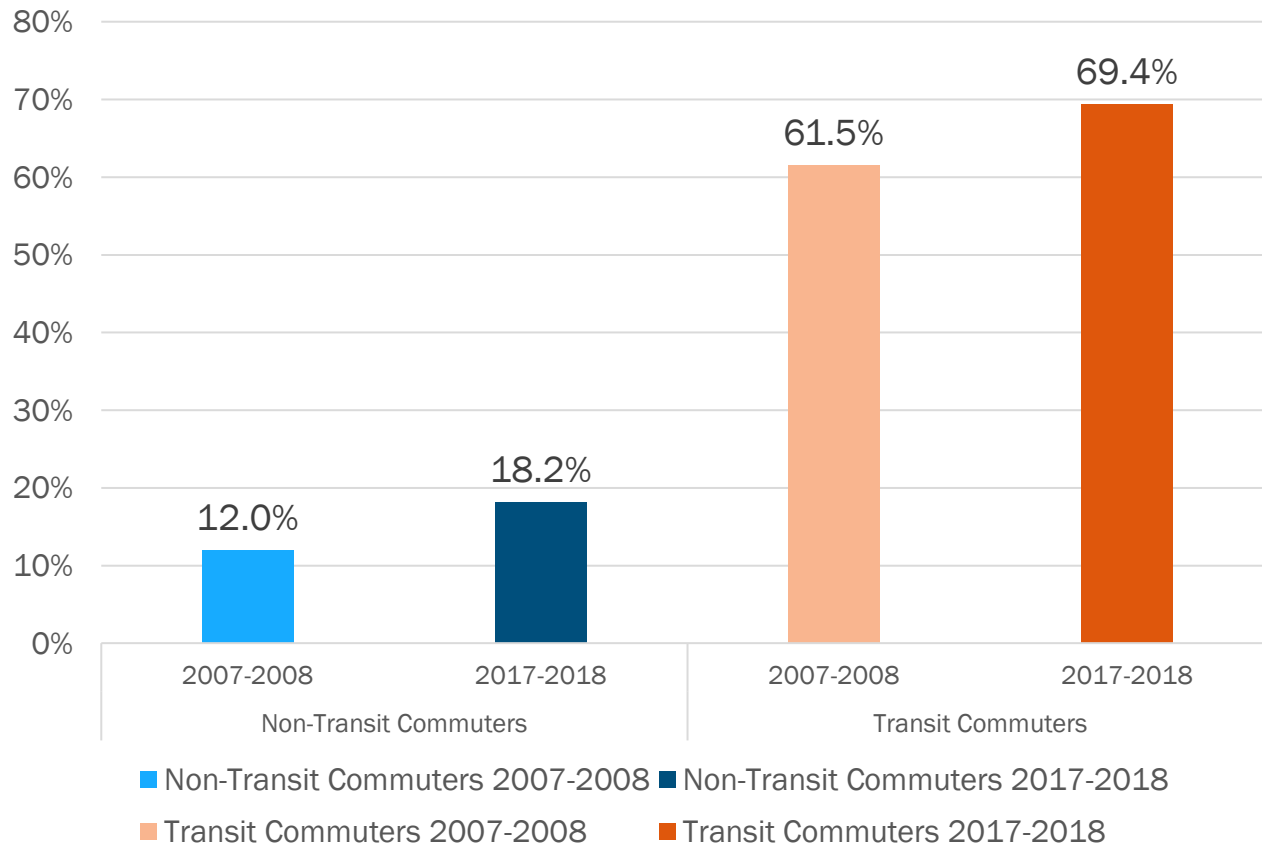
Transit Use, Free Parking, and Transit Subsidies

Free Parking Availability for Non-Transit and Transit Commuters, by subregional area, 2017/18



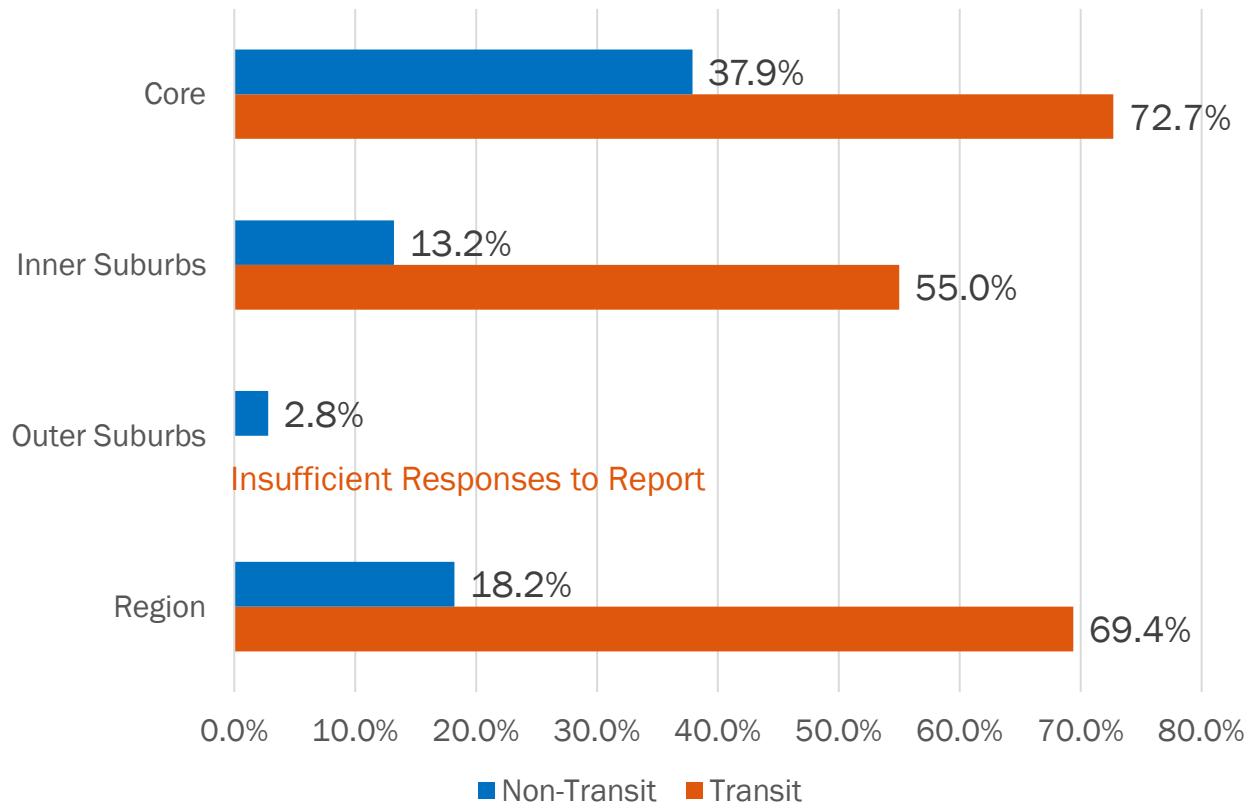
Transit Use, Free Parking, and Transit Subsidies

Transit Benefit Availability for Non-Transit and Transit Commuters, 2007/08 vs 2017/18



Transit Use, Free Parking, and Transit Subsidies

Transit Benefit Availability for Non-Transit and Transit Commuters, by subregional area, 2017/18



Transit Use, Free Parking, and Transit Subsidies

Summary of Findings

- The availability of free parking is associated with transit use in the TPB Region
- Transit commuters are much less likely to have free parking available; free parking for non-transit commuters increased from 2007/08 to 2017/18
- Transit commuters are much more likely to receive transit benefits; the share of commuters with transit benefits increased from 2007/08 to 2017/18



RTS In-Depth Analysis Questions and RTS Resources

- RTS In-Depth Analysis Questions are available on the RTS website (<https://www.mwcog.org/transportation/data-and-tools/household-travel-survey/>)
- Other RTS Resources available on the RTS website:
 - RTS Technical Documentation
 - RTDC RTS Tabulations
 - RTS Public Files



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