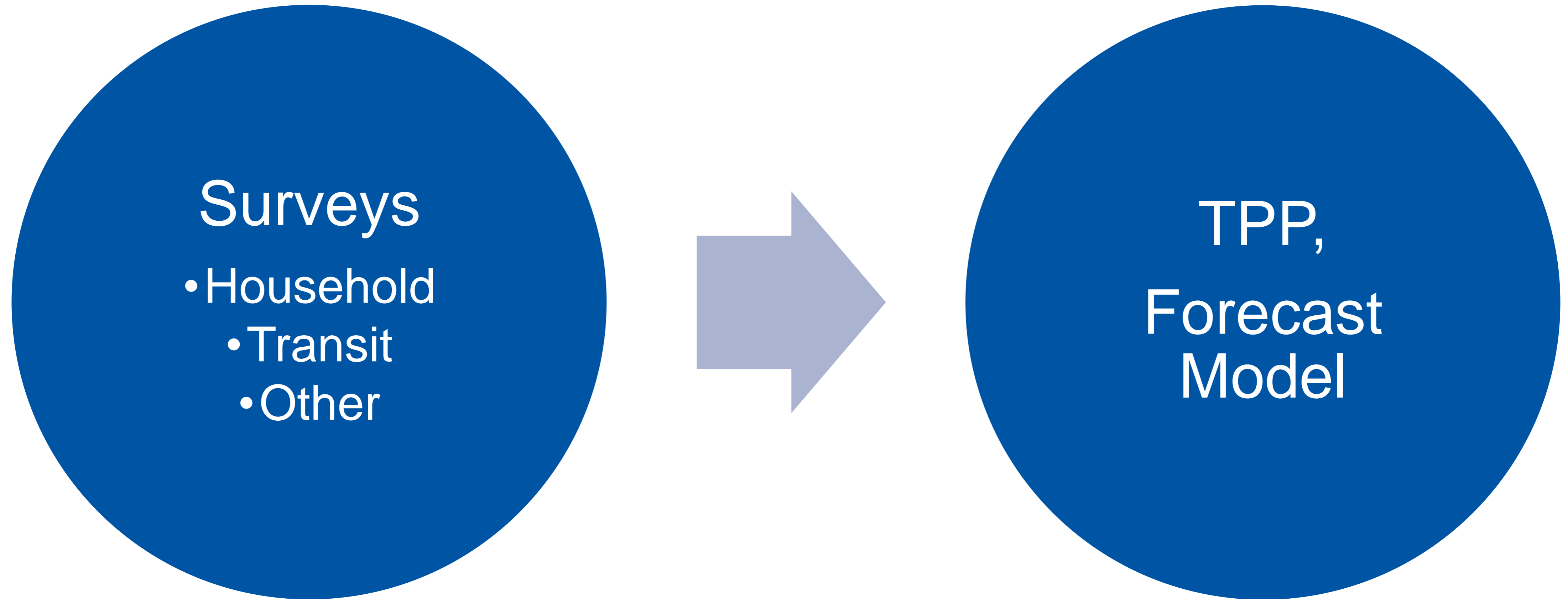


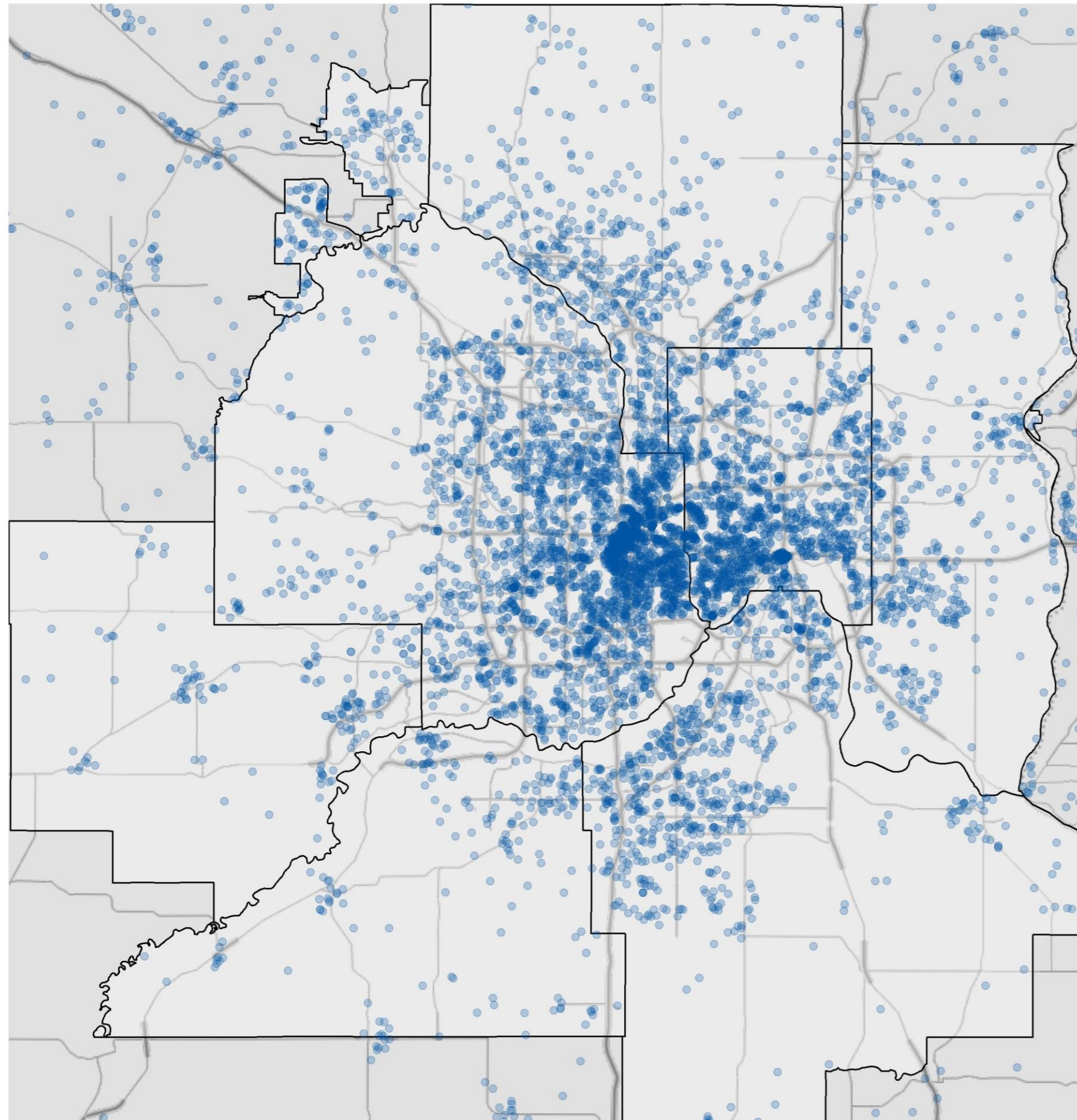
Travel Behavior Inventory 2019

Household Travel Survey

Travel Behavior Inventory



Households surveyed: 7,870



- October 2018-October 2019
- 7,870 households surveyed
- 5,366 responded using smartphone app (for one week)
- 2,504 used a one-day diary survey

- 58% Urban, 23% Rural or Rural-Ring
- 23% rent their home, 75% own
- 7% with no vehicle

- Total of 16,222 people (2.1 people per household)

Trips taken: 350,638

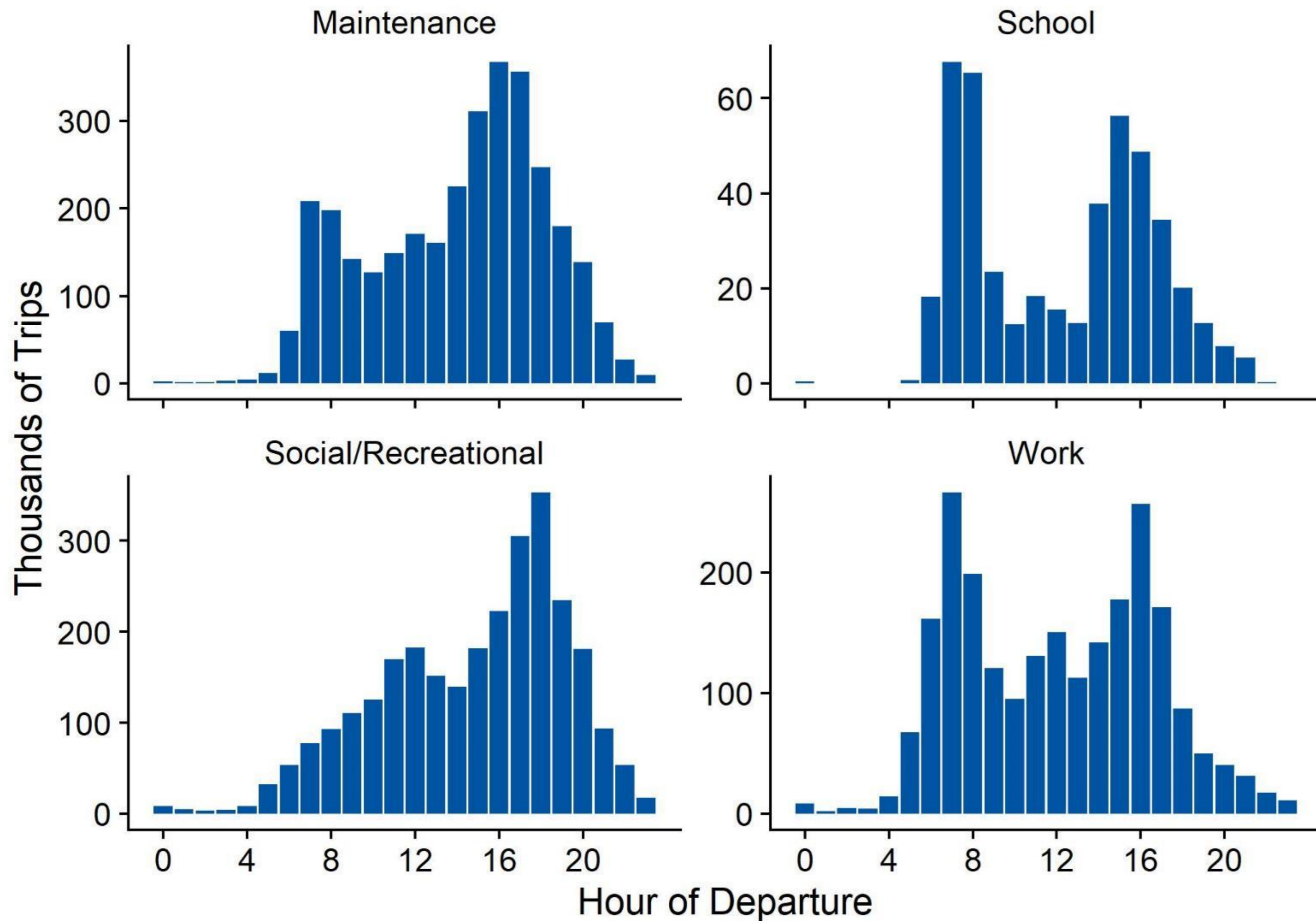
- 81,468 trips to work
- 15,875 trips to the grocery store
- Three trips to play Bingo
- One trip to play organ at a wedding
- One hike up Machu Picchu
- One “errand” to the Cayman Islands



Why we travel

- 40% Maintenance trips
 - Trips for healthcare
 - Shopping (grocery, pharmacy, household items)
 - Errands
 - Picking up & dropping off family members
- 29% Social/Recreational
- 24% Work
- 5% + for School

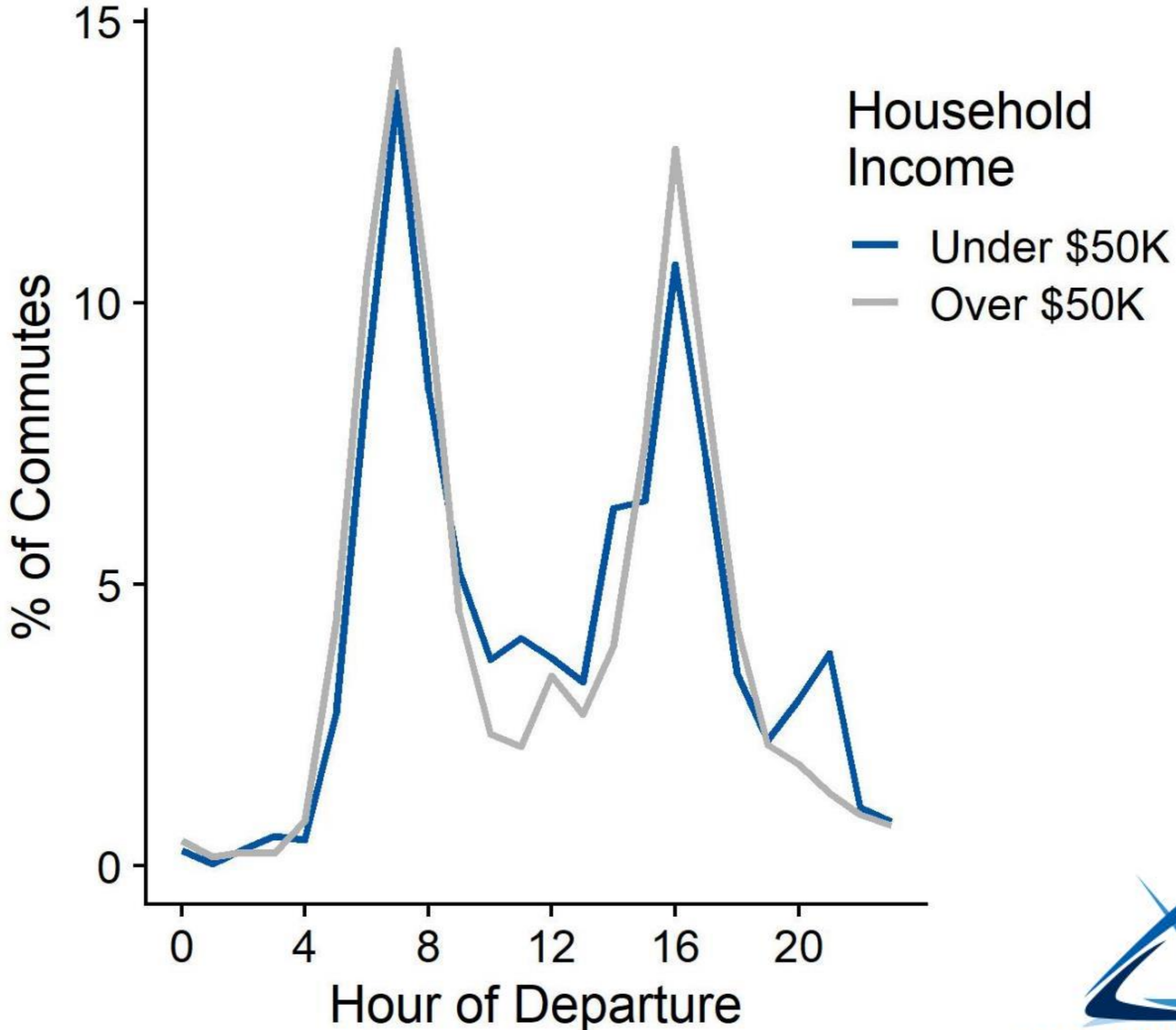
Travel behavior across the day



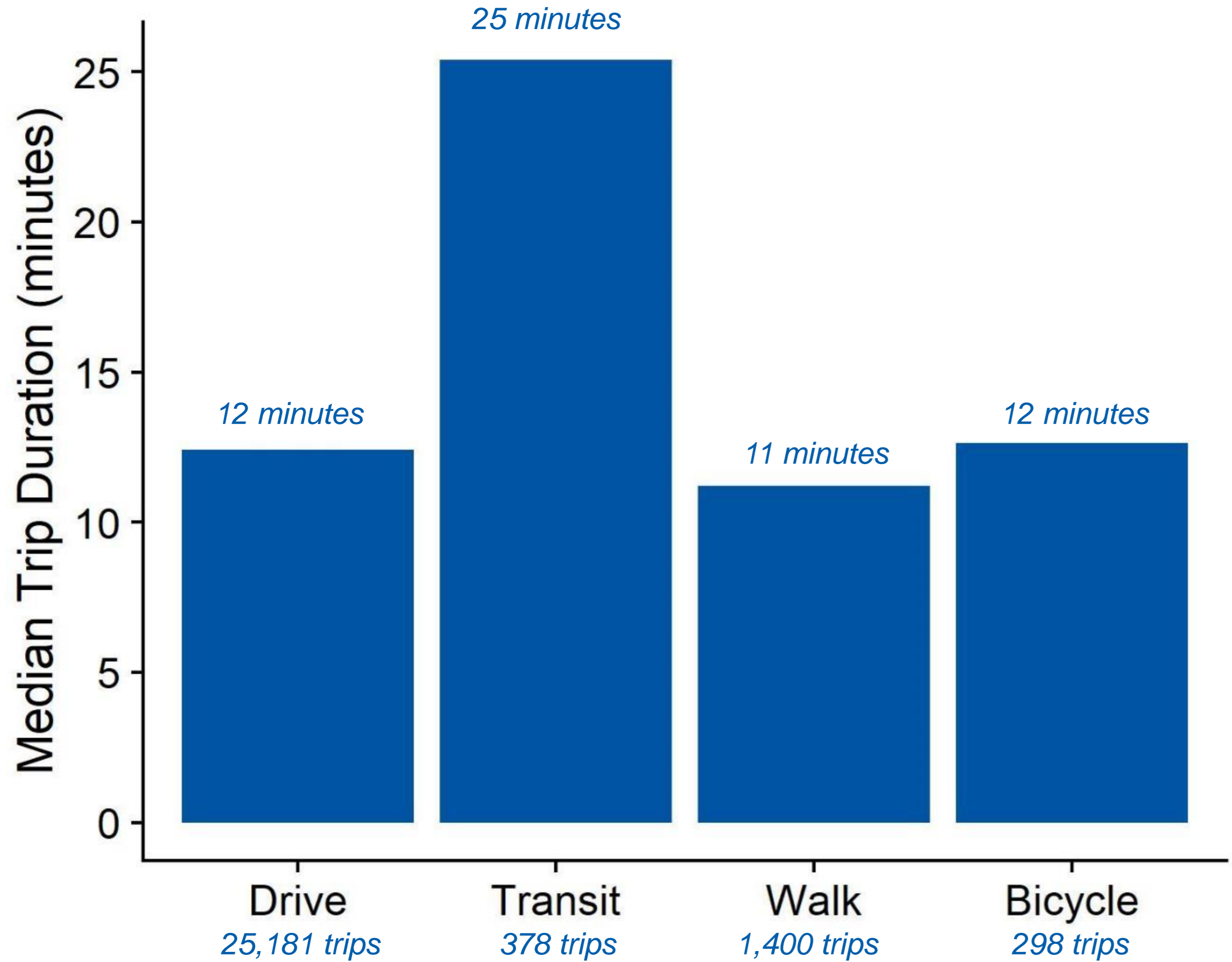
- Trip timing depends on the traveler and purpose
- Maintenance travel (e.g., errands, trips to grocery stores) peaks in morning and early evening
- Social travel peaks later than maintenance travel

Income affects when people commute

- Workers from **higher-income** households are more likely to commute during peak rush hours
- Workers from **lower-income** households have more commutes in the middle and end of day (shift work)



Getting to the grocery store



Average number of trips between home and grocery/pharmacy:

- 1.4 per household on a typical weekday
- 0.5 per person on a typical weekday
- 7 per household per week (7-day survey)
- 4 per person per week (7-day survey)

Of those who took transit to the grocery store, **18%** were African-American, compared to **3%** of those who drove, **9%** of those who walked, and **3%** of those who biked.

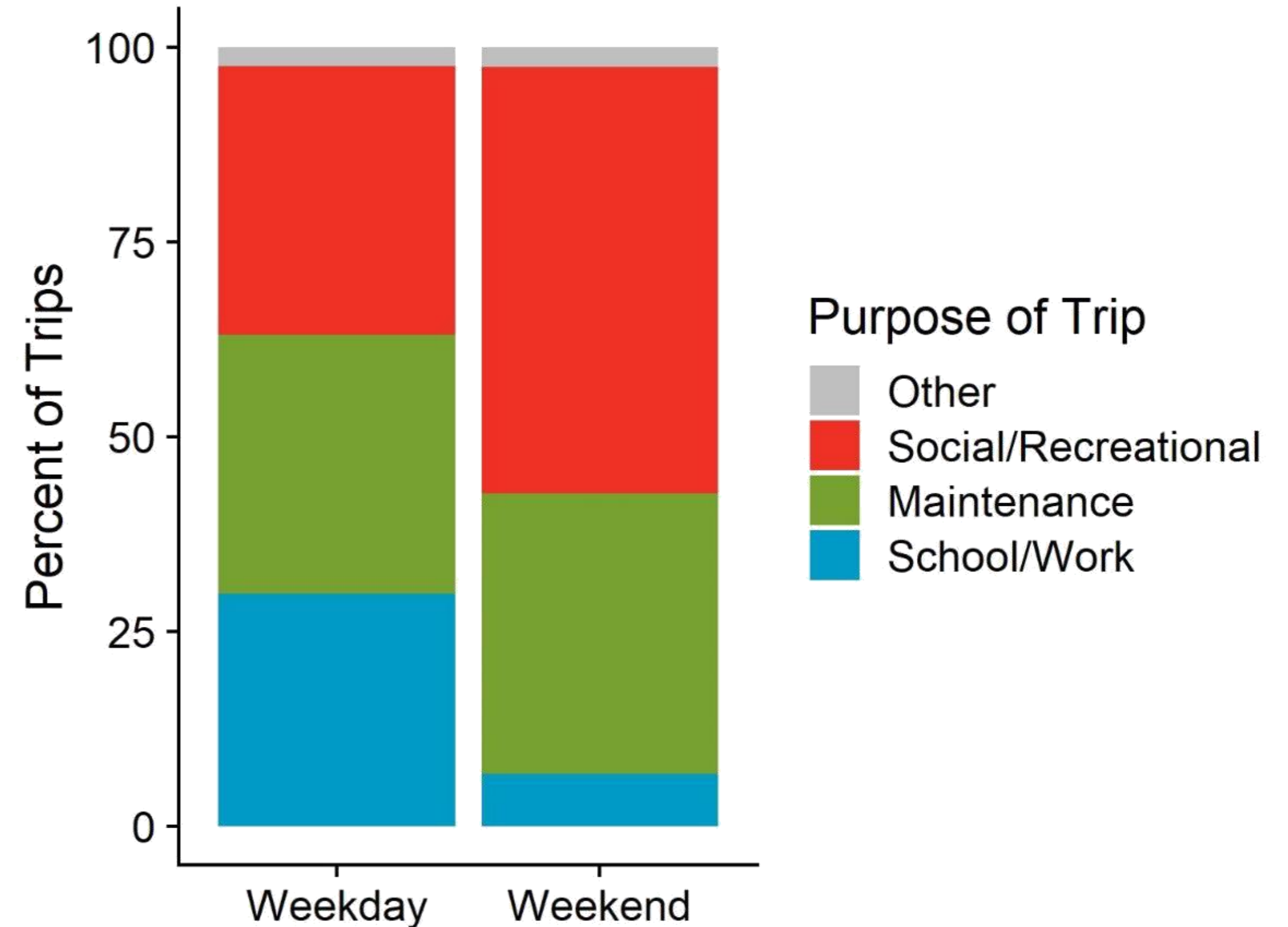


Weekend travel differs from weekday

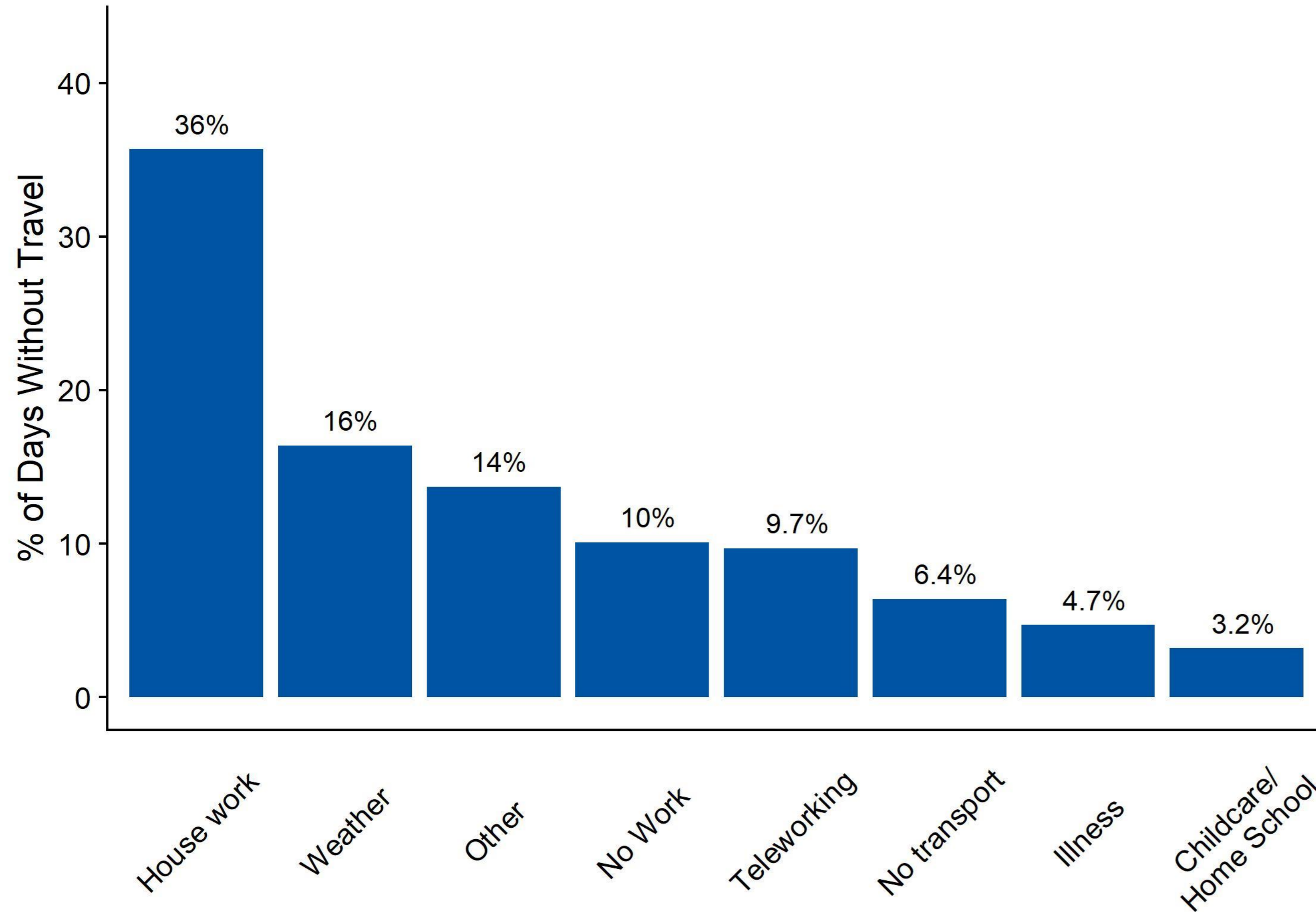
47% of people, and 30% of households in the survey reported traveled for 7 consecutive days (average: 4.7 days per person, 4.1 days per household)

Relative to weekdays, weekend travel has:

- a greater share of trips for social/recreational purposes
- lower share of trips for school and work,
- similar share of trips for household maintenance



Trips not taken: days without travel



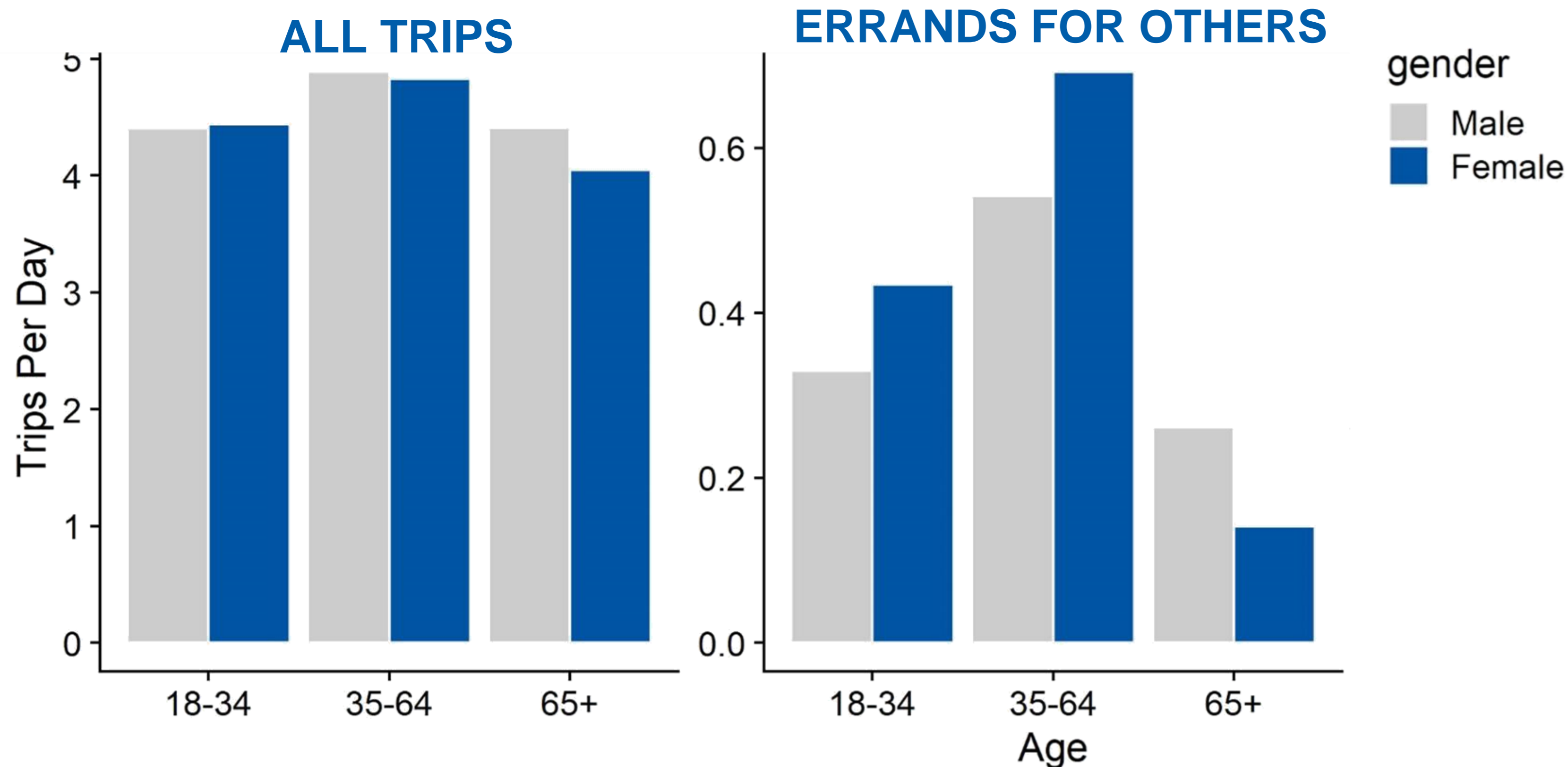
On a typical weekday in the Metro, **17%** of people do not travel. Why?

- **36%** were doing housework (48% female; 45% male)
- **3%** were taking care of children (52% female; 37% male)
- **16%** because of weather (78% in Jan/Feb 2019)
- **10%** were working remotely
- **6%** lacked transportation

Travel behavior differs for men and women

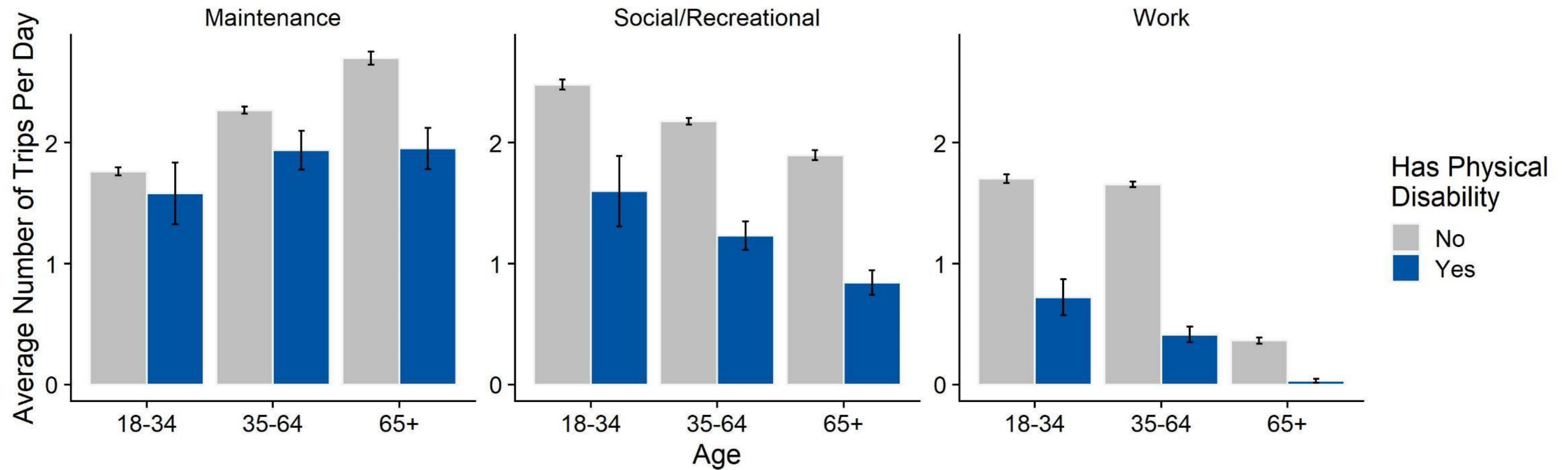
Relative to men of the same age, women under 65 take more trips to serve their family or transport others to and from school/appointments, and fewer trips for work.

Women 65+ take fewer trips relative to men 65+.



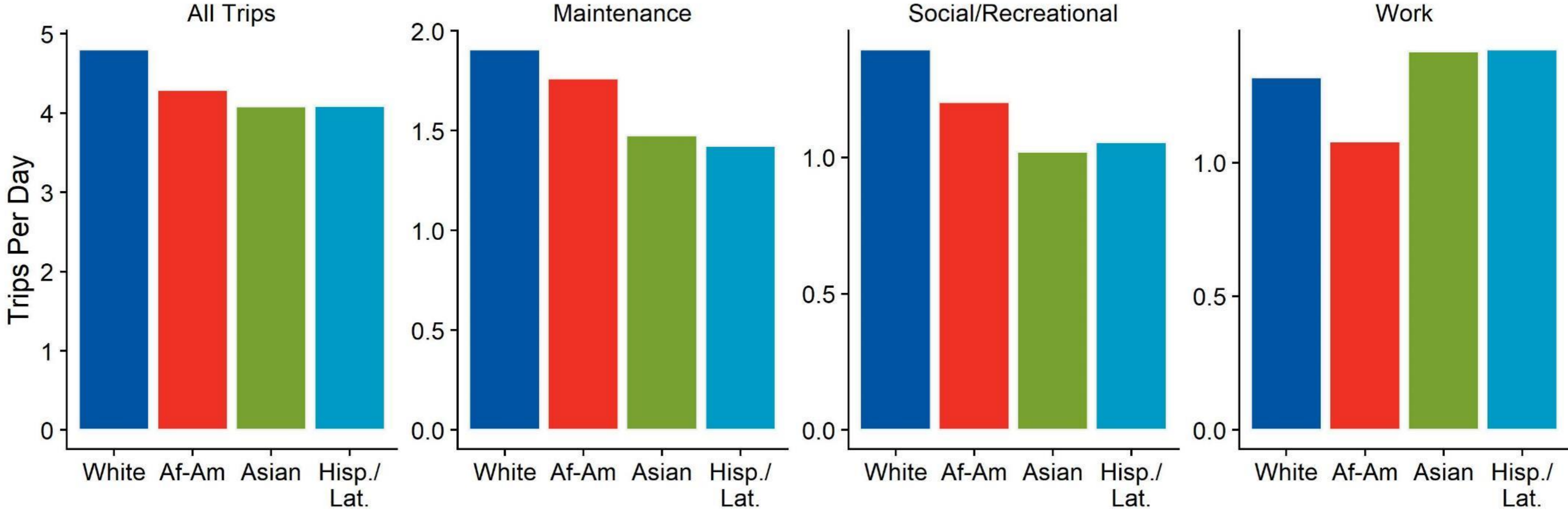
Disabilities affect travel

Disability-related disparities in travel are greatest for work and social travel, and for older adults

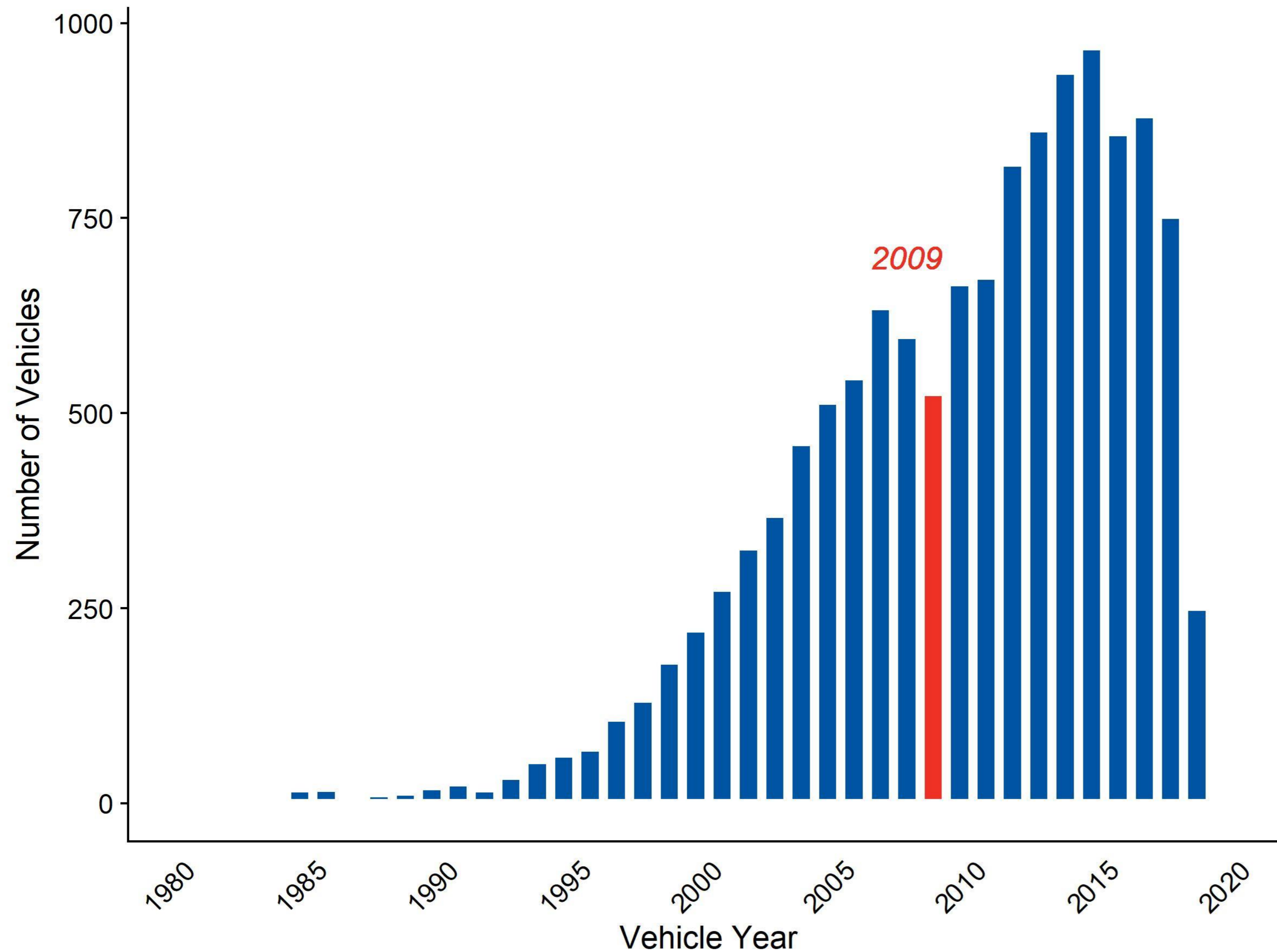


Race and ethnicity associated with travel

African-American, Asian and Hispanic/Latino residents take fewer trips than Whites
Disparities greatest for social/recreational travel and maintenance travel

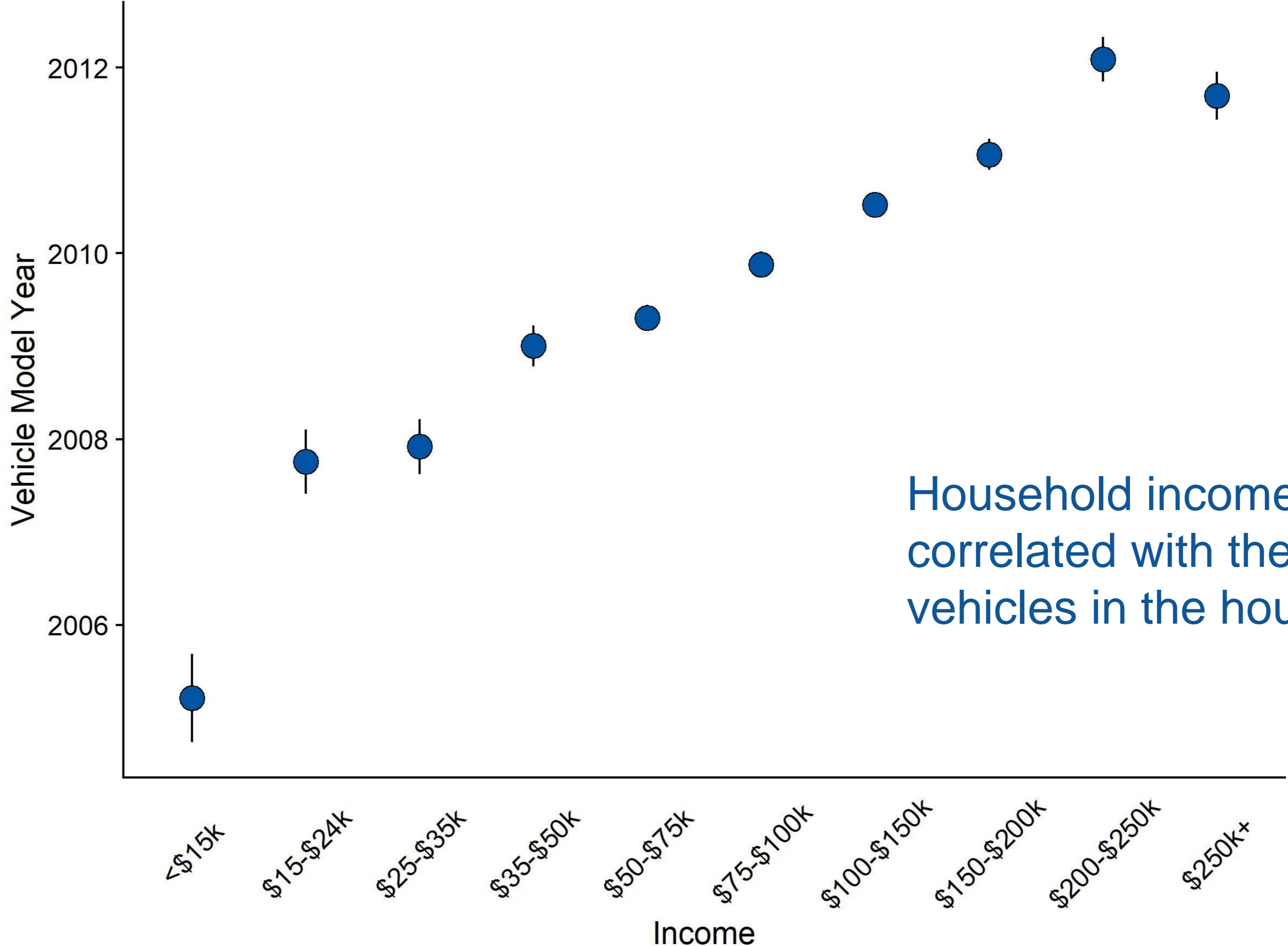


Vehicles in the Metro



- 13,487 vehicles in the survey (average: 1.8 vehicles per household)
 - 21 Kia Rios
 - 267 Toyota Priuses
 - 77 all-electric vehicles
 - 1 Tesla Model X
 - 1 vintage Chevy Biscayne
 - 1 Aston Martin Vanquish
- MnPASS
- Cost of parking

Higher income, newer vehicle



Household income is strongly correlated with the age of the vehicles in the household.



Planned research topics

- Comparisons to previous years
- Regional disparities by race, income, gender, disability status
- Identifying opportunities for more sustainable mode choices
- Emerging transportation modes
- Vehicle emissions, gas efficiency and age

- COVID-19 Impacts