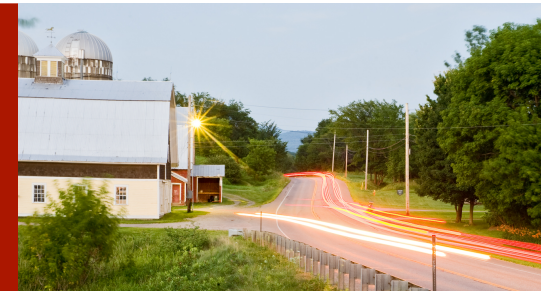


NHTS Travel Data - Vermont

Karen Glitman, Lisa Aultman-Hall, Brian Lee, Jim Sullivan, Nate Belz, Justine Sears, and Lance Jennings

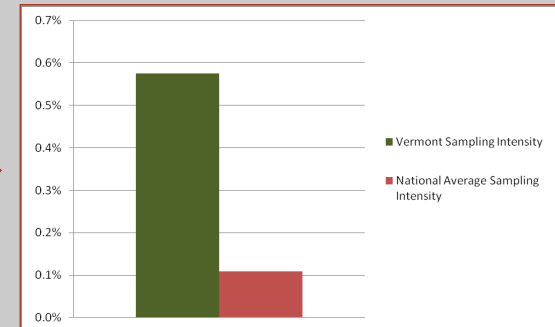


Overview

The 2009 national Household Travel Survey (NHTS) is a public data set which provides information to assist transportation researchers, planners and policy makers who need comprehensive information on travel and transportation patterns in the United States. It contains travel-diary survey information regarding the participant's trips, modes of travel, and distances of travel throughout a typical day. The UVM TRC, together with the Chittenden County Metropolitan Transportation Organization (CCMPO), and the Vermont Agency of Transportation (VTrans), funded an "add-on" to the national NHTS, with the goal of providing enough Vermont-specific data to allow comprehensive research focused on our state. We contracted to obtain 1,500 additional samples in the state of Vermont, 500 of which were to be in Chittenden County. These additional samples, along with the random national samples collected incidentally in the add-on area, created a cleaned database of 1,690 households, which is publicly available. As part of the "add-on" program, the partners also received a confidential data set with the geographic locations of the origins (typically home) and destinations (work, shopping, etc.) of all recorded trips.

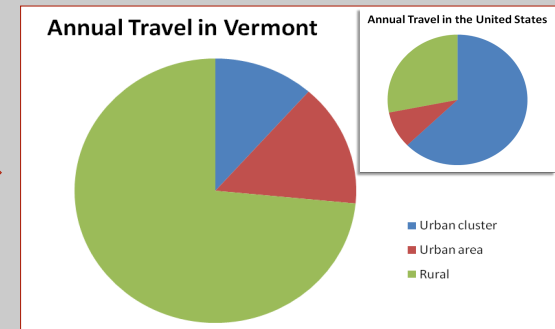
Sampling Intensity

Our funding of the "Add-On" Sample for Vermont resulted in a sampling intensity for the state which is over 5 times the national average. This increased sampling intensity will provide us with more comprehensive information on travel in the state, and the ability to draw solid conclusions about the best direction for transportation policy.



Our Travel Region

Travel within our urban areas in Vermont demonstrates that we are doing a better job than most of the nation in minimizing our driving distances, with the average length of our trips between 1 and 2 miles shorter than the national average. However, more of our travel occurs in rural areas, where trip lengths tend to be longer.



Acknowledgements

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The contents of this poster reflect the views of the authors, who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official view or policies of the UVM Transportation Research Center. This poster does not constitute a standard, specification, or regulation.

Our Travel Habits

We continue to facilitate more efficient travel methods and behavior in our vast rural landscape. Evidence of increased efficiency in our travel habits might be revealed by improvements like our use of public transit services relative to the national average.

