

NPTS/NHTS AND THE CENSUS JTW

**APPLYING CENSUS DATA TO TRANSPORTATION
50 YEARS OF TRANSPORTATION PLANNING DATA PROGRESS**

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NPTS/NHTS – links to census JTW

- IT ALL BEGAN IN AN ERA OF MAJOR METRO SURVEYS
 - CENSUS JTW STARTED IN 1960 – VERY RAW (there was a 1961 travel survey at Commerce)
 - NPTS STARTED IN 69 JUST ABOUT AS RAW done by Bureau in '69, '77, '83 went private in '90
- At one time we matched decennial JTW to the NPTS whenever it showed up – a critical linkage – also HUD AHS started in 1973 – provided key metro updates
- NHTS GOAL: A FIXED SCHEDULE FOR NHTS '00 and '05 w linkage to census years
- The great strength of NPTS in a census JTW world
 - **Multiple jobs**
 - **Multi-modes to work**
 - **Work trips embedded in all trip making**
 - **Usually used vs yesterday a great validity test**
 - **Added seasonality, distance and geog and and and**
- Gave NHTS a stronger base of demog THE KEY: WORKERS
- FOR TRANSPORTATION THE CENSUS JTW IS A SURVEY OF WORKERS

HOW DID NPTS/NHTS COME ABOUT?

- UNCLEAR WHAT THE MAJOR STIMULUS WAS?
- WORK ON '69 HAD TO HAVE PRECEDED THE CREATION OF THE DOT
- DEPT SET UP IN 1967 AND NPTS IN THE FIELD IN 1969?
- MY SUPPOSITIONS:
 - IT WAS THE ERA OF BIG TRAVEL SURVEYS – TYPICALLY THE FIRST ROUND OF MANDATED PLANNING PROCESSES AS PER THE '62 HIGHWAY ACT (I HAD JUST FINISHED NY AND DC)
 - NOT JUST HOUSEHOLDS BUT A BATTERY OF SURVEYS TRUCK, TAXI, HOTEL, EXTERNAL SCREENLINES BPR/FHWA HAD ATTEMPTED TO SUM THESE SURVEYS TO SOMETHING – IMPOSSIBLE GIVEN VARYING TIMES, DEFINITIONS, METHODS, SAMPLE SIZES, ETC.
 - MAY HAVE DECIDED THIS WAS SIMPLER METHOD—USING CENSUS also in Commerce
 - BPR AND CENSUS HAD STRONG RELATIONSHIP – CENSUS SUPPORTED THE DESIGN OF MANDATED TRAVEL SURVEYS AND TAUGHT THE TEACHERS IN BPR

IMPORTANT PREDECESSOR EVENTS

- A 1961 COMMERCE SURVEY OF TRAVEL CHARACTERISTICS ?
- SECOND NATIONAL CONFERENCE ON HIGHWAYS AND URBAN DEVELOPMENT WILLIAMSBURG VA 1965
- OCTOBER 1966 URBAN TRAVEL FORECASTING COURSE
 - BPR STAFF: TED HOLMES, JJ MCDONNELL, ED WEINER, KEVIN HEANUE, ETC
 - -- DEAN CARLSON A STUDENT
 - COMSIS CORP ARTHUR SOSSLAU A MAJOR INFLUENCE
 - ATTEMPTED TO MELD METRO DATA SETS – THAT DIDN'T WORK
 - USE OF CENSUS DATA TO UPDATE URBAN TRANSPORTATION STUDIES 1972
- US DOT CREATED; STARTED ON APRIL FOOLS DAY 1967

MAYBE IT WAS AN ANSWER TO THE WEAK PROGRAM FOR THE “CONTINUING” PART OF THE 3C PROCESS

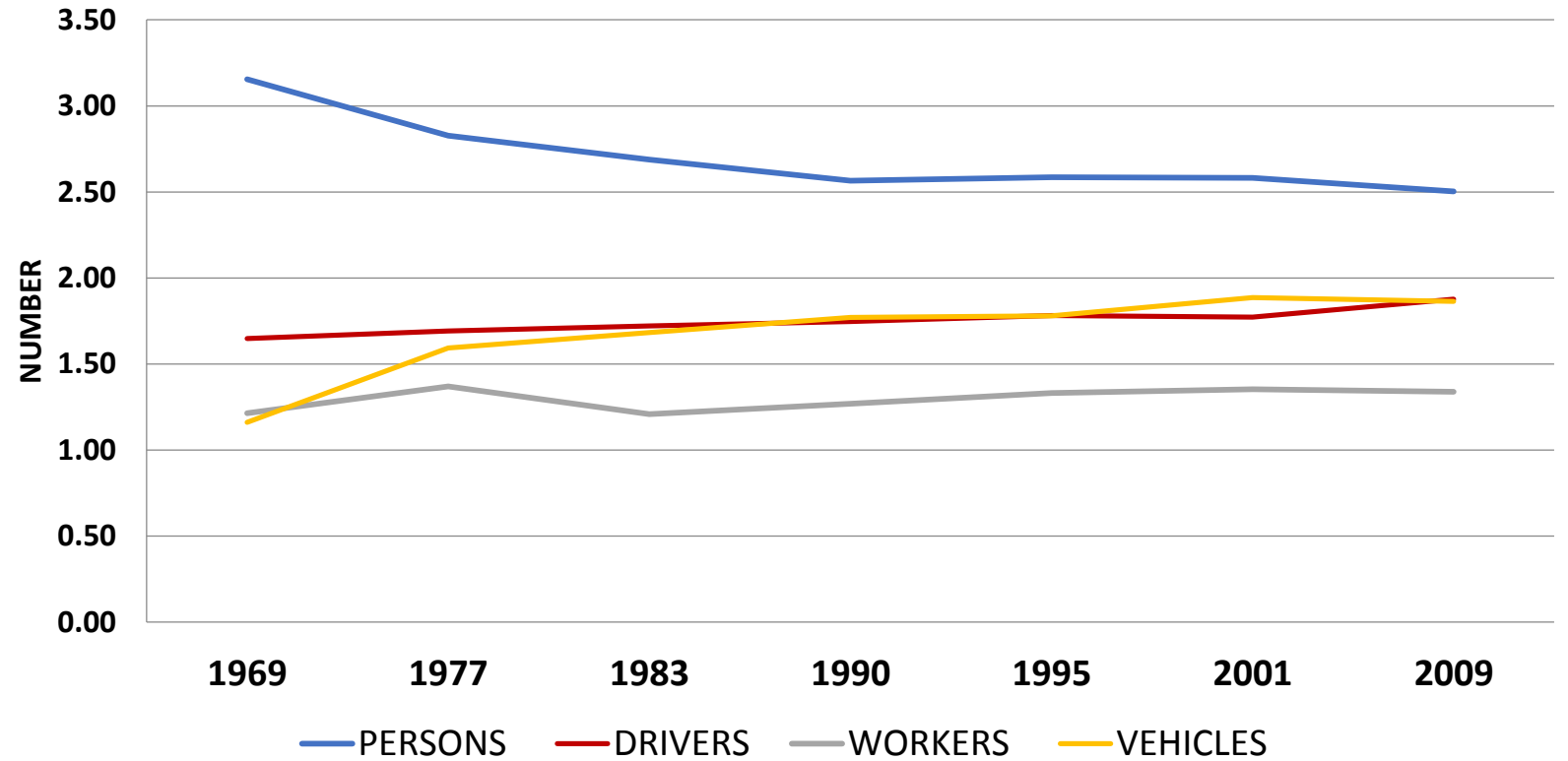
- MANDATED TO INSTITUTE A CONTINUING PLANNING “PROCESS” BY MPO’S
- WE WERE DESIGNING A REPORTING SYSTEM “THE 12 DATA ITEMS”
- IT DIED FROM LACK OF FUNDS; OR MAYBE JUST LACK OF INTEREST!
- THE NHTS, THE DECENNIAL AND THEN ACS SAVED US

*The Federal-Aid Highway Act of 1962 required, as a condition of federal transportation financial assistance, that transportation projects in urbanized areas of 50,000 or more in population be based on a continuing, comprehensive, urban transportation planning process undertaken cooperatively by the states and local governments — **the birth of the so-called 3C, “continuing, comprehensive and cooperative planning process.”***

THANKS

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Seen on a household basis we have stability



	PERSONS	DRIVERS	WORKERS	VEHICLES	H'HOLDS	wrkr/s/person in hh
1969	3.16	1.65	1.21	1.16		0.38
1977	2.83	1.69	1.37	1.59		0.48
1983	2.69	1.72	1.21	1.68		0.45
1990	2.57	1.75	1.27	1.77		0.49
1995	2.59	1.78	1.33	1.78		0.51
2001	2.58	1.77	1.35	1.89		0.52
2009	2.50	1.88	1.34	1.86		0.53