

A Picture of Long-distance Travel Behavior of Americans Through Analysis of the 2001 National Household Travel Survey

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I. Background

For more than 30 years, the National Household Travel Survey and its predecessor surveys have provided information to policy makers, transportation planners and others who need comprehensive data on travel and transportation patterns in the United States. Within the Department of Transportation, the NHTS data are used to make decisions on how to fulfill the department's strategic objectives and goals, as well as measure the progress on these objectives.¹ In addition, they are used by transportation analysts and planners to manage national and local community transportation needs. These data are essential for informed transportation decisions and also assist in providing a more complete picture of economic activity and social interaction in the United States.

The 2001 NHTS updates information gathered in prior Nationwide Personal Transportation Surveys (NPTS) conducted in 1969, 1977, 1983, 1990, and 1995 and the

American Travel Survey (ATS), conducted in 1977 and 1995. The 2001 NHTS is the combination of these two previous data collections efforts. While the NPTS primarily collected data on local or daily trip making, the ATS collected data on long-distance travel of trips of 100 miles or more away from home. The 2001 NHTS was an attempt to combine these two predecessor series to gain a more comprehensive picture of household travel, while reducing the cost and respondent burden of conducting two major data collection efforts.

II. Current Methodology

The combined 2001 NHTS design is very similar to that of the 1995 NPTS with an expanded and more detailed long-distance travel section of trips of 50 miles or more. The design consisted of a random-digit dial (RDD) sample of approximately 26,000 households and 60,000 persons nationally, with additional samples in nine states and metropolitan areas.⁴ All interviews were conducted via telephone using a two-stage data collection design. Interviews were conducted over a 14-month period, March 2001 to May 2002, to capture travel throughout the year. Sampled households (with matched addresses) were first sent an advance letter with a five dollar incentive, followed by a telephone screener interview to collect basic household information, and finally an extended telephone interview to

¹ DOT Strategic Plan for Fiscal Years 2003-2008, September 2003 – www.dot.gov/stratplan2008/strategic_plan.htm

⁴ Five states (Hawaii, Kentucky, New York, Texas, Wisconsin) and four metropolitan areas (Baltimore, MD; Des Moines, IA; Lancaster, PA; and Oahu, HI) purchased additional sample for their areas through the NHTS "add-on" program.

collect trip detail from all household members on their assigned ‘travel day’ and ‘travel period’. The travel day was randomly pre-assigned for each household to ensure equal representation among days of the week and across the year. The travel period for long-distance travel was defined as the four-week period prior to and including the travel day. Attempts were made to collect travel information on all persons in the household. In order to be considered a completed or useable household interview, interviews had to be obtained from at least 50 percent of all household adults. Proxy interviews were required for all children under 14 and were allowed, only in limited situations, for adult household members.

Respondents in the NHTS were asked to report the number of trips they took of 50 miles or more away from home during their assigned reporting period. For each trip, the following information was captured:

- beginning and ending dates of trip
- whether the trip was a recurring trip (made more than once during the travel period) and if yes, number of times taken
- number of household and non-household members on trip
- main purpose of travel
- primary mode of transportation
- trip destination
- type of lodging used at destination (if one or more nights away from home)
- if mode was air, bus or train - access and egress locations and modes to/from
- number and locations of overnight stops to/from destination
- other modes of transportation used at destination
- if no trips reported in four-week period – date and trip detail of most recent trip

A number of additional variables, such as duration of travel (in days) and distance traveled (miles) were also calculated and appended to the 2001 NHTS data set. The 2001 NHTS captured approximately 45,000 long-distance trips. These trips are weighted and annualized to estimate the annual long-distance travel of all Americans in 2001.

The focus of this paper is to provide an overview of long-distance travel by Americans. Specifically, this paper will attempt to answer the questions of who, how, why, and when Americans are traveling longer distances. In addition, it will examine seasonal differences in long-distance travel and describe differences in travel behavior since last measured in 1995. The paper also focuses on the travel behavior of two important subpopulations – Older Americans and Women.

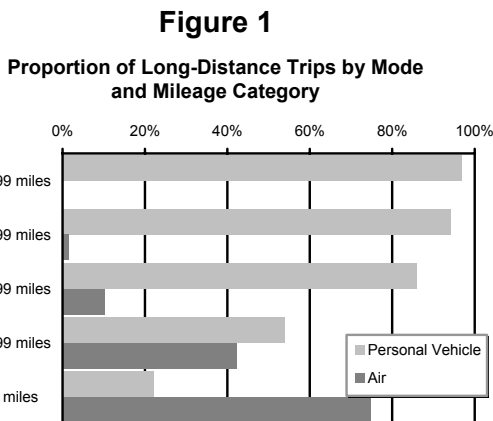
III. Characteristics of Long-distance Travel

In 2001, Americans took about 2.6 billion long-distance trips of 50 miles or more, totaling over 1.36 trillion miles of long-distance travel (table 3c).

Mode of Travel and Distance (Miles)

As with local travel, Americans overwhelmingly use personal vehicles to travel longer distances. Almost nine out of 10 long-distance trips were taken in a personal vehicle, such as a car, pickup truck, or sports utility vehicle (table 3a). Air travel was a distant second, accounting for seven percent of all long-distance trips. The median distance traveled on these air trips varied sharply compared to the other modes (table 3c). The median distance traveled by air was approximately 2000 miles, about 10 times the median distance for personal vehicle (194 miles) and train trips (192

miles), and a little less than seven times the median distance of bus trips (296 miles). About two-thirds of all long-distance trips in 2001 were less than 300 miles in roundtrip distance (table 3d1). In comparison, only five percent of all trips were 2000 miles or more roundtrip. As the distance traveled increased, the likelihood of using a personal vehicle decreased (table 3d2). Personal vehicles were used for almost all trips under 300 miles (97 percent), whereas they were used 22 percent of the time for trips of 2000 miles or more (Figure 1). Correspondingly, the use of air increased as distance increased. For example, 10 percent of trips between 500 and 1000 miles were by air, compared to 75 percent of all trips of 2000 miles or more. Regardless of the distance traveled, other modes of transportation did not represent a very large share of travel. Although trips by bus represented the third most popular mode of long-distance travel, only three percent of the trips between 300 and 1000 miles were made by bus and even a smaller percentage for shorter distances.



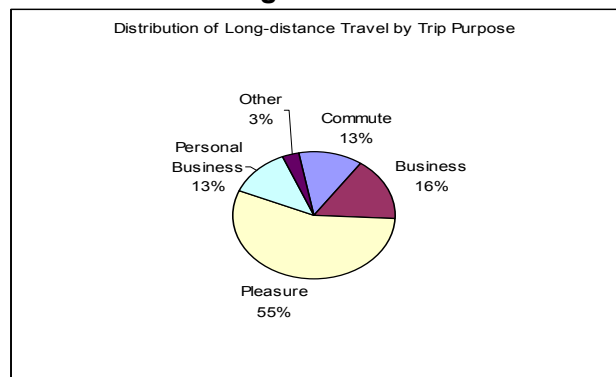
SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Trip Purpose

Over half of the long-distance trips were for pleasure (table 3f). Pleasure trips include trips for rest and relaxation, to see friends and family, outdoor recreation, excursions, sightseeing and general vacations. A little over one out of 10 long-distance trips was

for commuting, and approximately one out of six trips was for business. Business trips included trips taken to attend conferences and meetings or for any other non-commuting business activity. About 13 percent of all long-distance trips were taken for commuting purposes, that is, made in order to get to and return from work. Another 13 percent of all trips were for personal business, such as shopping trips or health-related travel. (See Figure 2.)

Figure 2

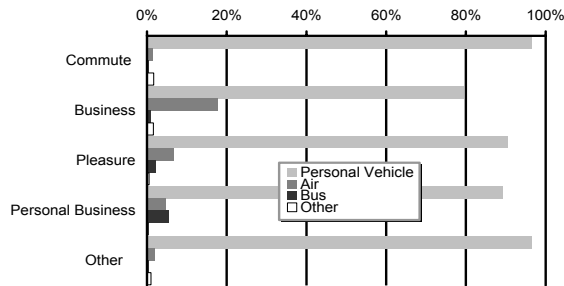


SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Regardless of the purpose of the trip, personal vehicles were still the dominant mode of choice (table 3g). However, there were a few variations between the different purposes (Figure 3). For example, business trips were less likely to use a personal vehicle (79 percent) compared to any of the other types of travel, while commute trips were the most likely to use a personal vehicle (96 percent). About one out of five business trips used air travel (18 percent)—over twice as many as pleasure trips (seven percent). Six percent of the personal business trips were by bus—which was higher than the percent of bus trips for any of the other trip purposes.

Figure 3

Proportion of Long-Distance Trips by Mode and Purpose



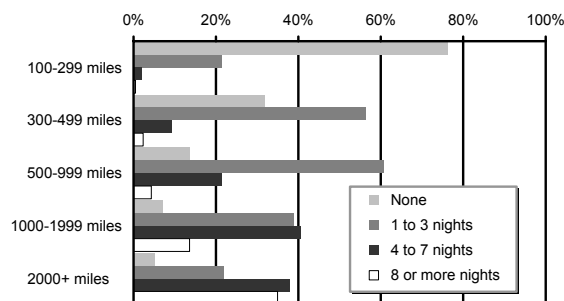
SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Duration of Trip (Days)

More than half (56 percent) of the long-distance trips did not include an overnight stay away from home (table 3e1). For overnight trips, the average number of nights spent away from home was 3.5 nights (table 3i). Though the total number of nights away from home does not vary much by the purpose of the trip, it is not surprising that the distance traveled does impact the total nights spent away. As the distance away from home increases, so do the nights spent away from home (table 3e2). Seventy-six percent of trips less than 300 miles have no overnight stays, compared to 5 percent of trips of 2000 miles or more (Figure 4). Of those trips with overnight stays, trips between 100 and 300 miles average two nights compared to nine nights for trips of 2000 miles or more.

Figure 4

Proportion of Long-Distance Trips by Nights Away and Mileage Category



SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Destination

Only two percent of all long-distance trips were made to international destinations (table 3h1). In contrast, four out of every five long-distance trips (80 percent) were within the same Census division (table 3h1), but due to their shorter median distance (180 miles), account for 40 percent of all miles traveled. International trips, however, account for 16 percent of the miles traveled even though they only account for two percent of all trips. On average, trips originating from urban areas are longer in terms of median miles compared to trips from rural areas (224 versus 182 miles) (table 3h2). Trips originating from urban areas are less likely to be within the same division compared to trips from rural areas (77 percent versus 86 percent). Conversely, trips starting from urban areas are more likely to be international than trips originating from rural areas (three percent versus one percent).

Lodging

As stated earlier, a little less than half of all trips included an overnight stay (table 3e1). Of all long-distance overnight trips, 45 percent included at least one night of stay at a friend or relative's house, and another 36 percent of these trips included at least one night at a hotel (table 3i). Other lodging choices were used relatively less, though stays in cabins, condos and vacation homes occurred in seven percent of the trips. Interestingly, the choice of lodging varied by the purpose of the trip. Three-quarters of overnight business trips included at least one night in a hotel, compared to 27 percent of pleasure trips. On the other hand, 54 percent of overnight pleasure trips included at least one night at a friend or relative's home, compared to 13 percent of overnight business trips. Overnight personal business trips were equally likely to include a stay at

a friend or relative's house as compared to hotel stays.

IV. Seasonal Travel

Since data were collected throughout the calendar year, the NHTS provides a picture of seasonal travel differences. We defined the seasons into the following four groups of three months each: winter (December through February); spring (March through May); summer (June through August); and fall (September through November). A higher proportion of longer distance trips (i.e., trips of 500 miles or more) occur in the spring and summer (table 4a). Not surprisingly, a higher proportion of trips by air and trips of four to seven nights away also occur during these seasons (tables 4b, 4c). Summer season has the biggest share of trips of longer duration (i.e., eight or more nights away). Business travel has the lowest trip percentage in summer (table 4d).

Holiday Travel

The Thanksgiving and Christmas/New Year's holiday periods are among the busiest long-distance travel periods of the year. During the six-day Thanksgiving travel period⁵, the number of long-distance trips (to and from a destination 50 miles or more away) is 54 percent higher than the average number for the remainder of the year.⁶ Trips during the Christmas/New Year's Holiday period are 23 percent higher. As is true for the rest of the year, most long-distance holiday travel, about 91 percent, is by personal vehicle. Only five to six percent of holiday trips are by air, while two to three percent are by bus, train, ship, or other mode.

⁵ This six-day period is the Tuesday through Sunday capturing Thanksgiving day (Nov. 20-25, 2001).

⁶ U.S. Department of Transportation, Bureau of Transportation Statistics: *America on the Go: U.S. Holiday Travel* (November 2003)

The average Thanksgiving long-distance trip length is 214 miles, compared with 275 miles over the Christmas/New Year's holiday. For the remainder of the year, average trip distance is 261 miles.

About half of holiday travelers make same-day trips without spending a night away. Long-distance travelers who make overnight trips at Thanksgiving spend an average of just under three nights away. At the Christmas/New Year's holiday, the average increases to nearly four nights away. The average during the rest of the year lies between the Thanksgiving and Christmas/New Year's averages.

Most Thanksgiving holiday travel is domestic. Over 99 percent of the long-distance trips that begin during the Thanksgiving holiday period are to destinations within the United States. During the longer Christmas/New Year's period, however, three percent of long-distance travel is international.

V. Profile of Long-distance Travelers

Even though 51 percent of all individuals living in the U.S. are females⁷, only 43 percent of all long-distance trips are taken by them (table 5c). Conversely, males take 57 percent of all trips, even though they constitute 49 percent of the population. There are similar differences in the distribution of trips relative to other population characteristics such as age, education, and income. For example, persons under 25 constitute 35 percent of the population, but account for 26 percent of all long-distance trips (table 5b2). On the other

⁷ Table NA-EST2002-ASRO-01 - National Population Estimates – Characteristics; Source: Population Division, U.S. Census Bureau; Release Date: June 18, 2003

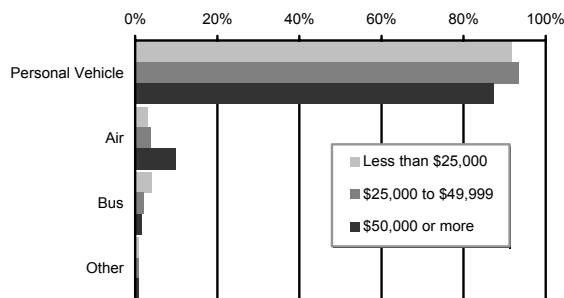
hand, nearly half (52 percent) of the population consists of adults between the ages of 25 and 64, yet they take almost two-thirds (66 percent) of all long-distance trips.

Education level is related to trip taking, as well (table 5b1). Adults with a high school education or less, take one-third (34 percent) of all long-distance trips, even though they represent almost half (49 percent) of the adult population 18 and older. Adults with a bachelor's degree or higher level of education made over a third of the long-distance trips (37 percent) even though they comprise less than a quarter (24 percent) of the adult population.

Personal vehicles dominate as the mode of choice for all persons regardless of household income (table 5a2). However, persons in households with an income greater than \$50,000 use a personal vehicle for a smaller proportion of their trips (87 percent) than persons with incomes below \$50,000 (92 to 93 percent). Persons in higher income households are more likely to travel by air (10 percent) compared to those in households with an income of less than \$50,000 (three to four percent). (See Figure 5.)

Figure 5

Proportion of Long-Distance Trips by Mode and Household Income



SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Travel by Women

Women have significantly different daily travel patterns and needs from men.^{8 9} Research on the daily or local travel patterns of women has revealed that women make more but shorter trips than men, resulting in less travel miles overall by women.¹⁰ Even though women continue to have fewer vehicle-miles than men, women's driving as well as their dependency on the private car has increased faster than men's.¹¹ Some travel analysts have suggested the daily travel pattern differences between men and women may be due to women's lower incomes, less access to private transport, and greater number of trips for family and personal business (such as child care and elder-care responsibilities).¹² There is limited empirical research, however, on women's long-distance travel characteristics. Research on women's long-distance travel is necessary to study trips beyond the local area, capture different elements of mobility, and provide a more holistic picture.

As previously mentioned, in 2001 there were 2.6 billion long-distance trips made by people in the United States covering 1.4 trillion miles. Females made 43 percent of these trips or 1.1 billion long-distance trips, as compared to males who made 57 percent

⁸ Rosenbloom, S. Trends in Women's Travel Patterns. In U.S. Department of Transportation, Federal Highway Administration. *Proceedings from the Second National Conference on Women's Travel Issues*. October 1996. Washington, DC, 1998.

⁹ Brenman, Marc and Stephanie Ortoleva. *Women's Transportation Equity: Social Impact and Civil Rights Analysis*. Washington, DC, 2004.

¹⁰ Rosenbloom, S. Trends in Women's Travel Patterns. In U.S. Department of Transportation, Federal Highway Administration. *Proceedings from the Second National Conference on Women's Travel Issues*. October 1996. Washington, DC, 1998.

¹¹ *ibid.*

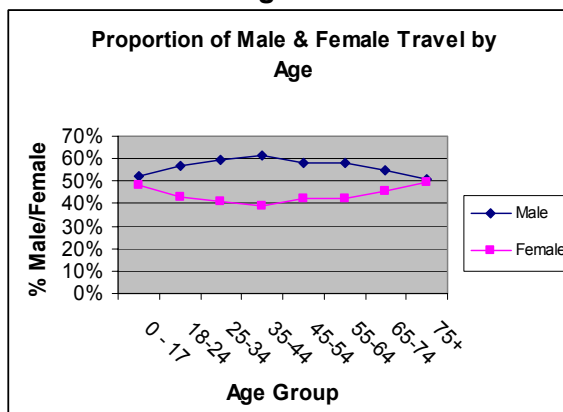
¹² Mallett, William. Long-distance Travel by Women, Results from the 1995 American Travel Survey.

of these trips or 1.5 billion long-distance trips (table 5e).

Annually, adult women (18 and over) take about two-thirds of the long distance trips that men take (eight trips compared to 13 trips) (table 5d). However, the median distance per trip for women (216 miles) tends to be slightly longer than for men (201 miles) (table 5f2).

When focusing on long-distance travel patterns by age, differences exist in the number of trips taken between men and women in the working age group (i.e., the age group typically defined as ages 25 to 64). (See Figure 6.) For example, among those aged 35 to 44, men make 61 percent of all long-distance trips while women make only 39 percent of these trips (table 5f1). This gap persists until the ages of 75 and older, where older men and women account for approximately the same percentage of trips.

Figure 6



SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

1. Trip Purpose

Males and females make a similar numbers of trips for pleasure and personal business, but men make substantially more business and commute trips (table 5g). Overall, business travel accounted for 16 percent of all long-distance trips; however, a larger share of male's total long-distance trips were

for business travel (21 percent) compared to females whose business trips accounted for nine percent of their total long-distance trips (table 5h). Of all business trips, almost eight out of ten (77 percent) were made by men (table 5i).

Similarly, commuting accounted for 13 percent of all long-distance trips overall, but individually, commuting trips accounted for 18 percent of males' long-distance trips and five percent of female's long-distance trips (table 5h). More than eight out of ten long-distance commuting trips (84 percent) were made by males (table 5i).

Pleasure trips accounted for 67 percent of females' long-distance travel compared to 47 percent of males' -- including trips for rest and relaxation, to see friends and family, outdoor recreation, excursions, sightseeing and general vacations (table 5h). Personal business trips accounted for 16 percent of females' long-distance travel compared to 10 percent of males' -- such as shopping trips or health-related travel.

2. Trip Mode

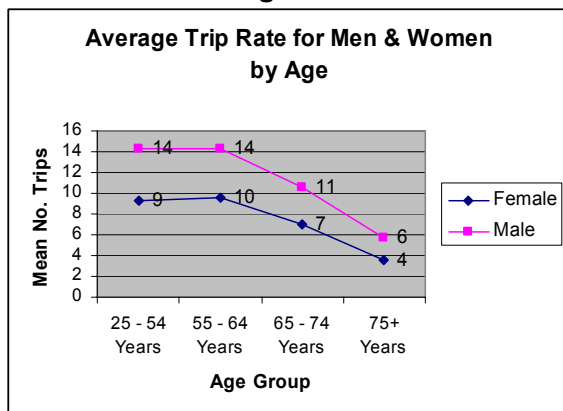
Modal choice between males and females is similar -- both use personal vehicles as their primary mode of transport, accounting for almost 90 percent of all long-distance trips. However, females made a slightly higher proportion of their overall long-distance trips by bus (2.7 percent) as compared to males (1.7 percent) (table 5j).

Travel of Older Americans

One of the major demographic changes affecting transportation services and travel patterns is the aging population in the United States. The number of persons aged 65 or older is projected by the Census Bureau to increase from about 35 million in

2000 to over 71 million in 2030.¹³ It is therefore of interest to look at travel patterns of older Americans and how they differ from younger age groups. One way of looking at these travel patterns is by examining the mean number of yearly long-distance trips taken broken down by age group. Older Americans make fewer long-distance trips than younger age groups. Persons in the age groups 25 to 54 and 55 to 64 years of age make about 12 trips a year, as compared to only four for individuals in the 75 and older age group (table 5l). Also, males tend to make more trips, on average, than females, but the absolute difference declines for older age groups (Figure 7.) For example, males in the 55 to 64 age group make about 14 trips a year, compared to about 10 for females. In contrast, males in the 75 and older age group make an average of about six trips per year, compared to about four trips for females (table 51).

Figure 7



SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

1. Impact of Driver Status

Since most long-distance trips are made with the personal vehicle, it is not surprising that driver status has a strong influence on the number of trips individuals make. As we

have already shown, the average number of long-distance trips declines for older age groups. However, the most substantial decline occurs within the driver group with only a very modest decline occurring for non-drivers. Drivers take substantially more trips on average than non-drivers, but the absolute difference declines for older age groups. For the 25 to 54 age group, drivers take about 12 trips a year, compared to about three trips a year for non-drivers (table 5m). For those 75 and older, drivers take about five and one-half trips a year, compared to about two trips a year for non-drivers.

In almost every age group, males make more trips than females, though the difference narrows for older age groups. Overall, male drivers make about 13 trips a year, compared to about nine trips for female drivers (table 5m). The situation is different for non-drivers. For all age groups, female non-drivers make about the same number of trips on average as male non-drivers. Given male drivers make the most trips for all age groups, this suggests that driver status has a larger influence on long-distance travel patterns for males than it does for females.

2. Impact of Rural Versus Urban Areas

The area where an individual lives can also influence the number of long-distance trips taken. Individuals living in rural areas tend to have less convenient access to goods, services, and people, potentially requiring additional long-distance trips. It is therefore of interest to look at how older Americans are affected by the area they live in. Not surprisingly, on average individuals in rural areas make more trips than individuals in urban areas. Again, the declining number of trips at higher age groups can be observed. Individuals between the ages of 25 and 54 make an average of about 15 trips a year originating in rural area, as compared to 11

¹³ U.S. Census Bureau, Table 2a. Projected Population of the United States, by Age and Sex: 2000-2050 www.census.gov/ipc/www/usinterimproj/natprojtab02a.pdf

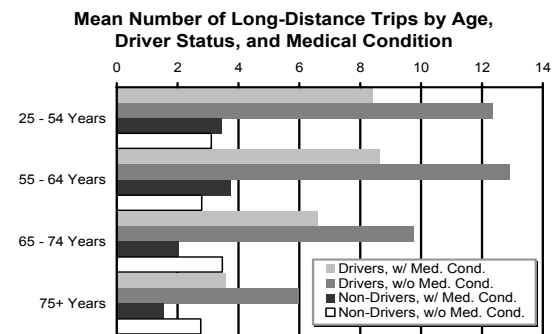
trips from urban areas in the same age group (table 5n). Individuals in the 75 and older age group make about seven trips a year in rural areas, compared to about four trips in urban areas.

3. Impact of Medical Condition

Not surprisingly, the presence of a medical condition has a major impact on the number of trips individuals make. Overall, individuals who describe themselves as having “a medical condition making it difficult to travel”¹⁴ only make about six long-distance trips per year, compared to about 11 trips for those who do not report having a similar medical condition. That gap is consistent across all age groups (table 5o). When the presence of a medical condition is combined with driver status, the impact becomes even more dramatic. Drivers with no medical condition make significantly more trips at all age groups than drivers with a medical condition or non-drivers. For example, drivers with no medical condition make an average of 11 trips a year, compared to about seven for drivers with a medical condition. There is a smaller difference for older American drivers. Drivers 75 years of age or older and without a medical condition make about six trips a year, compared to four for drivers with a medical condition. (Table 5p). The situation is different for non-drivers. Medical condition has only a minor combined effect on the average number of trips for non-drivers across all age categories. Overall, non-drivers without a medical condition make about 3.5 trips a year compared to about 2.6 for non-drivers with a medical condition. (See Figure 8.)

¹⁴ Respondents in the NHTS self-reported the presence of a medical condition that made it difficult to travel.

Figure 8



SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

VI. Long-distance Travel Trends

This next section looks at the changes in long-distance travel behavior since 1995, comparing results of the 1995 ATS with the 2001 NHTS.

Methodology for Making Comparisons

The 2001 NHTS and the 1995 ATS used different methodologies for collecting long-distance data. The 2001 NHTS interviewed an RDD sample of people in 26,000 households about all the trips of 50 miles or more from home (one-way) that each person took in the four weeks preceding their randomly-assigned travel day. When summed across the entire data collection period, annualized, and weighted to population totals, this provides estimates of long-distance travel for the entire year of 2001.

The 1995 ATS interviewed a sample of about 67,000 households that had previously been interviewed for the Current Population Survey. This sample also included households without telephones at the time of the survey, a group not covered by the NHTS. People in the ATS were interviewed four times during 1995. They were asked about all non-commuting trips of 100 miles or more from home (one-way) that each person took over a period of about three months. In the second through fourth

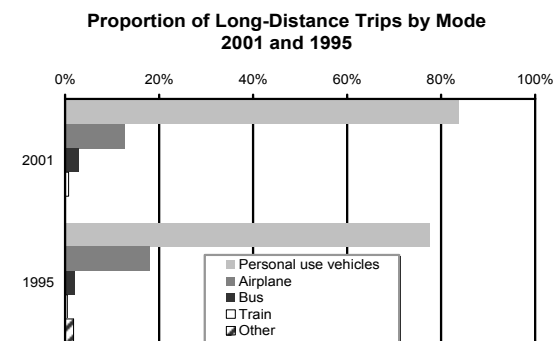
interviews, the reference period started the day after the previous interview. Therefore, the ATS collected trips from each sample person for the entire year of 1995.

Estimates from the two surveys were compared by removing the types of trips collected in the 2001 NHTS that were not collected in the 1995 ATS. These include trips of 50 to 99 miles and trips for the purpose of commuting to work. Although this makes the definitions of trips between the two surveys comparable, it does not address the differences that could be caused by the differences in sampling frames and data collection methodologies and their associated nonsampling errors. In addition, the 2001 numbers were not adjusted to account for impacts due to the events of September 11.

Mode

A larger percentage of long-distance trips were taken by air in 1995 than in 2001 (Figure 9). About 18 percent of trips of 100 miles or more were taken by air in 1995. In 2001, only 13 percent were air trips. The largest percentage of trips was taken by personal use vehicles (84 percent in 2001 compared with 78 percent in 1995); however, slightly higher percentages of trips were taken by other ground modes in 2001 as well (table 6a).

Figure 9



SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File and the 1995 American Travel Survey, Person Trip File, U.S. Department of Transportation

Distance

As one might expect based on the mode differences described earlier, there was a greater percentage of longer-distance trips in 1995 than in 2001. In 2001, 62 percent of all long-distance trips were in the 100 to 499 mile category compared with 58 percent in 1995. The average and median miles per long trip in 2001 was 744 and 391, respectively, compared with 835 and 422 in 1995 (Table 6b).

Season

A slightly higher proportion of all trips were taken in the winter and fall of 2001 than in those same seasons in 1995 (about two percentage points higher in each season) (Table 6c).

Purpose

Overall, more trips were taken in 2001 for each of the different purpose categories. This may be in part attributed to the population growth between 1995 and 2001 and more trips by each person in 2001, or both factors. The average number of annual long-distance trips¹⁵ per person in 1995 was 3.9 trips compared to 4.7 in 2001. While there were some statistically significant differences in the proportions of trips by purpose, the differences are very small (Table 6d).

Travel Party Size

Travel parties (i.e., the number of persons on the same trip) were just slightly larger in 2001 as compared to 1995. The average number of household members on a trip was 2.2 in 2001 compared with 2.15 in 1995. Non-household member party size was also larger in 2001 (1.2 compared with 0.95 in 1995) (Table 6e).

¹⁵ Long-distance trip rates were calculated using only trips of 100 miles or more, similar to the definition of the 1995 long-distance trip definition.

Nights Away from Home

People spent an average of one more night away from home on long-distance trips in 1995 than they did in 2001. The average number of nights away was 4.6 in 1995 compared with 3.6 in 2001. There was a higher proportion of person-trips with no nights away in 2001 (31 percent) compared with 1995 (23 percent). People spent eight or more nights away in nine percent of all long trips in 1995 compared with six percent in 2001 (Table 6f).

Type of Lodging

Only 27 percent of trips included nights away at a hotel, motel, or resort in 2001 compared with 38 percent in 1995.¹⁶ Other types of lodging also represented a smaller proportion of trips in 2001, except for camper, trailer, recreation vehicle, and tent, which grew from 2.9 percent of all trips in 1995 to 3.7 percent in 2001 (Table 6g).

Destination

As indicated earlier by the numbers on mode and distance, a greater number of trips occurred closer to home in 2001 than in 1995. About 68 percent of all trips remained within the same Census Division in 2001 compared with 63 percent in 1995, a year in which more trips crossed divisional boundaries (Table 6h).

Summary of Major Changes

The most striking changes seem to be in the lower proportion air trips in 2001 compared with 1995. Since the 2001 NHTS was conducted from March 2001 through May 2002, the impact of the events of September 11, 2001 was felt during the data collection period. It is well documented in the travel industry that air travel fell dramatically after the attack and this is also illustrated in the NHTS data. Further analysis of the NHTS

¹⁶ Percentages reflect all long-distance trips, not just trips with overnight stays

data is underway in which pre and post September 11 travel estimates will be compared. This should shed more light on the impact of this event on long-distance travel.

VII. Source and Accuracy

With the exception of modest changes, the NHTS design remained largely consistent for the collection of daily travel with that of the 1995 NPTS design. As noted earlier, the long-distance travel component underwent significant change in definition, content, and methodology as compared to the 1995 ATS. Trip characteristics were also limited in the NHTS and categories for purpose and mode were revised to align more closely with those used for daily trip making.

Estimates produced using data from the NHTS are subject to two types of error, sampling and nonsampling errors. Nonsampling errors are errors made in the collection and processing of data. Sampling errors occur because the data are collected from a sample rather than a census of the population. Nonsampling error is the term used to describe variations in the estimates that may be caused by population coverage limitations, as well as data collection, processing, and reporting procedures. The sources of nonsampling errors are typically problems like unit and item nonresponse, the differences in respondents' interpretations of the meaning of the questions, response differences related to the particular time the survey was conducted, and mistakes in data processing.

In general, it is difficult to identify and estimate either the amount of nonsampling error or the bias caused by this error. In the 2001 NHTS, design efforts were made to prevent such errors from occurring and to

compensate for them where possible. For instance, a travel diary was used in order to aid with the recall of daily trips. In addition, details on the travel day were collected within six days of it occurring while events of that day were still relatively fresh in the minds of the respondents. In order to produce national estimates from the 2001 NHTS data, the sample data were weighted. Weighting the data adjusts for selection probabilities at the household level and adjusts for household and individual nonresponse. Sampling errors from both surveys were computed in a way that takes the complex sample designs into account. All comparisons were tested for statistical significance.

APPENDIX A. Tables with Estimates Used In the Paper with Associated Standard Errors

Table 3a. Percent Long-Distance Trips by Mode

	Trips	SE
Personal Vehicle	89%	0.33%
Air	7%	0.25%
Bus	2%	0.13%
Train	1%	0.11%
Other	<1%	0.06%
Total	100%	

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 3b. Number of Long-Distance Trips (in millions) by Mode

	TOTAL	
	Trips (in millions)	SE
Personal	2,336.1	36.70
Air	193.3	6.24
Bus	55.4	3.44
Train	21.1	2.86
Other	5.8	1.45
TOTAL	2,611.70	37.51

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 3c. Long-Distance Trips (in Millions) and Trip Miles (in Millions) by Mode

	Number of Trips (in millions)		Median Miles		Total Miles (in millions)	
	Trips	SE	Median Miles	SE	Total Miles	SE
Personal Vehicle	2,336.1	36.70	194	3.0	760,369.0	11,636.36
Air	193.3	6.24	2,080	47.5	557,620.9	25,247.12
Bus	55.4	3.44	296	19.9	27,093.7	3,032.55
Train	21.1	2.86	192	26.0	10,546.3	1,988.32
Other	5.8	1.45	s	s	5,120.0	1,118.35
TOTAL	2,611.7	37.51	210	3.1	1,360,749.8	28,149.94

s = estimate suppressed due to high sampling variability.

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 3d1. Percent of Long-Distance Trips by Distance

	Percent	SE
100-299 miles	65.2%	0.61%
300-499 miles	14.4%	0.39%
500-999 miles	10.3%	0.30%
1000-1999 miles	5.1%	0.20%
2000 and more miles	5.1%	0.21%
TOTAL	100%	

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 3d2. Percent of Long-Distance Trips by Mode and Distance

	100-299 miles		300-499 miles		500-999 miles		1000-1999 miles		2000+ miles	
	Percent	SE	Percent	SE	Percent	SE	Percent	SE	Percent	SE
Personal Vehicle	97.0%	0.24%	94.3%	0.45%	85.9%	0.83%	53.9%	1.89%	22.2%	1.46%
Air	0.2%	0.05%	1.5%	0.27%	10.3%	0.77%	42.4%	1.90%	74.8%	1.53%
Bus	1.7%	0.16%	3.4%	0.35%	3.2%	0.37%	2.6%	0.60%	s	s
Train	0.9%	0.16%	0.7%	0.19%	s	s	s	s	s	s
Other	s	s	s	s	s	s	s	s	0.8%	0.23%

s = estimate suppressed due to high sampling variability.

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 3e1. Percent of Trips by Number of Nights Away from Home

	Percent	SE
None	56.3%	0.70%
1 to 3 nights	31.4%	0.57%
4 to 7 nights	8.8%	0.26%
8 or more nights	3.6%	0.17%
TOTAL	100.0%	

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 3e2. Percent of Long-Distance Trips by Duration (in days) and Distance

	100-299 miles		300-499 miles		500-999 miles		1000-1999 miles		2000+ miles	
	Percent	SE	Percent	SE	Percent	SE	Percent	SE	Percent	SE
None	76.2%	0.66%	31.9%	1.33%	13.7%	1.51%	7.0%	1.07%	5.1%	0.81%
1 to 3 nights	21.4%	0.60%	56.4%	1.48%	60.7%	1.71%	38.8%	1.68%	22.0%	1.32%
4 to 7 nights	2.0%	0.17%	9.3%	0.72%	21.4%	1.05%	40.5%	1.99%	38.0%	1.47%
8 or more nights	0.5%	0.09%	2.4%	0.62%	4.3%	0.56%	13.6%	1.04%	35.0%	1.59%
TOTAL	100.0%		100.0%		100.0%		100.0%		100.0%	
Mean # Nights Away*	2.1	0.05	2.5	0.08	3.3	0.10	5.1	0.20	9.0	0.36

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

*For trips with an overnight stay

Table 3f. Percent of Long-Distance Trips by Purpose

	Trips (percent)	SE
Commute	12.7	0.83
Business	15.9	0.5
Pleasure	55.5	0.75
Personal Business	12.6	0.41
Other	3.4	0.2
TOTAL	100	

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 3g. Percent of Long-Distance Trips by Mode and Purpose

	Commute		Business		Pleasure		Personal Business		Other	
	Trips	SE	Trips	SE	Trips	SE	Trips	SE	Trips	SE
Personal Vehicle	96.4%	0.79%	79.3%	1.08%	90.4%	0.36%	89.3%	0.71%	96.6%	0.83%
Air	1.5%	0.34%	17.8%	0.93%	6.7%	0.29%	4.7%	0.43%	s	s
Bus	s	s	0.8%	0.25%	2.2%	0.19%	5.6%	0.53%	s	s
Train	s	s	1.6%	0.37%	0.5%	0.08%	s	s	s	s
Other	--	---	s	s	0.2%	0.04%	s	s	s	s
TOTAL	100.0%		100.0%		100.0%		100.0%		100.0%	

s = estimate suppressed due to high sampling variability.

-- Insufficient cell size (0 cases)

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 3h1. Percent of Long-Distance Trips and Miles by Destination

	Percent of Trip	SE	Percent of Mil	SE	Median Mile	SE
International	2.0%	0.14%	16.4%	1.29%	2,546	348.0
Different Region	10.7%	0.34%	33.3%	0.98%	1,157	54.7
Different Division,						
Same Region	7.5%	0.29%	9.9%	0.42%	484	22.6
Same Division	79.7%	0.45%	40.4%	0.93%	180	2.4
Total	100.0%		#####		210	3.1

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 3h2. Percent of Long-Distance Trips by Destination and Urbanicity

	Urban		Rural	
	Percent of Trip	SE	Percent of Tri	SE
International	2.7%	0.20%	0.8%	0.12%
Different Region	12.0%	0.41%	7.3%	0.55%
Different Division,				
Same Region	8.3%	0.37%	6.4%	0.58%
Same Division	77.1%	0.55%	85.6%	0.79%
Total	100.0%		100.0%	
Median Miles	224	3.8	182	5.2

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 3i. Percent of Long-Distance Trips (1 or more nights away) by Lodging and Purpose

	Commute		Business		Pleasure		Personal Business		Other		Total	
	Trips	SE	Trips	SE	Trips	SE	Trips	SE	Trips	SE	Trips	SE
Friend's or relative's home	13.3%	3.37%	12.9%	1.33%	53.5%	0.89%	39.5%	1.94%	44.6%	5.37%	45.1%	0.74%
Hotel, motel, or resort	52.1%	6.70%	74.7%	1.65%	27.0%	0.77%	39.8%	1.71%	38.2%	5.12%	36.0%	0.72%
Rented cabin, condo, or vacation home	s	s	1.8%	0.45%	5.3%	0.42%	3.7%	0.85%	s	s	4.5%	0.33%
Owned cabin, condo, or vacation home	s	s	1.8%	0.48%	7.3%	0.58%	8.7%	1.09%	5.0%	1.19%	6.5%	0.45%
Camper, trailer, recreational vehicle, tent	s	s	s	s	7.2%	0.54%	2.2%	0.46%	s	s	5.8%	0.41%
Other type of lodging	24.7%	5.03%	9.0%	1.30%	2.0%	0.22%	8.7%	1.30%	s	s	4.5%	0.30%
Mean # Nights Away	3.4	0.29	3.3	0.12	3.5	0.07	3.9	0.27	3.0	0.45	3.5	0.06

s = estimate suppressed due to high sampling variability.

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Note: Columns may add up to greater than 100 due to use of multiple types of lodging in a single trip.

Table 4a. Percent of Long-Distance Trips by Distance and Season

	Winter		Spring		Summer		Fall		Total	
	Percent	SE	Percent	SE	Percent	SE	Percent	SE	Percent	SE
1 <300	67.8	0.96	64.4	1.04	62.9	1.17	66.2	1.15	65.2	0.61
2 300-499	13.7	0.65	14.3	0.66	14.7	0.66	14.9	0.85	14.4	0.39
3 500-999	9.6	0.50	10.1	0.54	11.2	0.59	9.9	0.67	10.3	0.30
4 1,000-1,999	4.2	0.34	5.1	0.34	5.9	0.46	4.9	0.42	5.1	0.20
5 2,000+	4.8	0.33	6.1	0.41	5.3	0.39	4.1	0.33	5.1	0.21
Total	100.0		100.0		100.0		100.0		100.0	

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 4b. Percent of Long-Distance Trips by Mode and Season

	Winter		Spring		Summer		Fall	
	Percent	SE	Percent	SE	Percent	SE	Percent	SE
1 Personal Vehicle	89.6	0.63	87.6	0.65	89.8	0.56	90.8	0.59
2 Air	7.1	0.49	8.0	0.49	8.0	0.54	6.3	0.43
3 Bus	2.2	0.27	2.9	0.32	1.4	0.14	2.1	0.30
4 Train	s	s	s	s	s	s	s	s
5 Ship	s	s	s	s	s	s	s	s
6 Other	s	s	s	s	s	s	s	s
Total	100.0		100.0		100.0		100.0	

s = estimate suppressed due to high sampling variability.

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 4c. Percent of Long-Distance Trips by Number of Nights Away and Season

	Winter		Spring		Summer		Fall	
	Percent	SE	Percent	SE	Percent	SE	Percent	SE
0	60.9	1.08	54.5	1.22	52.9	1.16	57.7	1.32
1 to 3	29.3	0.96	33.9	0.98	30.6	0.99	31.9	1.13
4 to 7	6.8	0.41	8.7	0.49	11.4	0.58	7.6	0.46
8+	3.0	0.28	3.0	0.26	5.0	0.37	2.8	0.40
Total	100.0		100.0		100.0		100.0	

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 4d. Percent of Long-Distance Trips by Purpose and Season

	Winter		Spring		Summer		Fall	
	Percent	SE	Percent	SE	Percent	SE	Percent	SE
1 Commute	12.4	1.18	12.1	1.31	12.3	1.36	13.9	1.86
2 Other Business	17.9	0.86	16.0	0.85	14.1	0.85	16.1	1.22
3 Personal/Leisure	55.3	1.27	53.4	1.09	57.1	1.27	55.9	1.70
4 Personal business	11.5	0.61	15.8	0.74	12.0	0.60	11.1	0.82
5 Other	3.0	0.26	2.8	0.29	4.5	0.45	3.0	0.46
Total	100.0		100.0		100.0		100.0	

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 4e. Percent of Long-Distance Trips by Destination and Season

	Winter		Spring		Summer		Fall	
	Percent	SE	Percent	SE	Percent	SE	Percent	SE
1 Within Division	80.8	1.08	78.9	0.83	77.7	0.82	80.8	0.96
2 Within Region	9.9	0.92	9.6	0.61	10.8	0.62	9.2	0.61
3 Across Region	9.3	0.56	11.6	0.59	11.5	0.67	10.0	0.81
Total	100.0		100.0		100.0		100.0	

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 5a1. Percent Long-Distance Trips by Income

	Percent (trips)	SE	Population Distribution
Less than \$25,000	11.9%	0.51%	0.0%
\$25,000 to \$49,000	28.8%	0.68%	0.0%
\$50,000 or more	59.3%	0.69%	43.0%
TOTAL	100.0%		100%

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 5a2 Percent Long-Distance Trips by Mode and Household Income

	Less than \$25,000		\$25,000 to \$49,999		\$50,000 or more	
	Percent	SE	Percent	SE	Percent	SE
Personal Vehicle	91.8%	0.87%	93.3%	0.40%	87.5%	0.41%
Air	3.2%	0.37%	3.8%	0.28%	9.9%	0.37%
Bus	4.1%	0.63%	2.1%	0.20%	1.7%	0.15%
Train	s	s	0.7%	0.19%	0.8%	0.12%
Other	s	s	s	s	0.2%	0.06%
Total	100.0%		100.0%		100.0%	

s = estimate suppressed due to high sampling variability.

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 5b1. Percent Long-Distance Trips by Education Level

	Percent (trips)	SE	Population Distribution*
High School or Less	34.0%	0.79%	49%
Some College	29.3%	0.59%	27%
Bachelor's or More	36.8%	0.64%	24%
TOTAL	100.0%		100%

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. DOT

* Source: U.S. Census Bureau, Internet Release date: March 21, 2003, <http://www.census.gov/population/socdemo/education/pp1-157/tab11.xls>

Table 5b2. Percent Long-Distance Trips by Age

	Percent (trips)	SE	Population D†
Under 25	25.7%	0.48%	35%
25-64	65.7%	0.51%	52%
65 or older	8.6%	0.25%	12%
TOTAL	100.0%		100%

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S.

† Population estimates as of July 1, 2001. Table NA-EST202-ASRO-01- National Population Estimates--Population Division, U.S. Census Bureau (June 18, 2003)
URL: http://ferret.bls.census.gov/macro/032002/hhcn/new01_001.htm

Table 5c. Percent Long-Distance Trips by Gender

	Percent	SE	Population Distribution
Male	57.3%	0.48%	49%
Female	42.7%	0.48%	51%
Total	100.0%		100%

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. DOT

*Source: U.S. Census Bureau, American Fact Finder, 2000 Census Summary File 3, retrieved 13 September 2004 (<http://factfinder.census.gov/home/saff/main.html>)

Table 5d. Average Annual Long-Distance Trips by Gender*

	Number of Trips	SE
Male	12.9	0.27
Female	8.5	0.12

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S.

*Includes only persons 18 and older

Table 5e. Number of Long-Distance Trips by Sex and Mode

	Male	SE	Female	SE	All	SE
POV	1,347,122,931	14,743,991	988,970,761	28,751,069	2,336,093,692	36699515
Air	110,997,879	3,573,409	82,291,645	4,053,834	193,289,524	6243458
Bus	25,018,125	2,395,102	30,424,925	2,178,054	55,443,050	3435497
Other	16,207,528	1,476,897	10,704,773	2,709,387	26,912,302	3047778
All	1,499,346,463	15,412,113	1,112,392,105	29,296,675	2,611,738,568	37508520

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 5f. Percent of Long Distance Trips by Age and Sex

	Male	Female	Total
0-17	52.0%	48.0%	100.0%
18-24	57.0%	43.0%	100.0%
25-34	59.2%	40.8%	100.0%
35-44	61.3%	38.7%	100.0%
45-54	57.9%	42.1%	100.0%
55-64	58.0%	42.0%	100.0%
65-74	54.5%	45.5%	100.0%
75+	50.6%	49.4%	100.0%

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 5g. Number of Long-Distance Trips by Sex and Reason

	Male	SE	Female	SE	Total	SE
Commute	275,995,191	20,480,983	54,373,416	7,671,643	330,368,607	24,412,772
Business	317,812,727	13,120,793	96,678,049	4,790,198	414,490,775	14,077,205
Pleasure	708,634,378	12,271,713	741,100,274	13,856,756	1,449,734,653	23,241,489
PrsnlBus	154,152,850	5,867,721	173,723,615	6,319,895	327,876,465	10,535,230
Other	42,284,344	3,225,247	46,352,873	2,814,575	88,637,217	5,119,339
TOTAL	1,498,879,491	29,255,747	1,112,228,226	15,433,783	2,611,107,717	37,577,644

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 5h. Percent of Male and Female's Long-Distance Trips by Reason

	Male	SE	Female	SE	Total	SE
Commute	18.4%	1.13	4.9%	0.67	12.7%	0.83%
Business	21.2%	0.75	8.7%	0.44	15.9%	0.50%
Pleasure	47.3%	0.89	66.6%	0.80	55.5%	0.75%
PrsnlBus	10.3%	0.39	15.6%	0.55	12.6%	0.41%
Other	2.8%	0.22	4.2%	0.26	3.4%	0.20%
TOTAL	100.0%		100.0%		100.0%	

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 5i. Percent of Long-Distance Trips by Sex and Reason

	Male	SE	Female	SE	Total
Commute	83.5%	1.84%	16.5%	1.84%	100.0%
Business	76.7%	1.14%	23.3%	1.14%	100.0%
Pleasure	48.9%	0.41%	51.1%	0.41%	100.0%
PrsnlBus	47.0%	0.94%	53.0%	0.94%	100.0%
Other	47.7%	1.86%	52.3%	1.86%	100.0%
All	57.4%	0.48%	42.6%	0.48%	100.0%

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 5j. Percent of Male and Female's Long-Distance Trips by Mode

	Male	SE	Female	SE	All	SE
POV	89.8%	0.40%	88.9%	0.39%	89.4%	0.33%
Air	7.4%	0.30%	7.4%	0.32%	7.4%	0.25%
Bus	1.7%	0.15%	2.7%	0.21%	2.1%	0.13%
Other	1.1%	0.18%	1.0%	0.13%	1.0%	0.12%
Total	100.0%		100.0%		100.0%	

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 5k. Percent of Long-Distance Trips by Sex and Mode

	Male	SE	Female	SE	Total
POV	57.7%	0.52%	42.3%	0.52%	100.0%
Air	57.4%	1.14%	42.6%	1.14%	100.0%
Bus	45.1%	2.74%	54.9%	2.74%	100.0%
Other	60.2%	5.42%	39.8%	5.42%	100.0%
TOTAL	57.4%	0.48%	42.6%	0.48%	100.0%

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 5l. Mean Number of Yearly Long-Distance Trips by Age Group and Gender

	25 - 54 Years		55 - 64 Years		65 - 74 Years		75+ Years	
	Mean	SE	Mean	SE	Mean	SE	Mean	SE
Female	9.2	0.17	9.5	0.37	7.0	0.28	3.6	0.23
Male	14.2	0.35	14.3	0.62	10.6	0.53	5.7	0.36
All Persons	11.7	0.21	11.8	0.41	8.6	0.29	4.4	0.24

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 5m. Mean Number of Yearly Long-Distance Trips by Age Group, Gender, and Driver Status

	25 - 54 Years		55 - 64 Years		65 - 74 Years		75+ Years	
	Mean	SE	Mean	SE	Mean	SE	Mean	SE
Female Drivers	9.7	0.18	10.3	0.42	7.8	0.28	4.7	0.31
Male Drivers	14.7	0.37	14.7	0.64	11.2	0.56	6.3	0.42
All Drivers	12.2	0.22	12.5	0.44	9.4	0.30	5.5	0.31
Female Non-Drivers	3.0	0.30	3.2	0.47	3.1	0.75	2.0	0.28
Male Non-Drivers	3.5	0.64	s	s	s	s	2.1	0.43
All Non-Drivers	3.2	0.30	3.2	0.75	2.8	0.60	2.0	0.24

s = estimate suppressed due to high sampling variability.

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 5n. Mean Number of Yearly Long-Distance Trips by Age Group, Gender, and Area

	25 - 54 Years		55 - 64 Years		65 - 74 Years		75+ Years		All Ages	
	Mean	SE	Mean	SE	Mean	SE	Mean	SE	Mean	SE
Urban Female	8.7	0.19	8.8	0.45	6.7	0.32	3.2	0.22	7.4	0.11
Urban Male	13.0	0.35	13.1	0.69	9.8	0.51	4.9	0.38	10.2	0.22
All Urban Area	10.8	0.20	10.8	0.47	8.1	0.29	3.9	0.24	8.7	0.13
Rural Female	11.2	0.83	11.9	0.83	7.9	0.51	5.3	0.58	9.7	0.26
Rural Male	18.8	1.02	17.5	1.22	13.0	1.56	8.6	0.89	14.1	0.58
All Rural Area	14.9	0.58	14.8	0.78	10.3	0.78	6.7	0.36	11.9	0.34

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 5o. Mean Number of Yearly Long-Distance Trips by Age Group, Gender, and Medical Condition

	25 - 54 Years		55 - 64 Years		65 - 74 Years		75+ Years		All Ages	
	Mean	SE	Mean	SE	Mean	SE	Mean	SE	Mean	SE
Female, with Med. Cond.	7.1	0.74	5.5	0.50	4.0	0.42	2.2	0.34	4.9	0.33
Male, with Med. Cond.	7.4	0.86	9.9	1.80	6.8	1.19	3.0	0.47	6.7	0.54
All, with Med. Cond.	7.3	0.66	7.3	0.85	5.1	0.48	2.5	0.33	5.6	0.32
Female, without Med. Cond.	9.4	0.17	10.2	0.43	7.6	0.33	4.4	0.29	8.7	0.12
Male, without Med. Cond.	14.6	0.37	14.9	0.65	11.2	0.56	6.8	0.49	13.1	0.28
All, without Med. Cond.	11.9	0.22	12.5	0.45	9.3	0.31	5.4	0.32	10.9	0.17

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 5p. Mean Number of Driver Yearly Long-Distance Trips by Age Group, Gender, and Medical Condition

	25 - 54 Years		55 - 64 Years		65 - 74 Years		75+ Years		All Ages	
	Mean	SE	Mean	SE	Mean	SE	Mean	SE	Mean	SE
Drivers, with Med. Cond.	8.4	0.83	8.6	1.06	6.6	0.68	3.6	0.65	7.2	0.46
Drivers, without Med. Cond.	12.4	0.23	12.9	0.46	9.8	0.32	6.0	0.35	11.5	0.18
Non-Drivers, with Med. Cond.	3.4	0.54	s	s	2.0	0.49	1.5	0.23	2.6	0.29
Non-Drivers, without Med. Cond.	3.1	0.36	2.8	0.53	3.5	1.03	2.8	0.41	3.5	0.22

s = estimate suppressed due to high sampling variability.

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. Department of Transportation

Table 6a. Percent of Long-Distance Trips by Mode, 2001 and 1995

	2001		1995	
	Percent	SE	Percent	SE
Personal use vehicles	83.6%	0.50%	77.6%	0.41%
Airplane	12.7%	0.44%	18.0%	0.40%
Commercial airplane	12.2%	0.43%	17.5%	0.38%
Bus\1	2.9%	0.19%	2.1%	0.08%
Intercity bus	s	s	s	s
Charter, tour, or school bus	2.6%	0.18%	1.7%	0.08%
Train	s	s	s	s
Ship, boat, or ferry	s	s	s	s
Other	s	s	s	s

s = estimate suppressed due to high sampling variability.

\1 Includes other types of buses.

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. DOT

Table 6c. Percent of Long-Distance Trips by Season, 2001 and 1995

	2001		1995	
	Percent	SE	Percent	SE
Winter (Nov., Dec., Jan.)	22.3	0.58	21.1	0.23
Spring (Feb., Mar., Apr.)	22.9	0.54	24.3	0.21
Summer (May, June, July)	29.4	0.71	31.2	0.26
Fall (Aug., Sept., Oct.)	25.4	0.67	23.4	0.26
TOTAL	100.0		100.0	

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File and the 1995 American Travel Survey, Person Trip File, U.S. Department of Transportation

Table 6b. Percent of Trips by Distance, 2001 and 1995

	2001		1995	
	Percent	SE	Percent	SE
100 to 299 m	33.4	0.66	31.4	0.50
300 to 499 m	28.5	0.64	26.5	0.47
500 to 999 m	20.3	0.54	21.0	0.41
1,000 to 1,999 m	9.7	0.34	11.0	0.20
2,000 miles or more	8.2	0.34	10.1	0.21
Mean (miles)	744	11	835	8
Median (miles)	391	4	422	5

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File, U.S. DOT

Table 6d. Percent of Trips by Purpose, 2001 and 1995

	2001		1995	
	Percent	SE	Percent	SE
Other business	19.2	0.54	22.4	0.38
Personal/leisure	63.3	0.68	63.1	0.40
Personal business	13.4	0.46	14.5	0.34
Other	4.1	0.27	0.0	0.00
TOTAL	100.0		100.0	

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File and the 1995 American Travel Survey, Person Trip File, U.S. DOT

Table 6e. Mean travel party size, 2001 and 1995

	2001		1995	
	Mean	SE	Mean	SE
Household members	2.20	-	2.15	0.02
Non-Household members	1.20	0.06	0.95	0.02

- Represents or rounds to zero.

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File and the 1995 American Travel Survey, Person Trip File, U.S. DOT

Table 6g. Percent of Long-Distance Trips by Type of lodging at destination

	2001		1995	
	Percent	SE	Percent	SE
One or more nights at destination	68.0	0.74	76.7	0.44
Friends or relative's home	30.4	0.70	45.3	0.50
Hotel, motel, or resort	26.5	0.60	38.3	0.47
Rented cabin, condo, or vacation I	3.1	0.25	4.0	0.14
Owned cabin, condo, or vacation I	3.7	0.30	5.0	0.35
Camper, trailer, RV, tent	3.7	0.26	2.9	0.17
Other type of lodging	2.3	0.22	4.4	0.16

∨ Categories of lodging will not add up to total trips since a trip can involve multiple types of lodging

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File and the 1995 American Travel Survey, Person Trip File, U.S. DOT

Table 6f. Percent Nights away from home, 2001 and 1995

	2001		1995	
	Percent	SE	Percent	SE
None	30.7	0.69	23.3	0.44
1 to 3 nights	48.5	0.72	49.2	0.37
4 to 7 nights	15.3	0.44	19.0	0.29
8 or more nights	5.6	0.28	8.5	0.19
Total	100.0		100.0	
Mean excluding none (nights)	3.6	0.06	4.6	0.07

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File and the 1995 American Travel Survey, Person Trip File, U.S. DOT

Table 6h. Percent of Trips by Destination (Census Geography)

	2001		1995	
	Percent	SE	Percent	SE
Within division	68.0	0.64	63.4	0.49
Across division, within region	12.4	0.43	12.7	0.33
Across region	19.7	0.56	23.9	0.37
Total	100.0		100.0	

SOURCE: The 2001 National Household Travel Survey, Long Distance Trip File and the 1995 American Travel Survey, Person Trip File, U.S. DOT