

# Travel Trends

1995  
to  
2016



## Overall Takeaways

1

The number of people making trips during the peak hour is **increasing** in the Triangle.

2

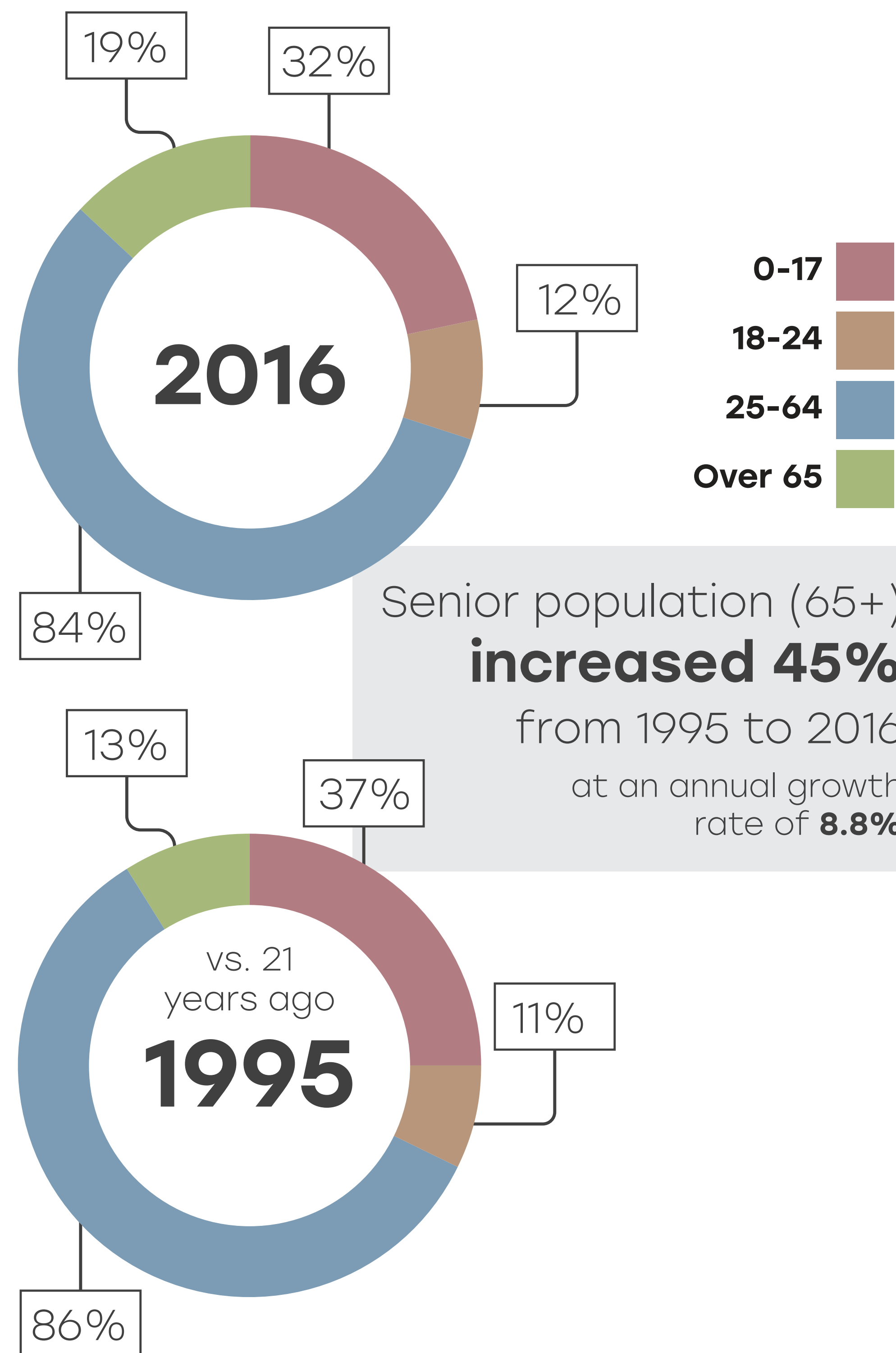
Senior travel has **increased 27%**.

3

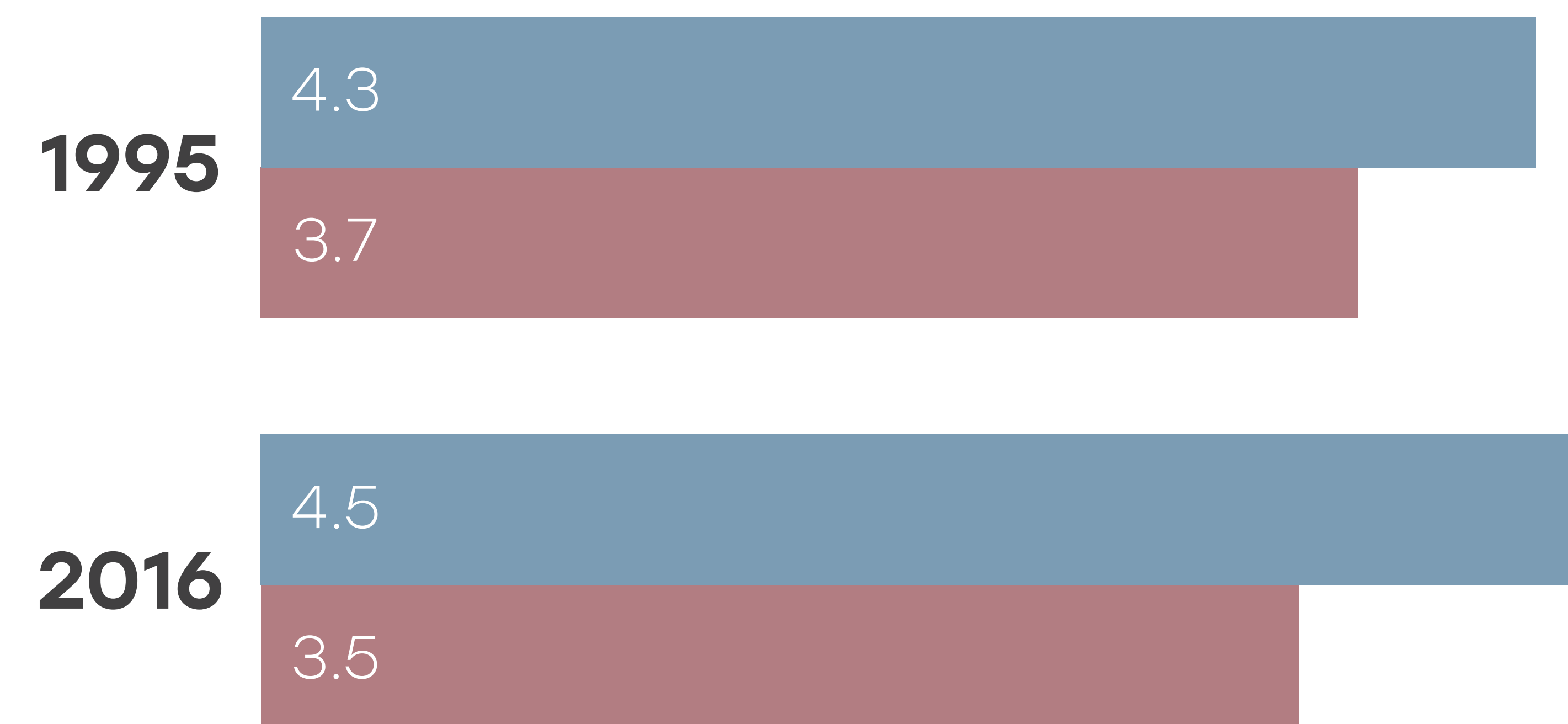
Accessibility by transit and walking is **increasing**, suggesting an increase in non-auto travel.

### Demographics

Age is **trending up** in the Triangle!



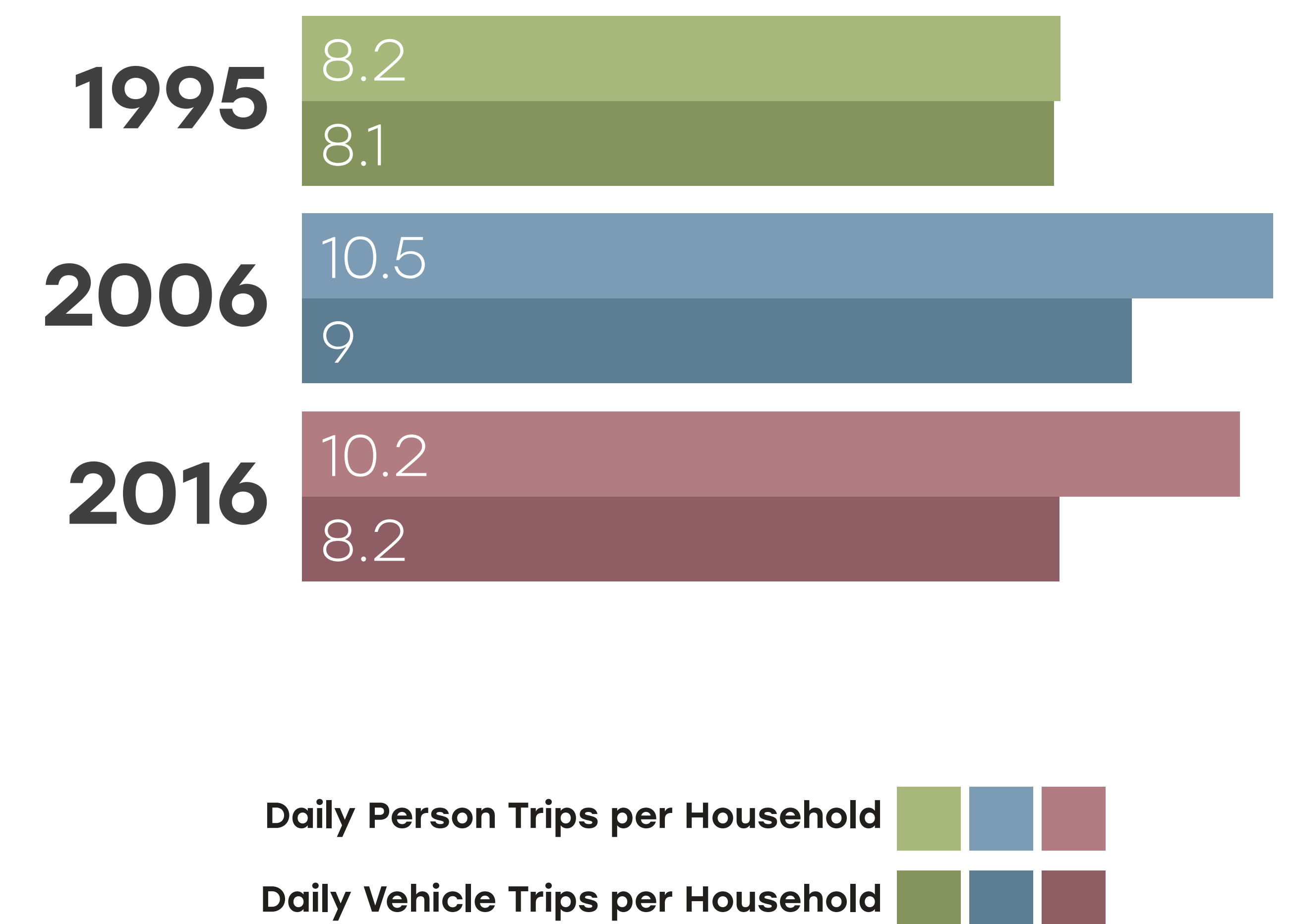
### Person Travel Statistics



Daily Person Trips per Person ■ Daily Vehicle Trips per Driver ■

There was a **slight increase** in person-trips per person between 1995 and 2016, while auto-trips per driver **decreased slightly**.

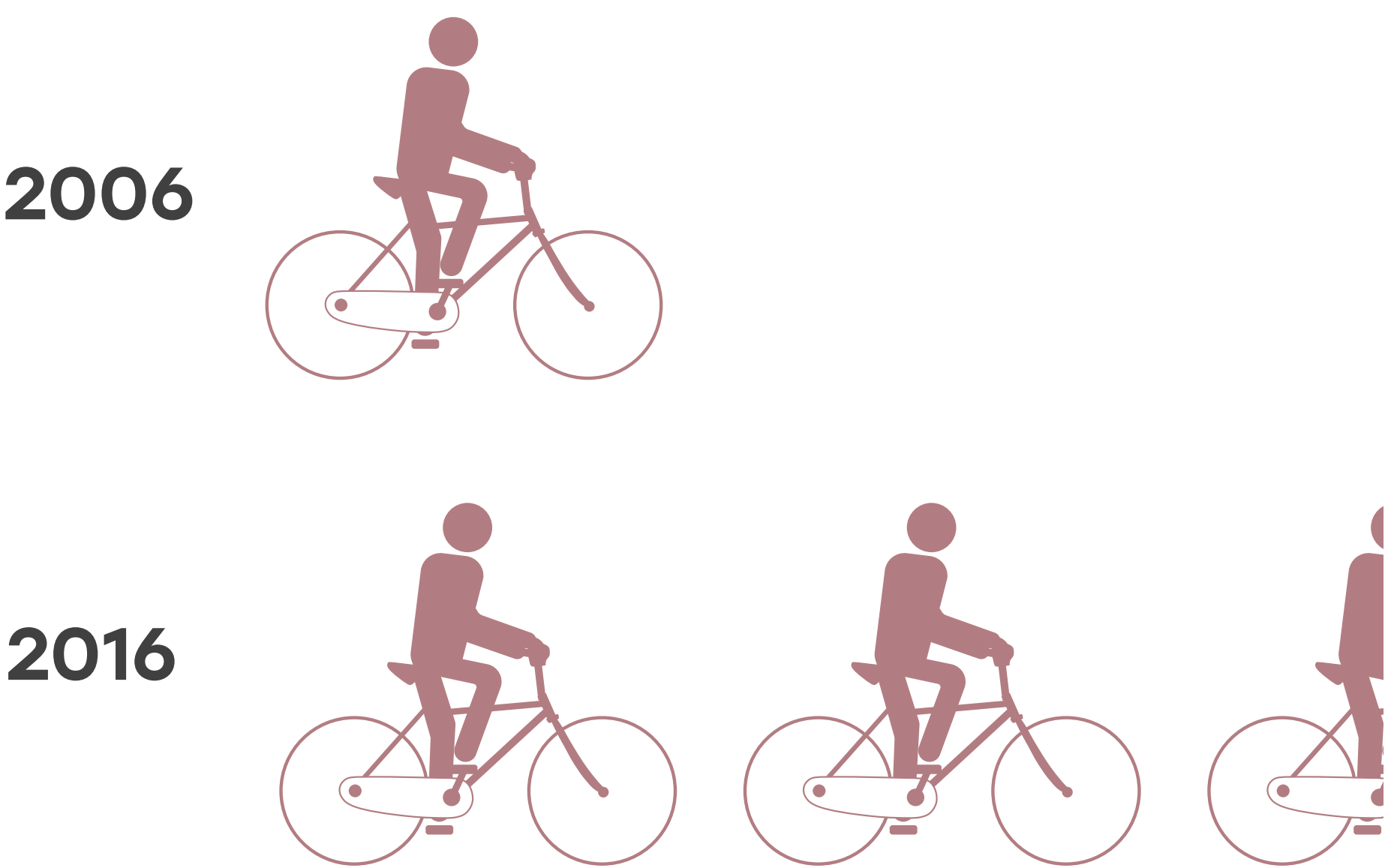
### Household Travel Statistics



Daily person trips per household is **increasing**, while auto trips **remain fairly stable**, suggesting a more multi-modal Triangle.

# Additional Person Travel Statistics

## Bike Trips in the Triangle are Increasing



For every 1000 trips taken in 2006, almost 1 of those trips were taken by bicycle. In 2016, the the number of trips made by biking **jumped to 2.4 trips**.

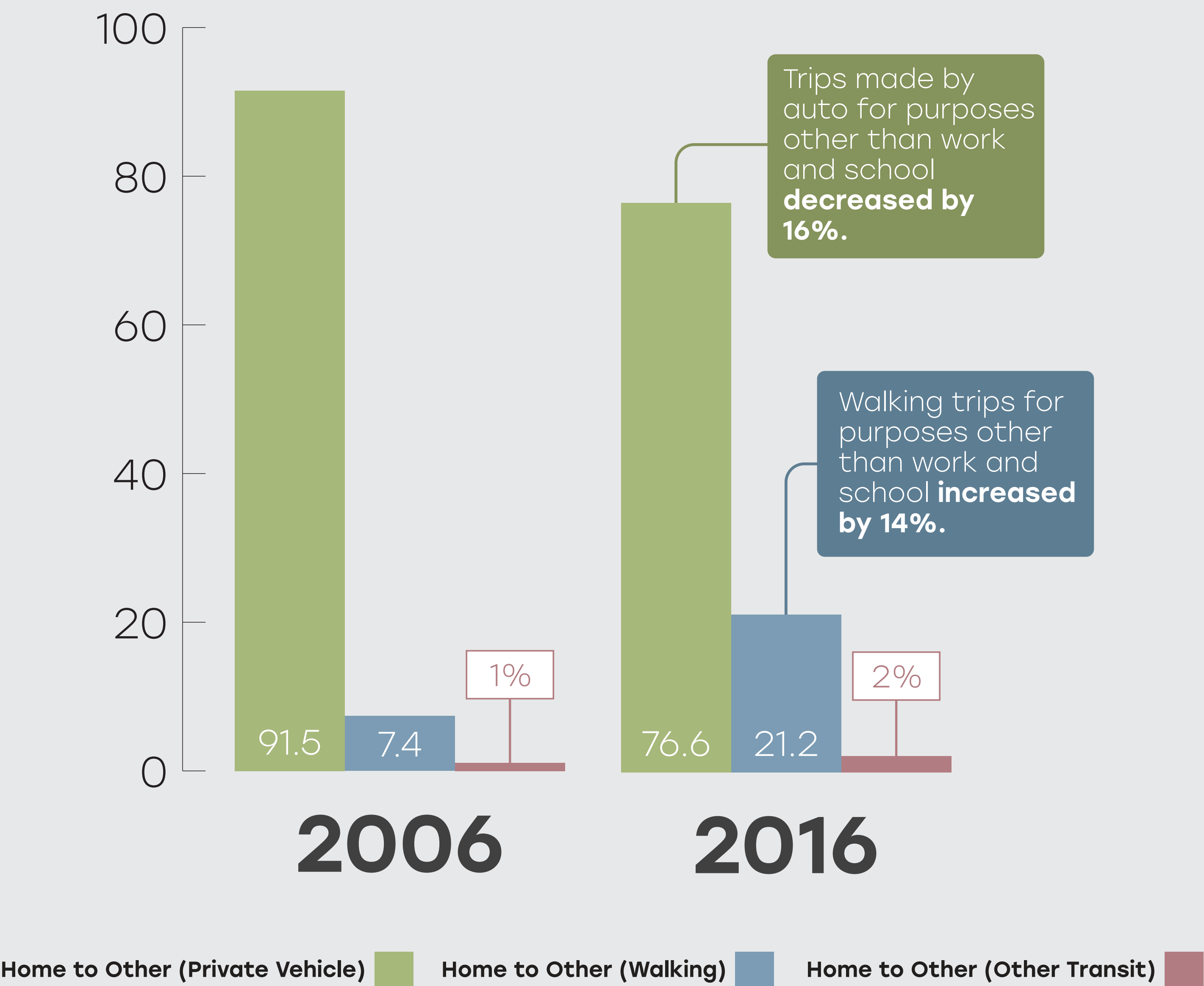
## Travel by Seniors (65+)

### Silver sneakers are hitting the road!

Triangle seniors are more active today, making **16% more trips per person** than in 1995.

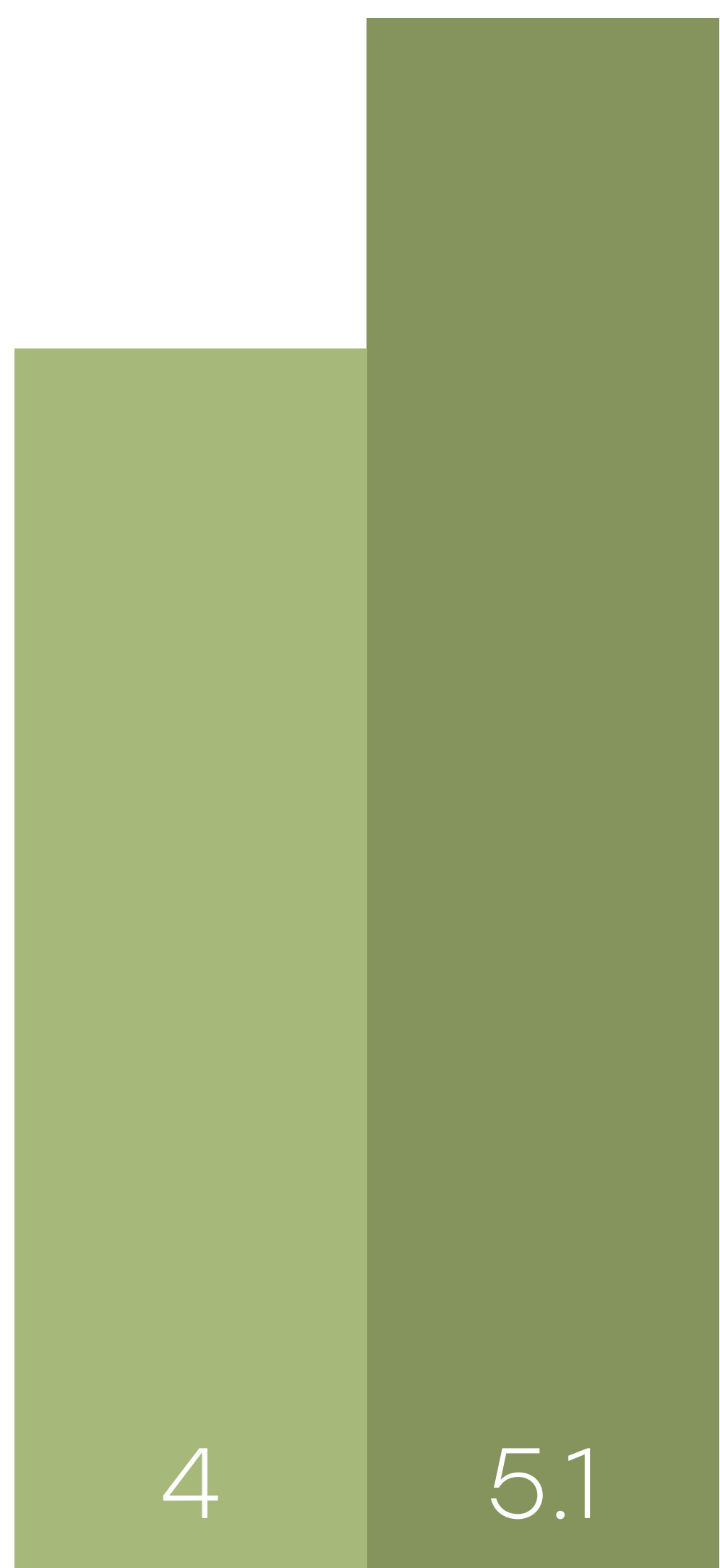
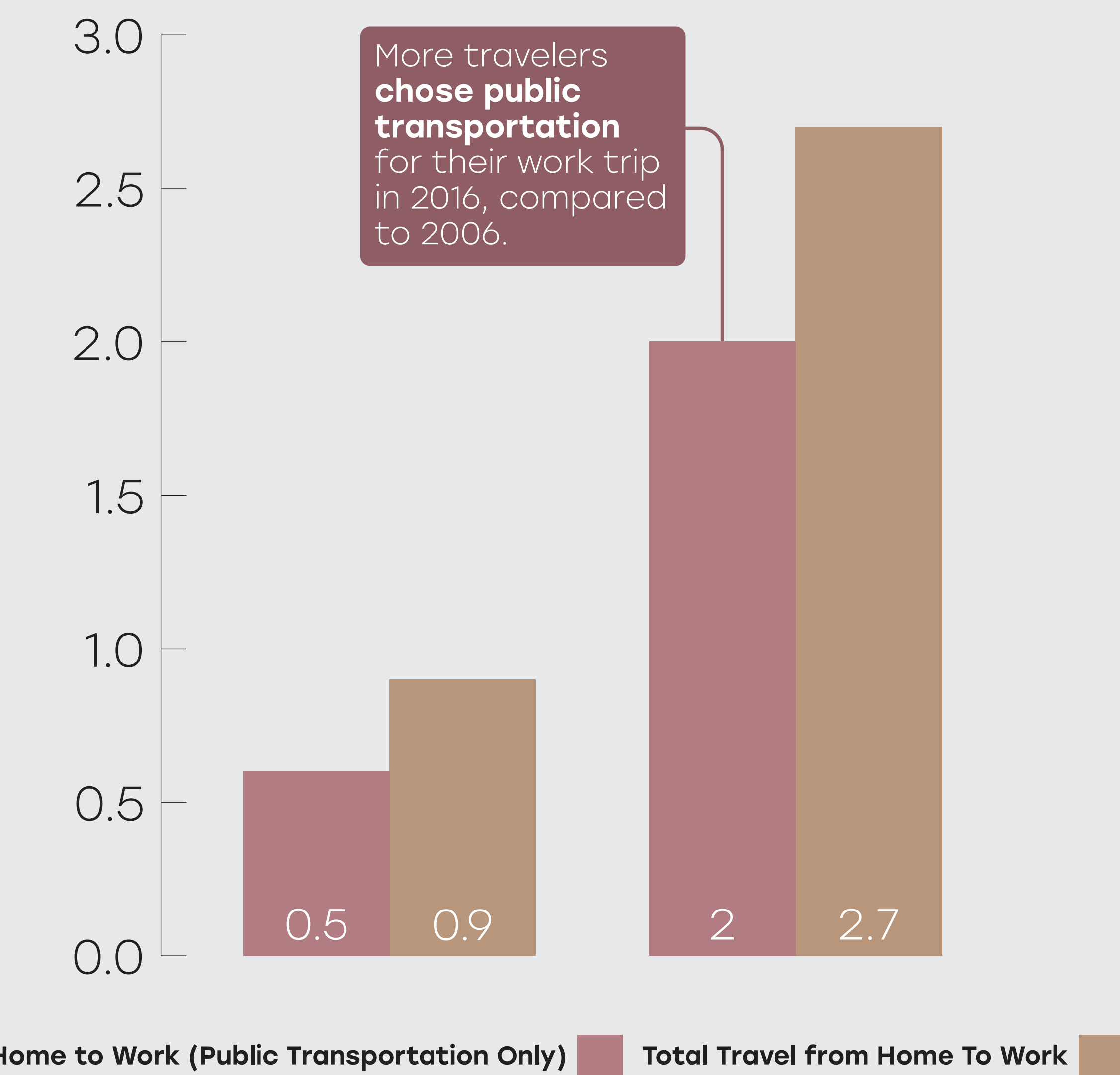
## Changes in the Choice of Mode for Travel in the Triangle

### Home to Other Destination

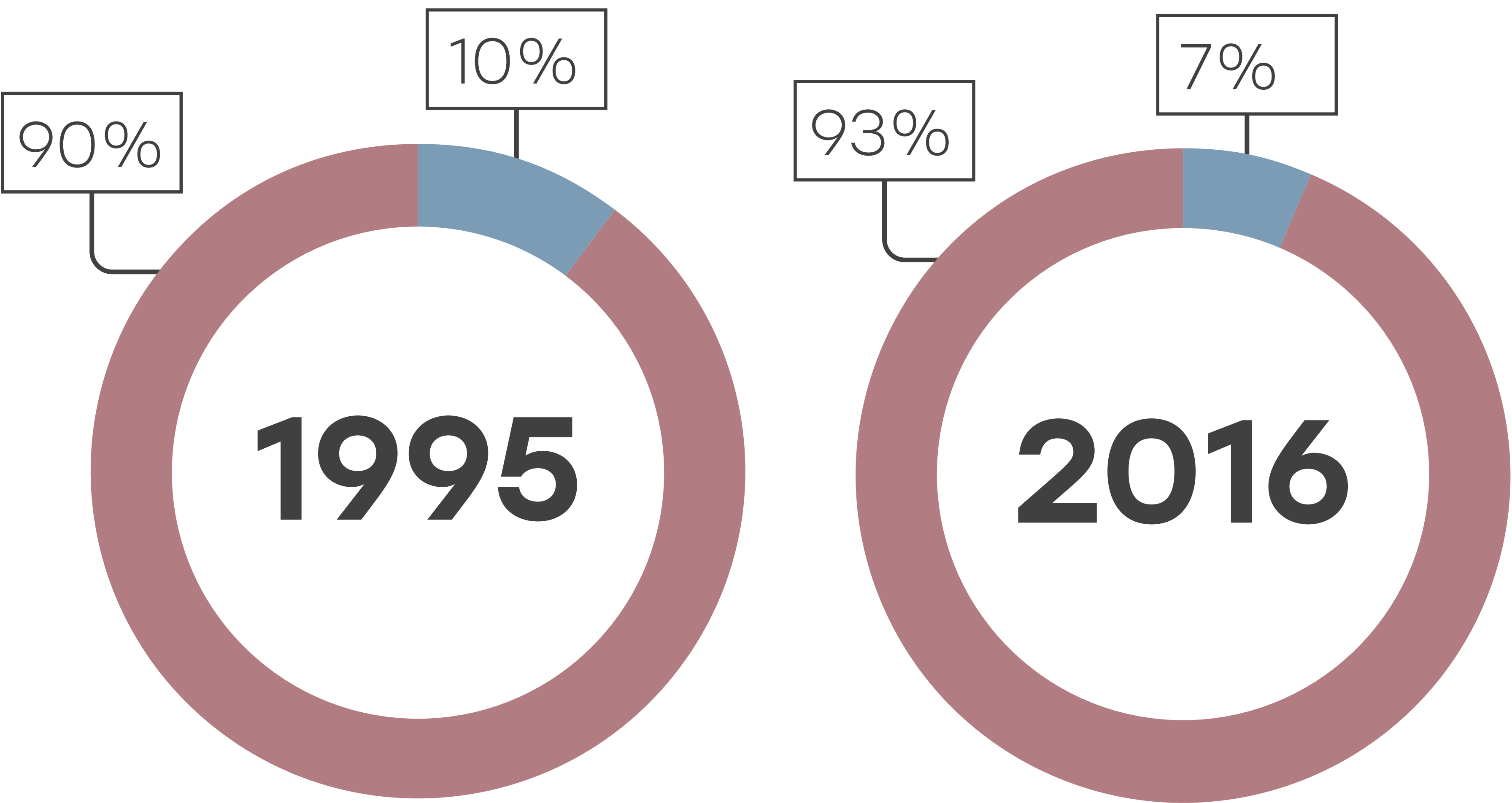


### Home to Work

The proportion in transit gains in total **tripled!**



Daily person trips **increased steadily, 27%** from 1995 to 2016.



Travel for work **fell** between 1995 and 2016, while non-work trips **increased** in that time period.

**Work trips: -37%** **Non-Work: +4%**

1. While the survey data from all observation years was processed at the same time in a consistent manner to support this effort, some of the observed differences could be attributable to variations in the survey instrument or methodologies for any given year.  
2. The survey reflects household level person travel and the sample is expanded to the survey year population. The mode share observations could be influenced by this expansion process.  
3. The observed travel trends show a similar trajectory to those trends observed in the National Household Travel Survey.