

Snapshot of Non-Drivers in Hampton Roads

Summary of HRPDC Non-Driver Phone Survey



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SNAPSHOT OF NON-DRIVERS IN HAMPTON ROADS

SUMMARY OF HRPDC NON-DRIVER PHONE SURVEY

**This report was included in the Work Program
for Fiscal Year 2006-2007, which was approved by the
Commission and the Metropolitan Planning Organization
at their meetings of March 15, 2006.**



**PREPARED BY
HAMPTON ROADS PLANNING DISTRICT COMMISSION**

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Snapshot of Non-Drivers in Hampton Roads,
Summary of HRPDC Non-Driver Phone Survey

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ABSTRACT

HRPDC staff is conducting a multi-year study to determine ways to increase the mobility of non-drivers in Hampton Roads. The first two published reports investigated improving the mobility of non-drivers using the National Household Travel Survey (NHTS). It was concluded in these first two documents that living near destinations and having access to public transit causes the higher non-driver mobility. But due to the structure of the NHTS survey, neither study was able to directly measure the mobility impact of living near transit and living within walking distance of destinations. Therefore, a local survey was designed, implemented, and analyzed to measure these factors. This third non-driver document presents a statistical snapshot of local non-drivers based on data from the survey. In the fourth report, data from the local survey will be used to measure the mobility impact of proximity to transit and destinations.

ACKNOWLEDGEMENTS

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A. Background

The “snapshot” of non-drivers presented in this report is an examination of the average values from the HRPDC phone survey of Hampton Roads non-drivers conducted during the summer of 2006.

1. Multi-Year Non-Driver Study

HRPDC staff have been conducting a multi-year study of ways to improve the mobility of local non-drivers. The HRPDC has published the following reports to-date:

“Improving Elderly Transportation Using the NHTS”, June 2005

“Improving the Mobility of Non-Drivers Age 18-64 Using the NHTS”, Nov. 2006

The first two non-driver studies examined improvements to non-driver mobility using the National Household Travel Survey (NHTS), but—due to limitations of the survey—neither study was able to directly measure the impact of living near transit and living within walking distance of destinations. Therefore, a local survey was designed and implemented to measure these factors.

This report provides a snapshot of non-drivers in Hampton Roads from the local survey data. The next report in the series will use the local survey data to determine and measure factors which improve non-driver mobility, particularly living near transit and living within walking distance of destinations.

The purpose of the snapshot is to gain insight into the lives and needs of non-drivers.

2. Phone Survey Background

HRPDC staff hired the firm HQR to collect surveys from 800 non-drivers in Hampton Roads:

400 age 18-64 surveys

400 age 65+ surveys

Data was collected as follows:

Demographic (e.g. age, income, family structure)

Health

Travel on Previous Day (e.g. trips made, mode)

Address

Addresses were used by PDC staff to determine access to transit, destinations within walking distance, etc. for regression analysis to determine impact of these factors on mobility (reported in next report).

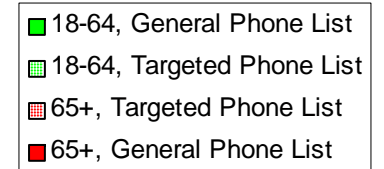
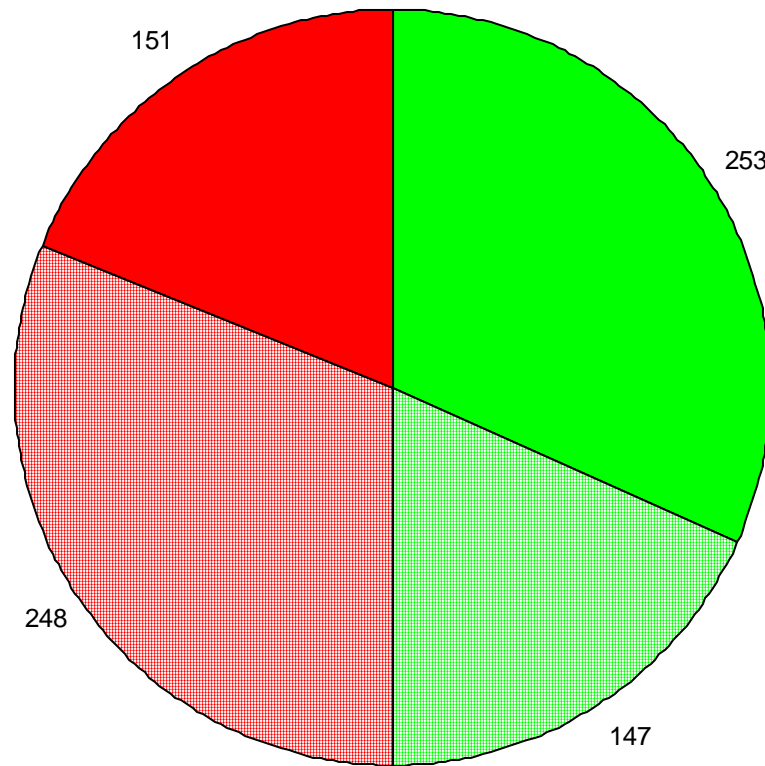
Sources of Phone Number Lists

HQR used two types of phone lists. A general phone list with all types of households was used to find non-drivers of all ages. A targeted phone list with elderly households was used to increase the number of age 65+ non-drivers surveyed within the project budget. The targeted numbers had been gathered from credit bureaus and mortgage records.

Because of the origin of the targeted numbers, the characteristics of the non-drivers reached via the targeted list differed from those reached via the general list. Therefore, only general list surveys were used for this snapshot of Hampton Roads non-drivers.

Components of Survey

2006 HRPDC Non-Driver Survey, 799 surveys



Limitations of the Snapshot

As in any survey, the results of this survey may be affected by any differences between persons who chose to respond to the request for information and those who chose not to respond.

The small sample size of the surveys from the general phone list (151 surveys for 65+; 253 surveys for 18-64) result in fairly large margins of error (8% and 6%, respectively). Therefore, fractions are generally used in the reporting of findings (e.g. “one-third of respondents were male”, as opposed to “32% of respondents were male”).

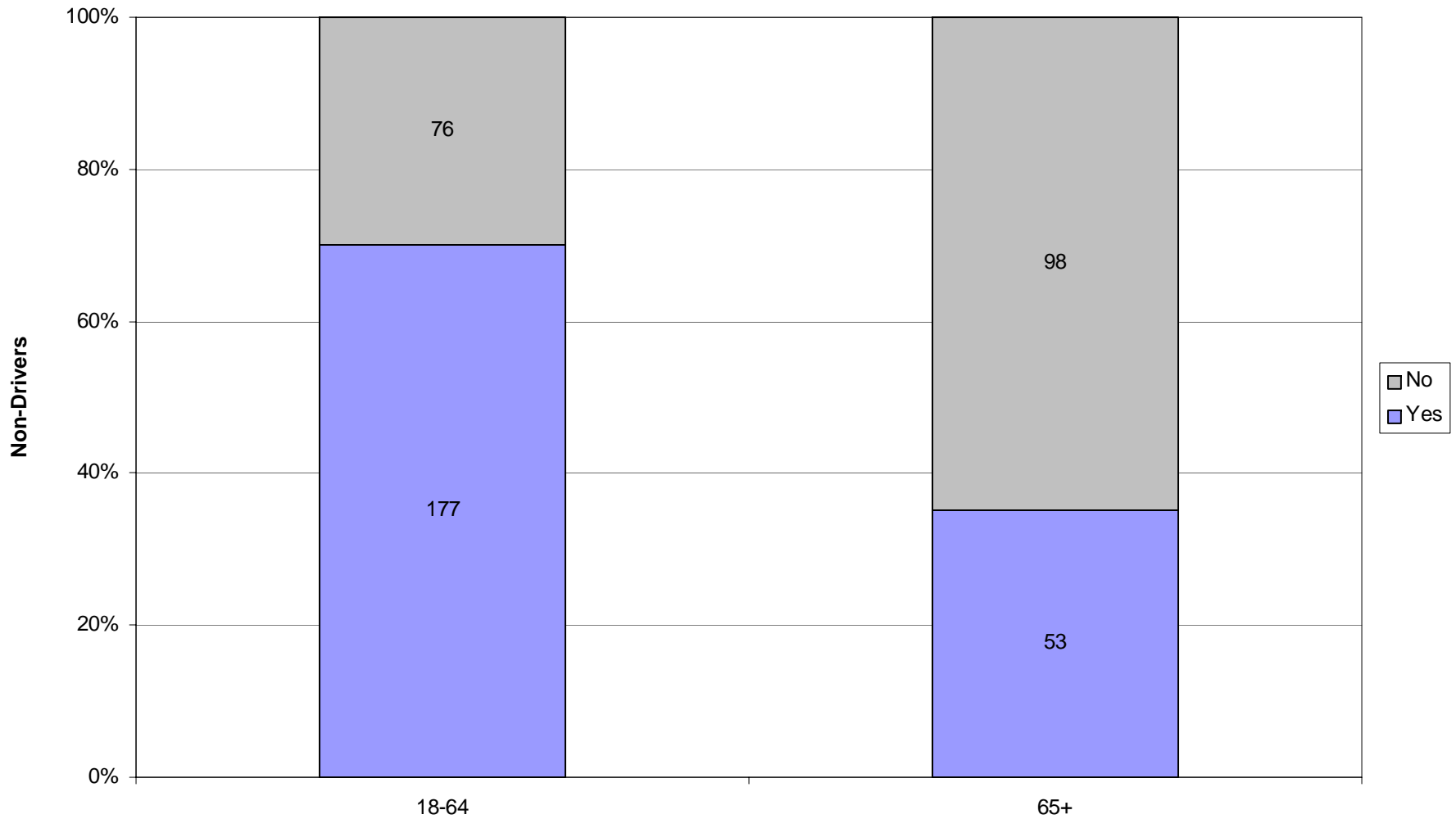
B. Snapshot of Hampton Roads Non-Drivers

1. Snapshot Data

On the following slides, the average values from the survey are presented and observations emanating from those values are provided.

Left Their Home on Survey Day

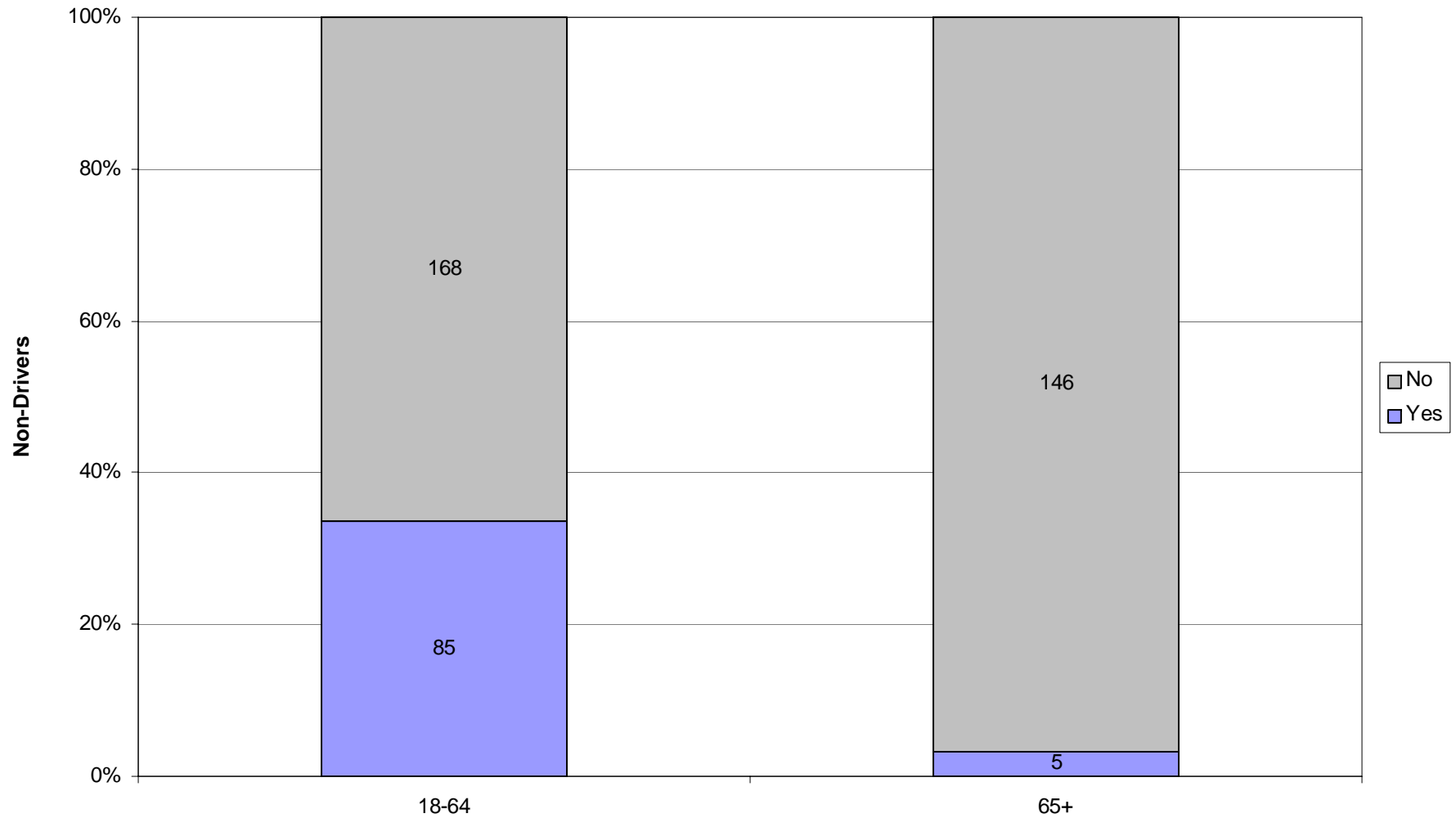
2006 HRPDC Non-Driver Survey, general phone list surveys



Observation: Most younger non-drivers get out of the house each day; most elderly non-drivers do not.

Employed Outside of Home

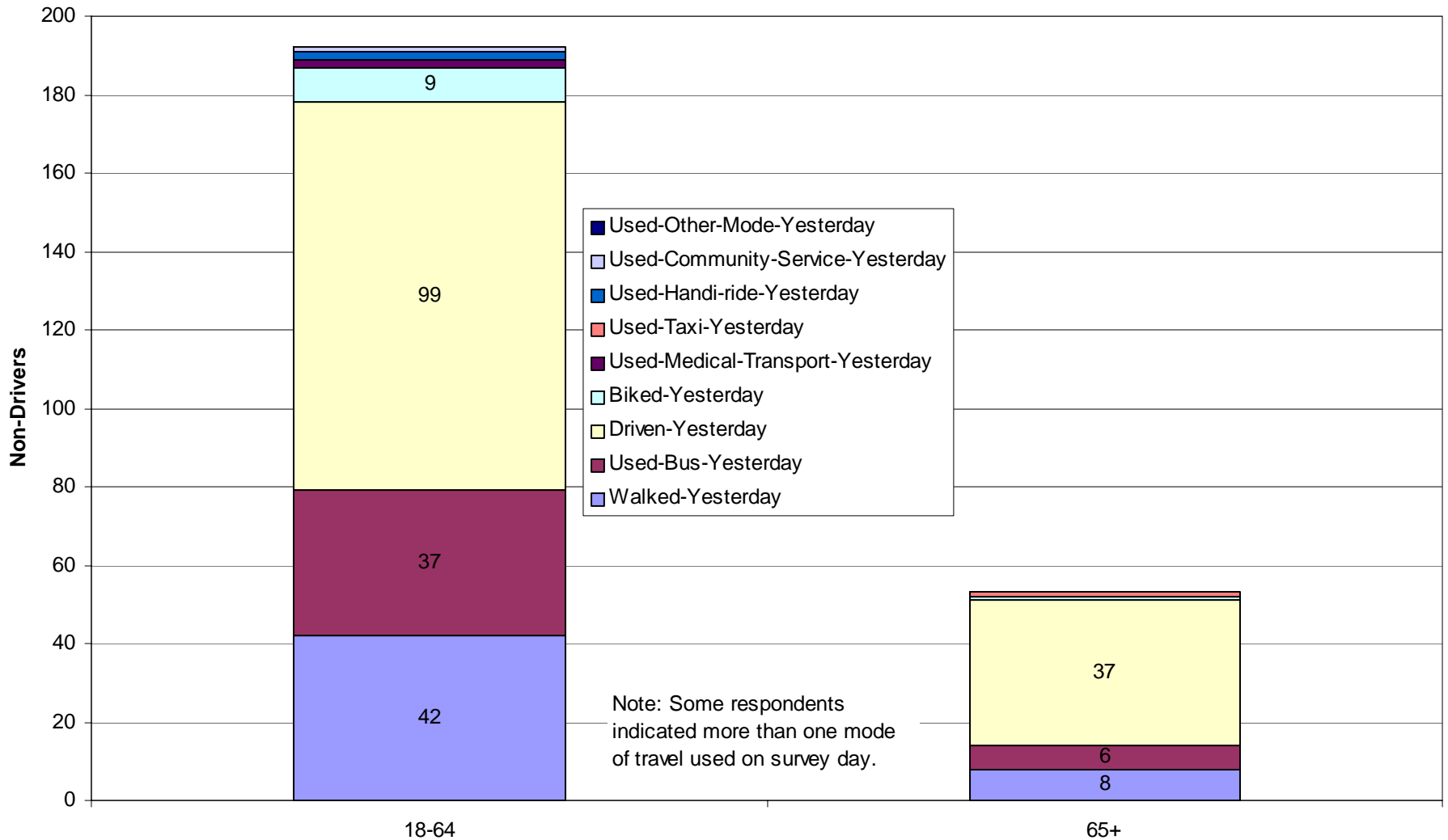
2006 HRPDC Non-Driver Survey, general phone list surveys



Observation: A significant portion of younger non-drivers are employed.

Mode Used on Survey Day (for those who travelled)

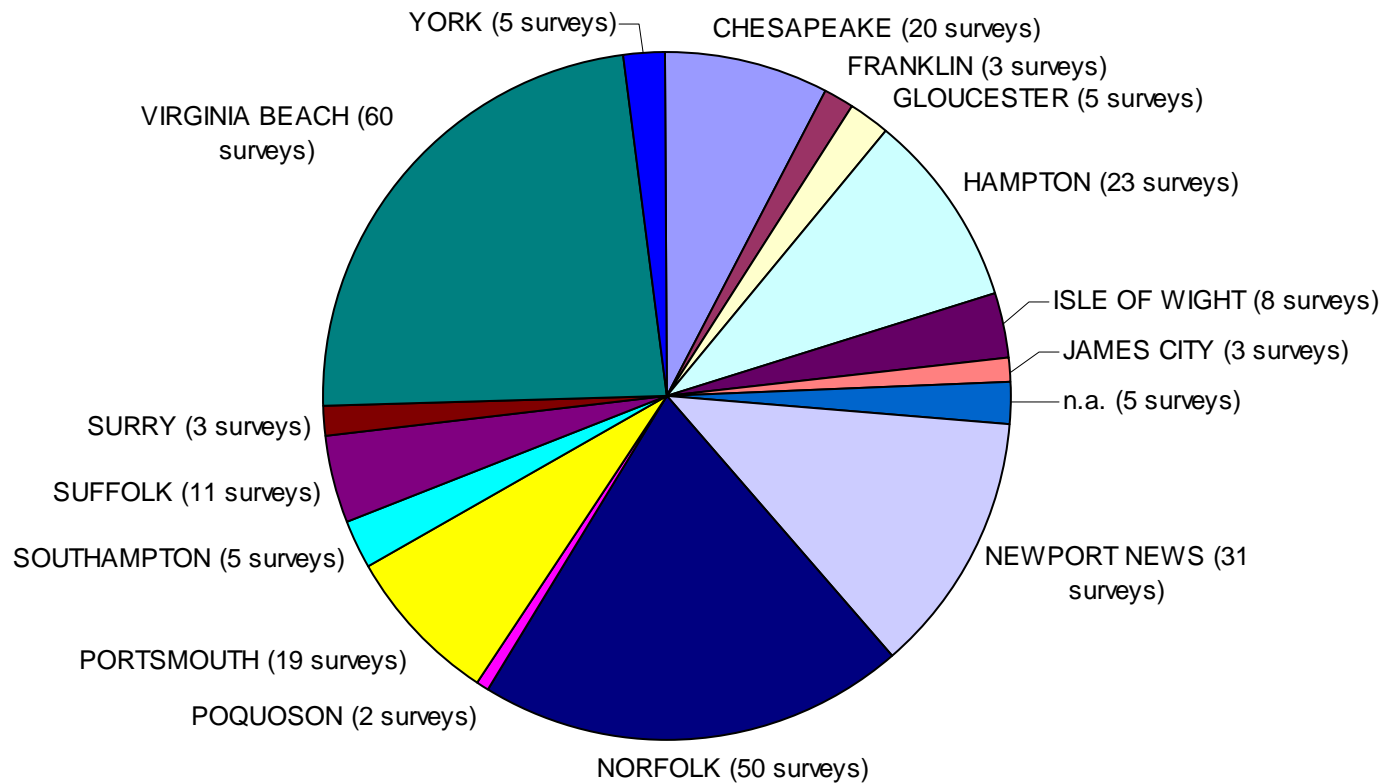
2006 HRPDC Non-Driver Survey, general phone list surveys



Observation:
 The majority of trips are made by getting a ride in a personal vehicle; walk and bus are also significant modes.

Locality of Residence, Age 18-64

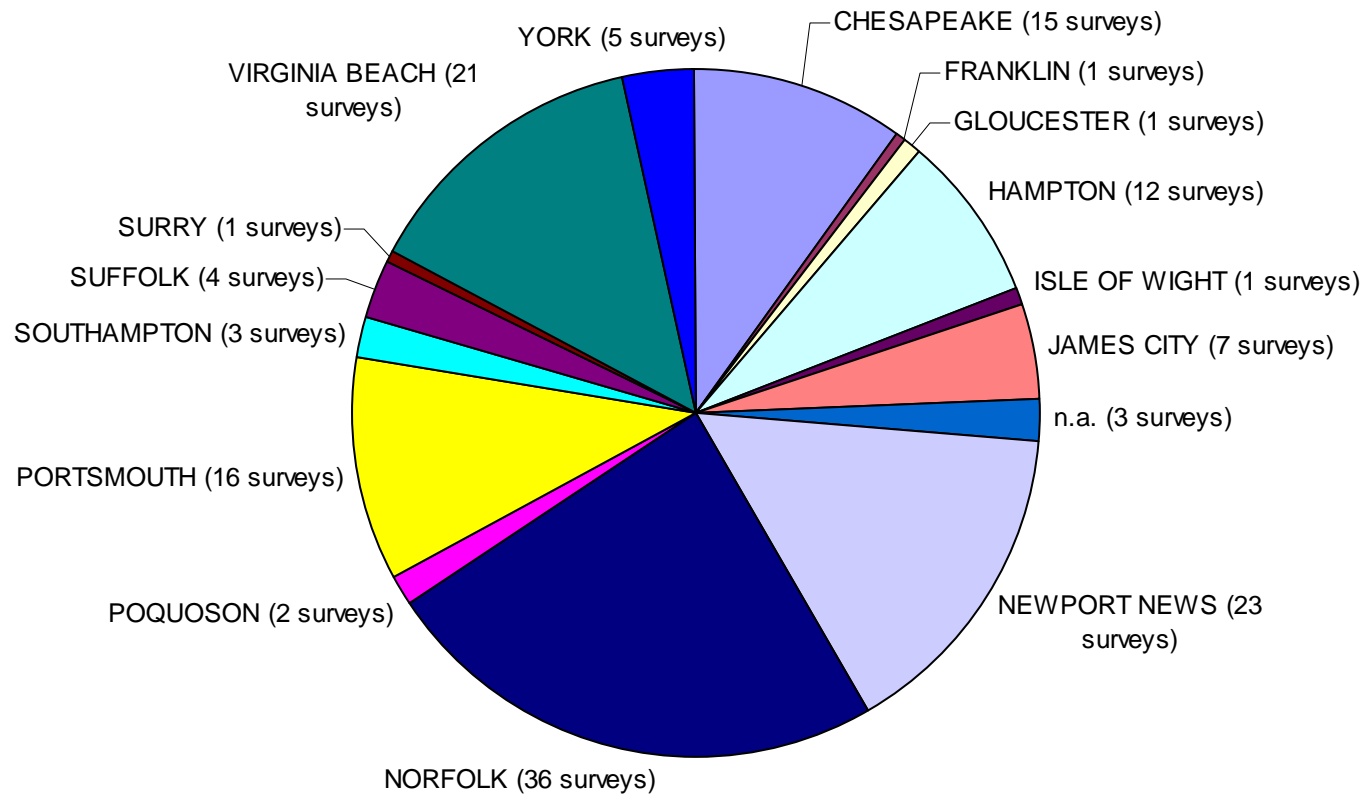
2006 HRPDC Non-Driver Survey, general phone list surveys



Observation: Surveys of persons age 18-64 reflect non-drivers from all Hampton Roads localities.

Locality of Residence, Age 65+

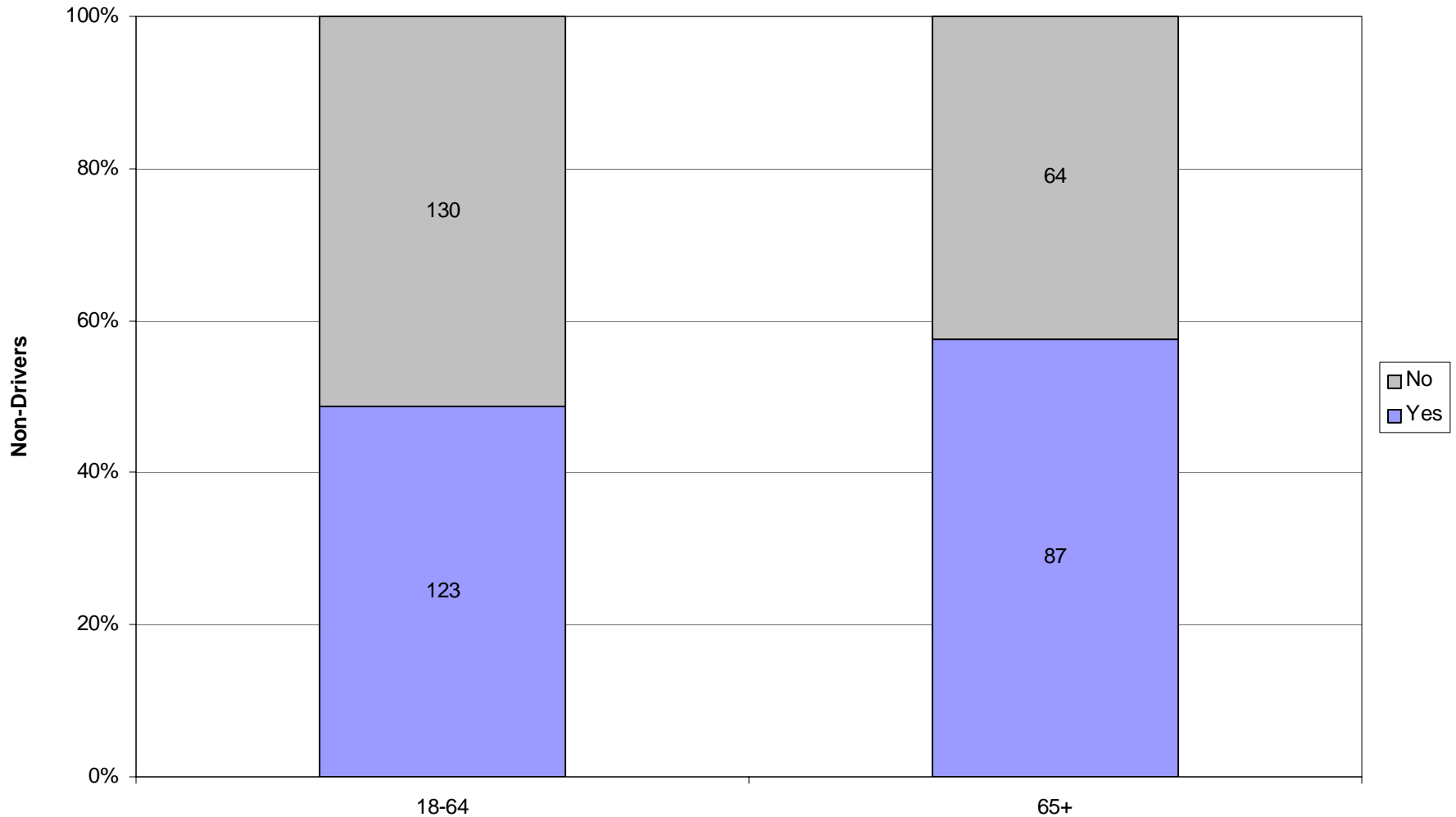
2006 HRPDC Non-Driver Survey, general phone list surveys



Observation: Surveys of persons age 65+ reflect non-drivers from all Hampton Roads localities.

Respondent Lives in a Central City (Norf, Ports, NN, Hamp)

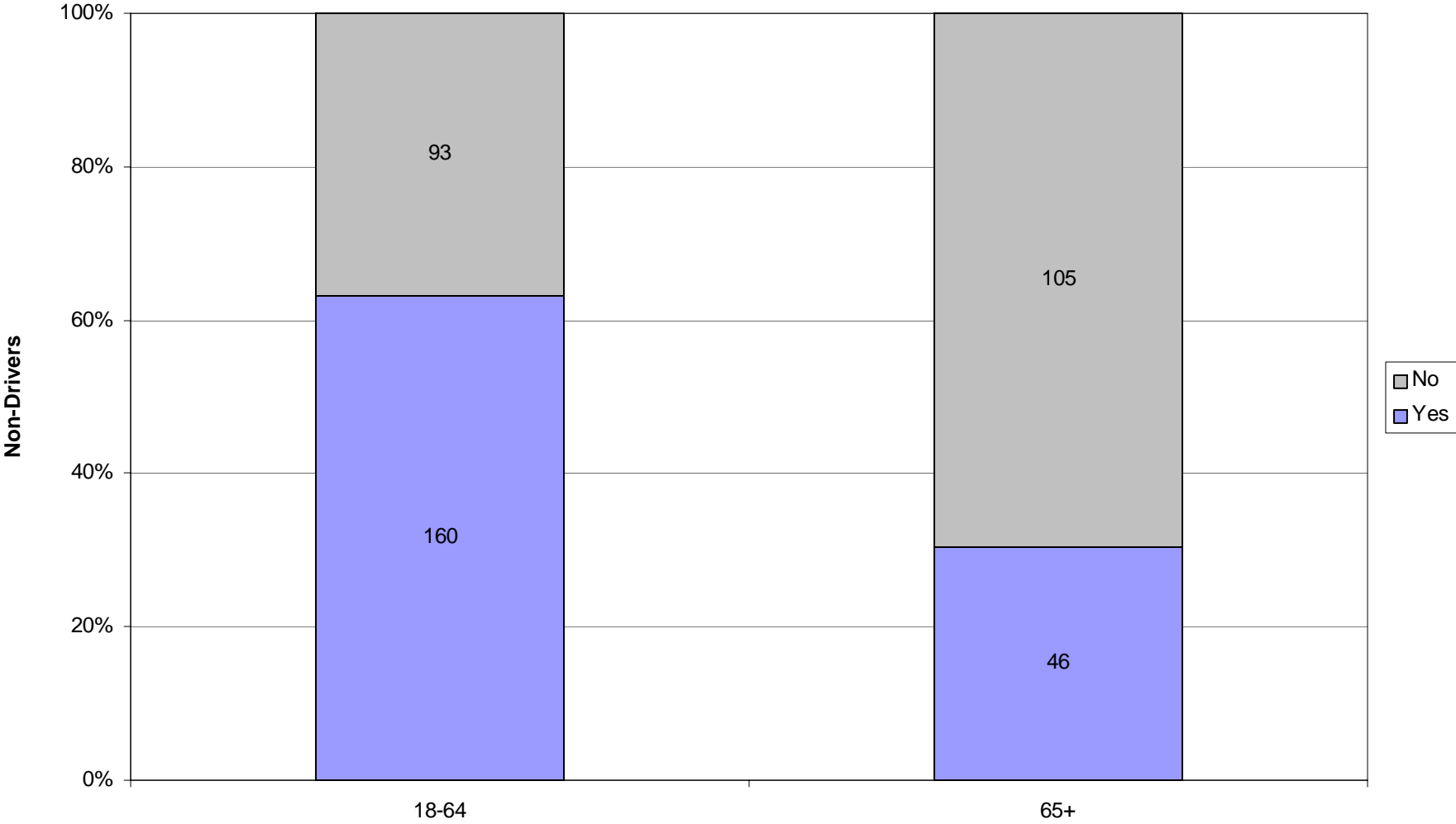
2006 HRPDC Non-Driver Survey, general phone list surveys



Observation: Non-drivers have a slight tendency to live in central cities as compared to the general local population; 49% of younger local non-drivers live in central cities (vs. 42% of the general population); 58% of older local non-drivers live in central cities (vs. 45% of the general population).

One or More Frequented Places are within Walking Distance

2006 HRPDC Non-Driver Survey, general phone list surveys

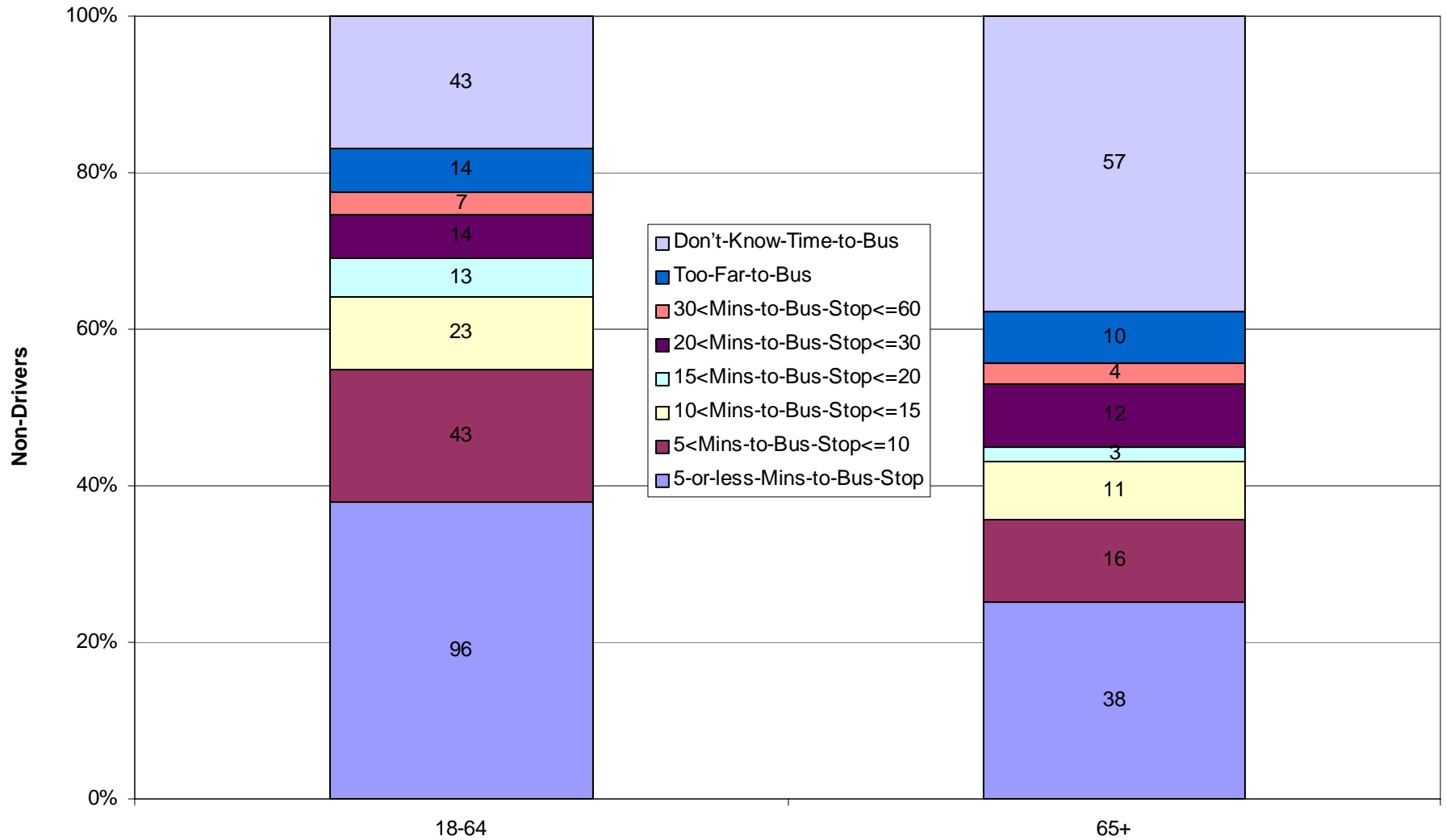


Observation: Most younger non-drivers live within walking distance of one or more frequented places; most elderly non-drivers do not, perhaps reflecting their ability to walk more than the location of their home.



Accessibility of Bus Routes (according to respondent)

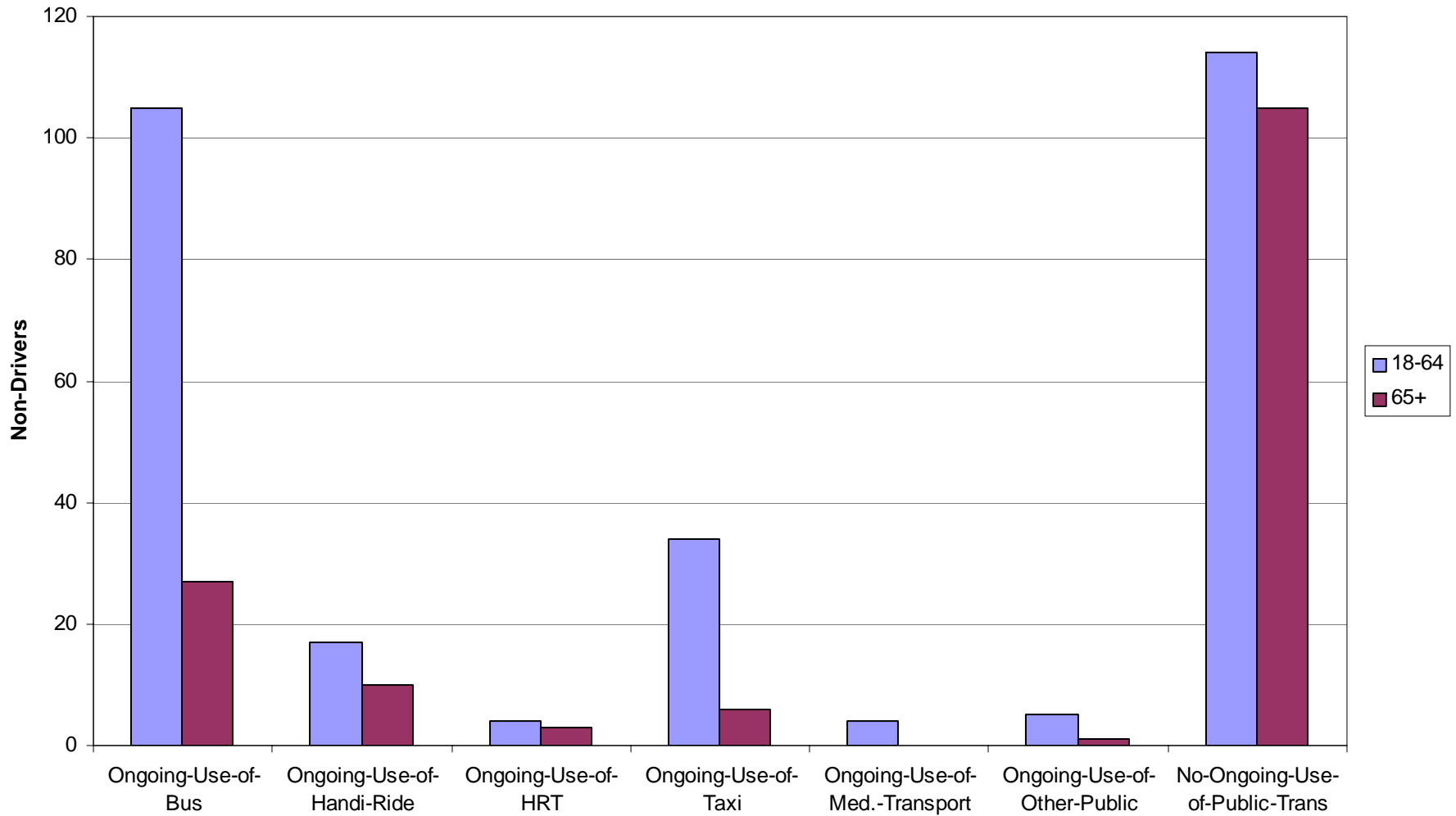
2006 HRPDC Non-Driver Survey, general phone list surveys



Observation: Two-thirds of younger non-drivers live within a 15 minute walk to a bus stop; two-fifths of older non-drivers live within a 15 minute walk to a bus stop.

Use of Public Transportation

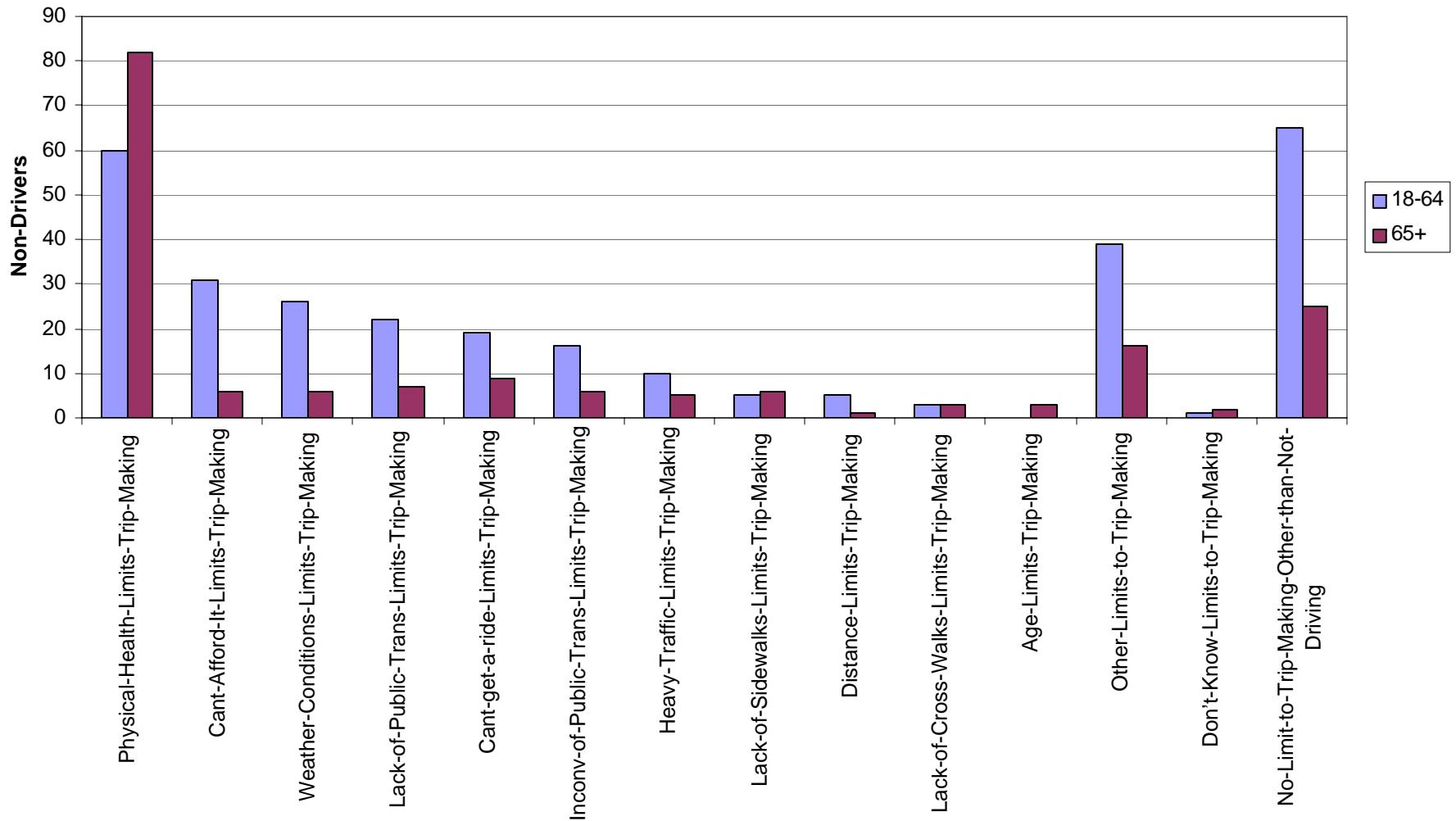
2006 HRPDC Non-Driver Survey, general phone list surveys



Observation: A majority of younger non-drivers use public transportation; a minority of older non-drivers use public transportation.

Obstacles to Trip Making (Other than Not Driving)

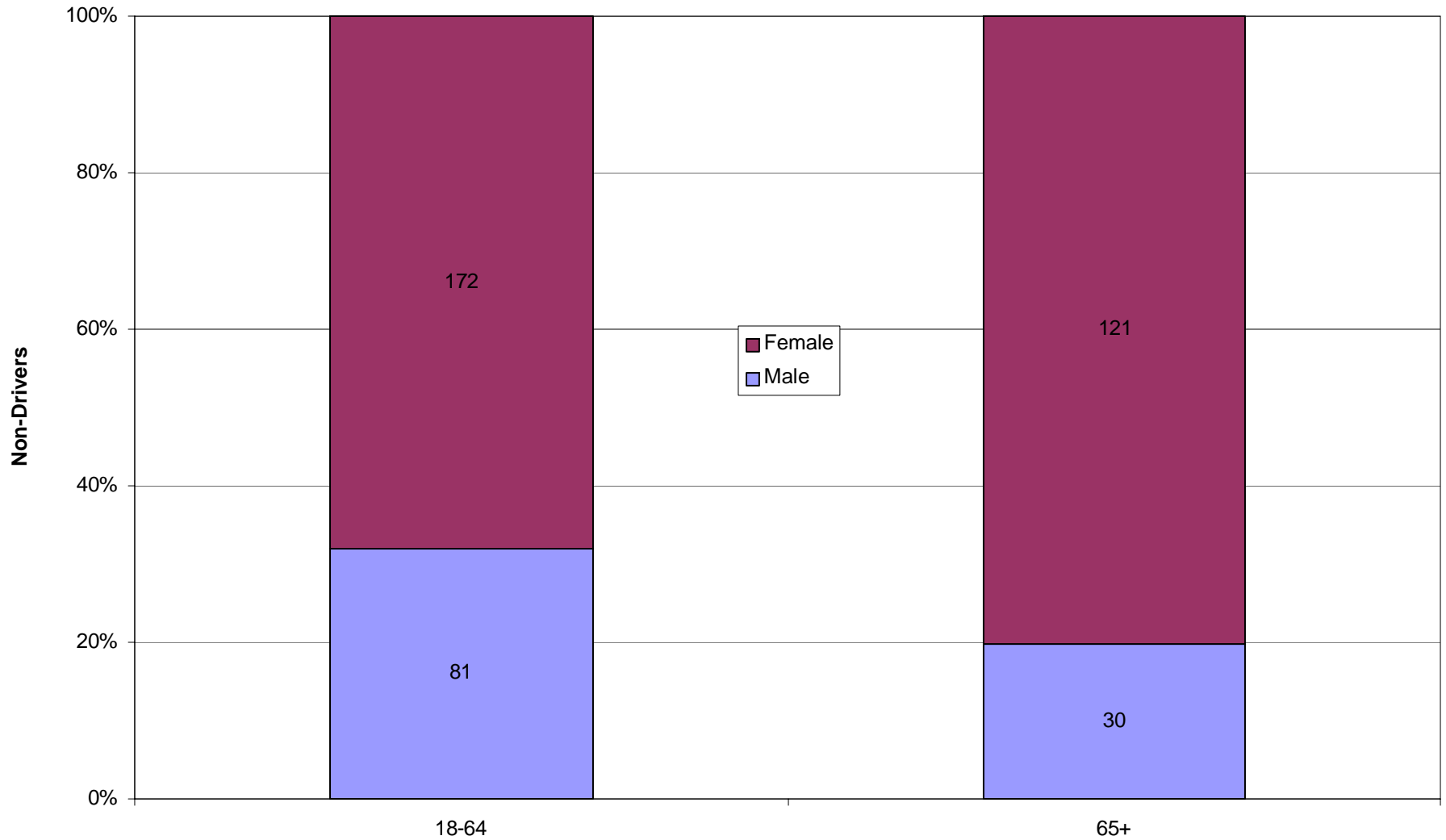
2006 HRPDC Non-Driver Survey, general phone list surveys



Observation: Physical health is a significant obstacle to the mobility of non-drivers of all ages.

Gender

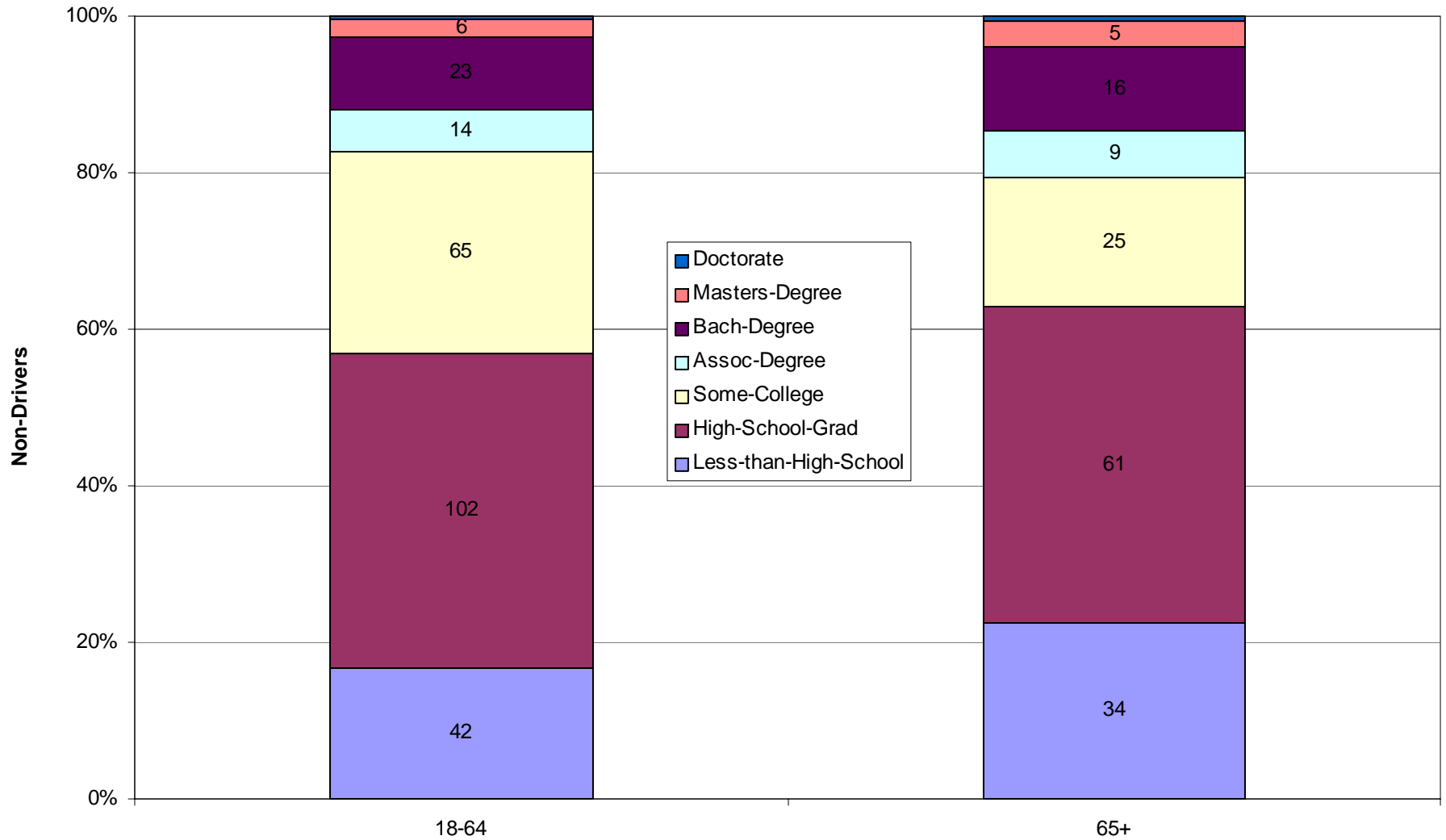
2006 HRPDC Non-Driver Survey, general phone list surveys



Observation: Approximately one third of the younger non-drivers surveyed were male, perhaps reflecting—in part—differences in response rates by gender; approximately one-fifth of the older non-drivers surveyed were male, reflecting—in part—the lower longevity of men.

Highest Education Level Achieved

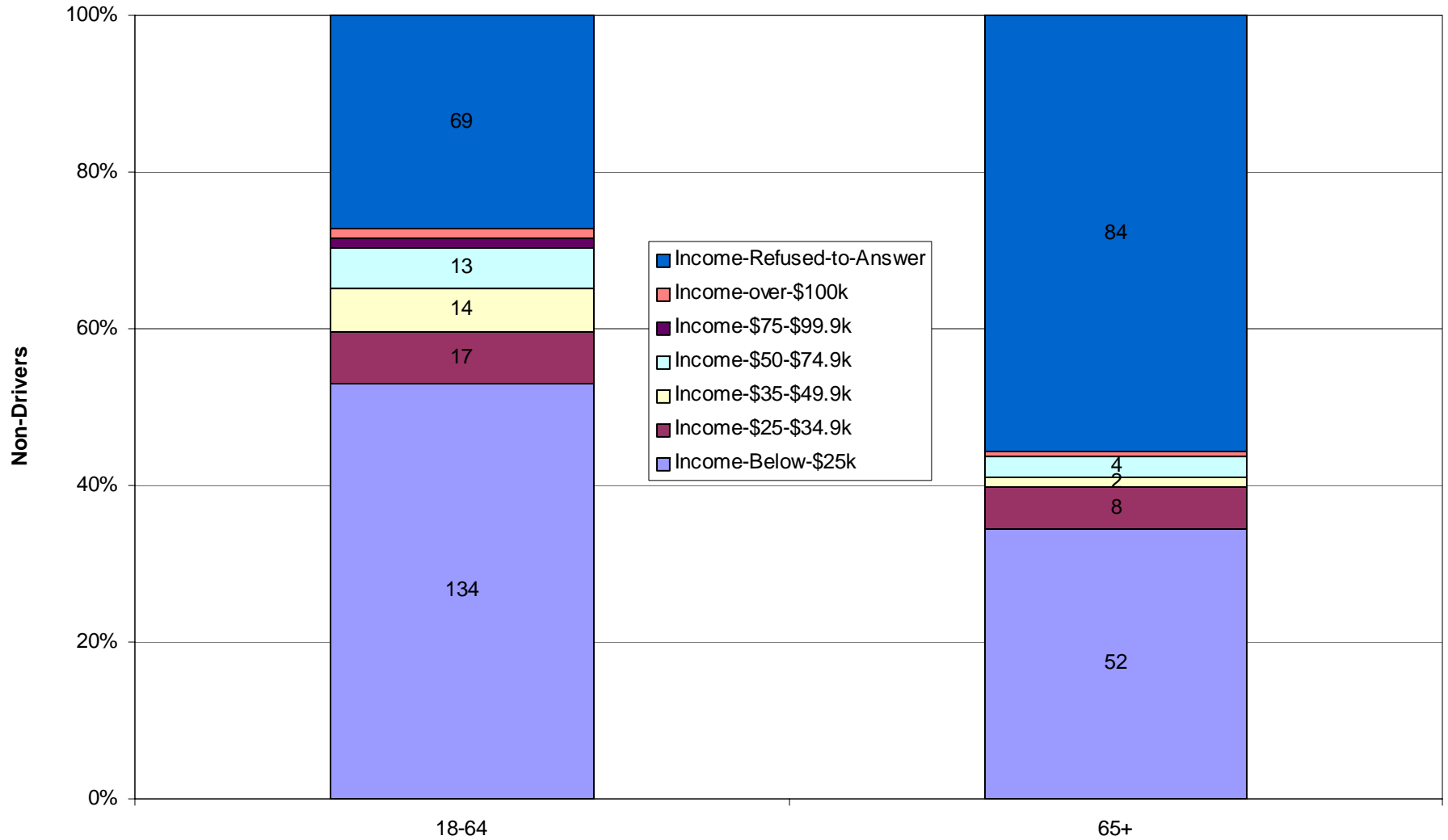
2006 HRPDC Non-Driver Survey, general phone list surveys



Observation: More than one-third of elderly non-drivers have had some college education; more than two-fifths of younger non-drivers have had some college education.

Personal Income

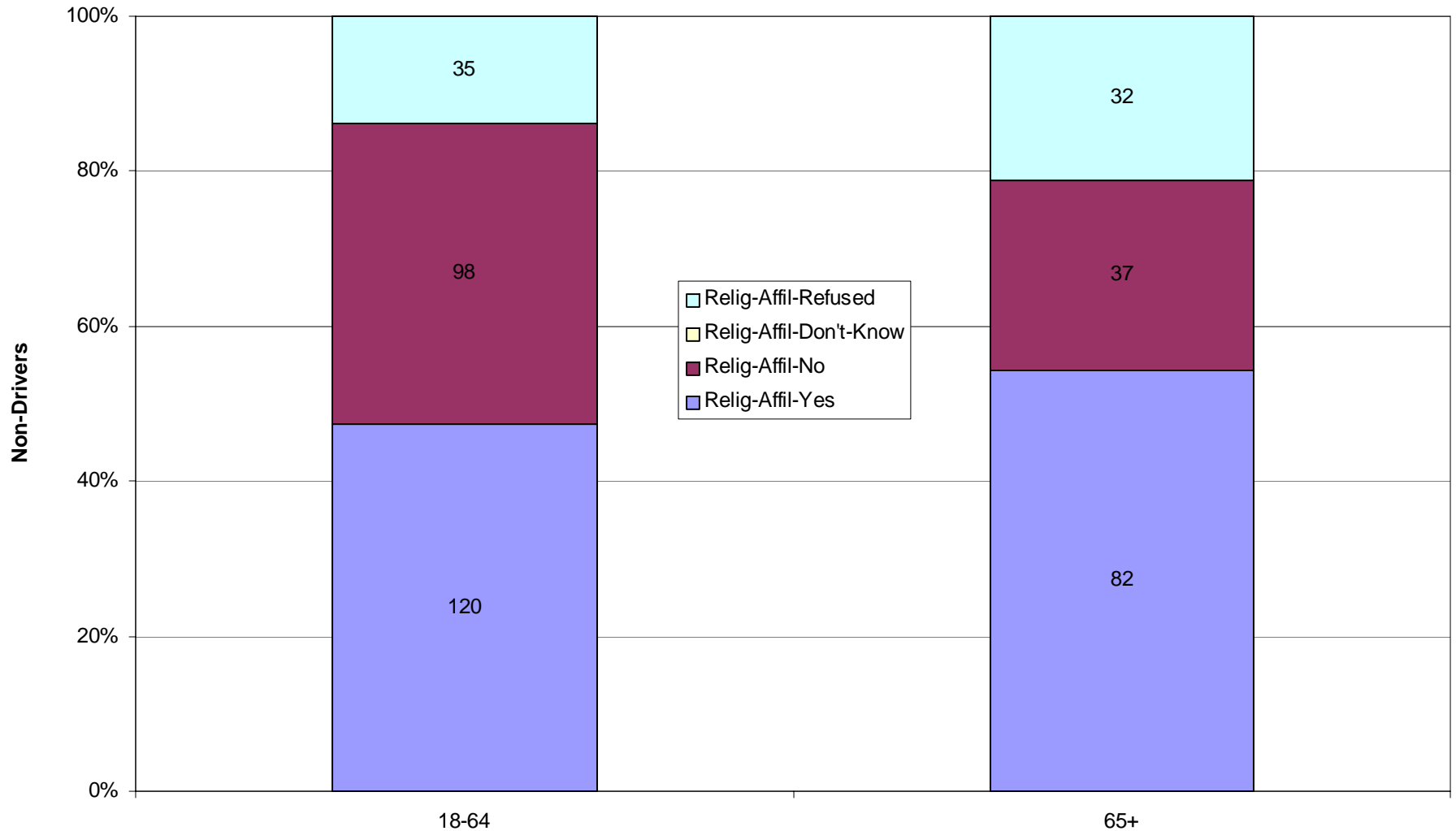
2006 HRPDC Non-Driver Survey, general phone list surveys



Observation: A large majority of non-drivers responding to the income question have annual incomes below \$25,000.

Religious Affiliation

2006 HRPDC Non-Driver Survey, general phone list surveys

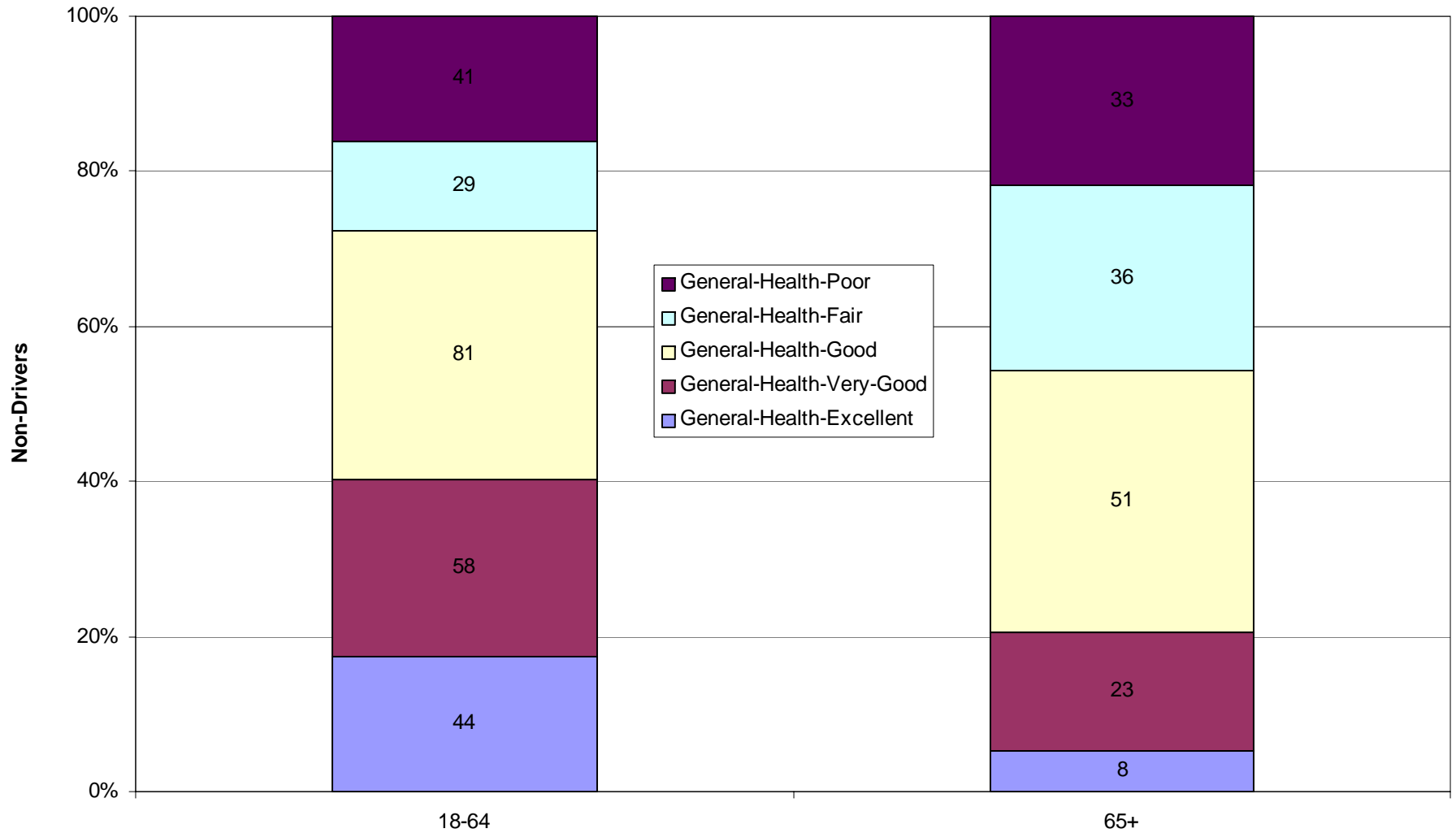


In order to determine the impact of religious affiliation on mobility (e.g. receiving rides from fellow church members), religious affiliation was surveyed.

***Observation:* A majority of the responsive non-drivers have some religious affiliation.**

General Health Status

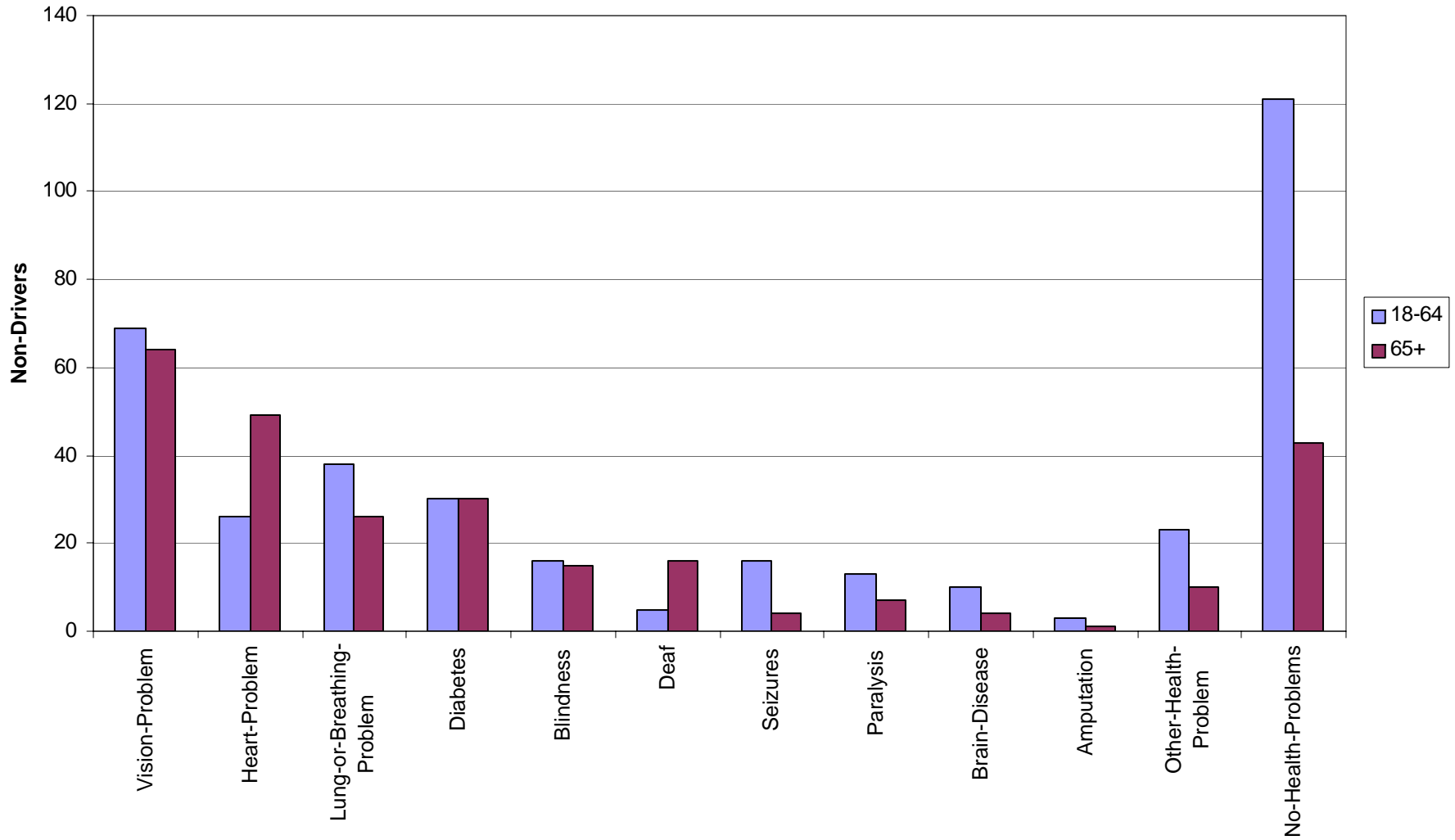
2006 HRPDC Non-Driver Survey, general phone list surveys



Observation: Almost three-quarters of younger non-drivers are in good health, but almost half of elderly non-drivers have fair to poor health.

Health Problems

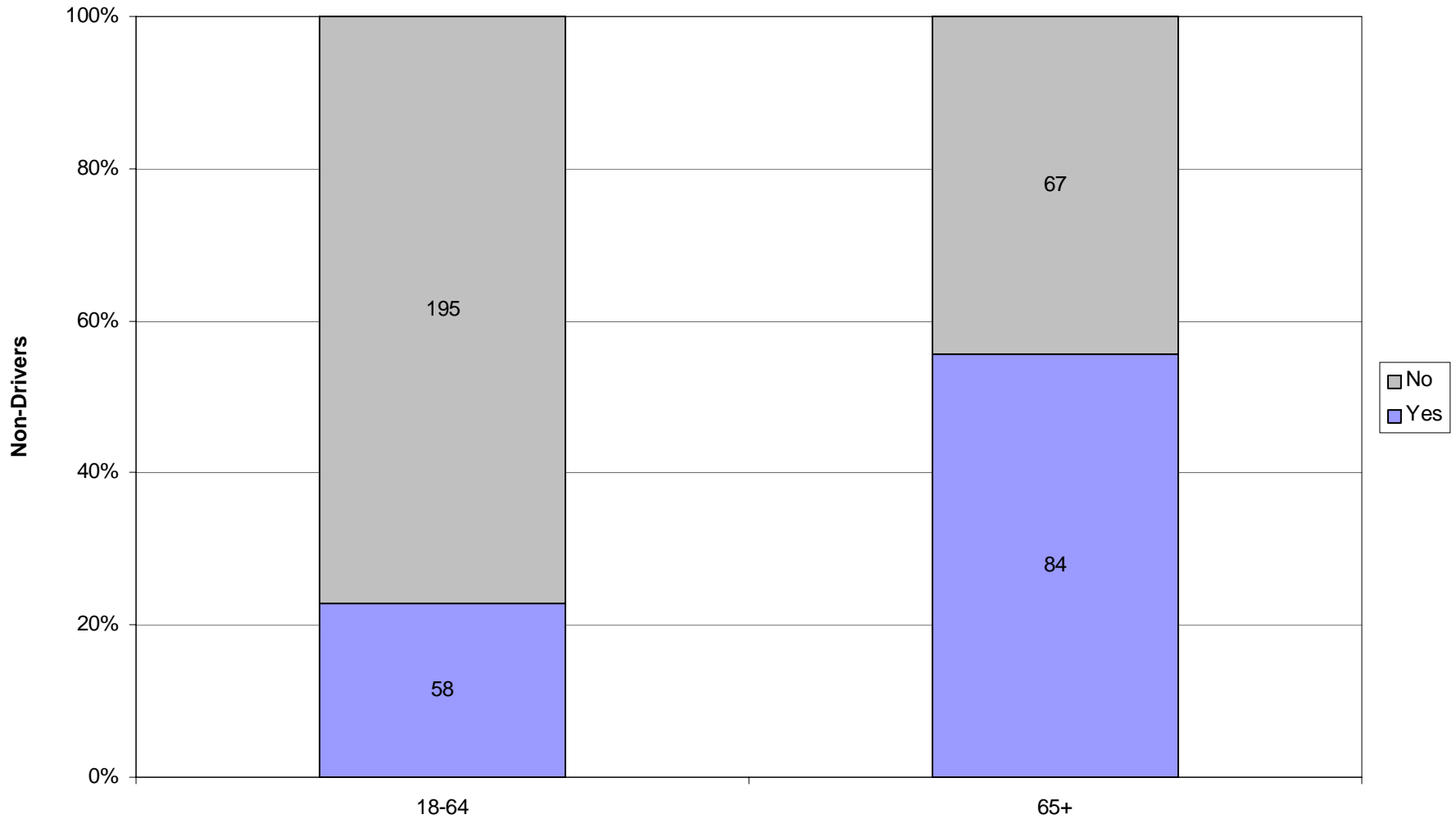
2006 HRPDC Non-Driver Survey, general phone list surveys



Observation: Vision problems are fairly prevalent in the local non-driver population.

Use Cane, or Walker, or Wheelchair

2006 HRPDC Non-Driver Survey, general phone list surveys

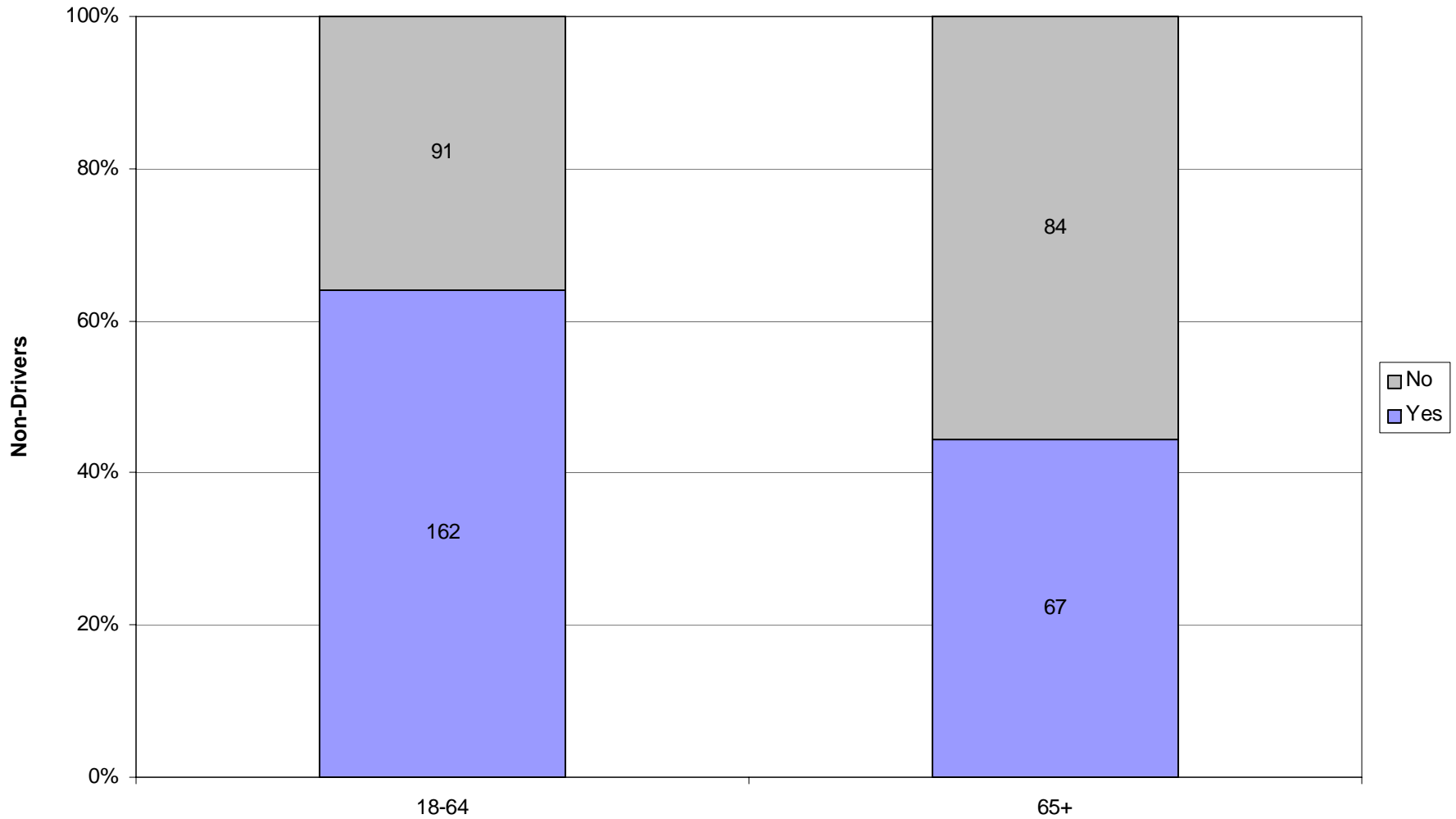


Observation:

It appears that one-fourth of younger non-drivers and half of older non-drivers have difficulty walking.

One or More Working Vehicles in Non-Driver Household

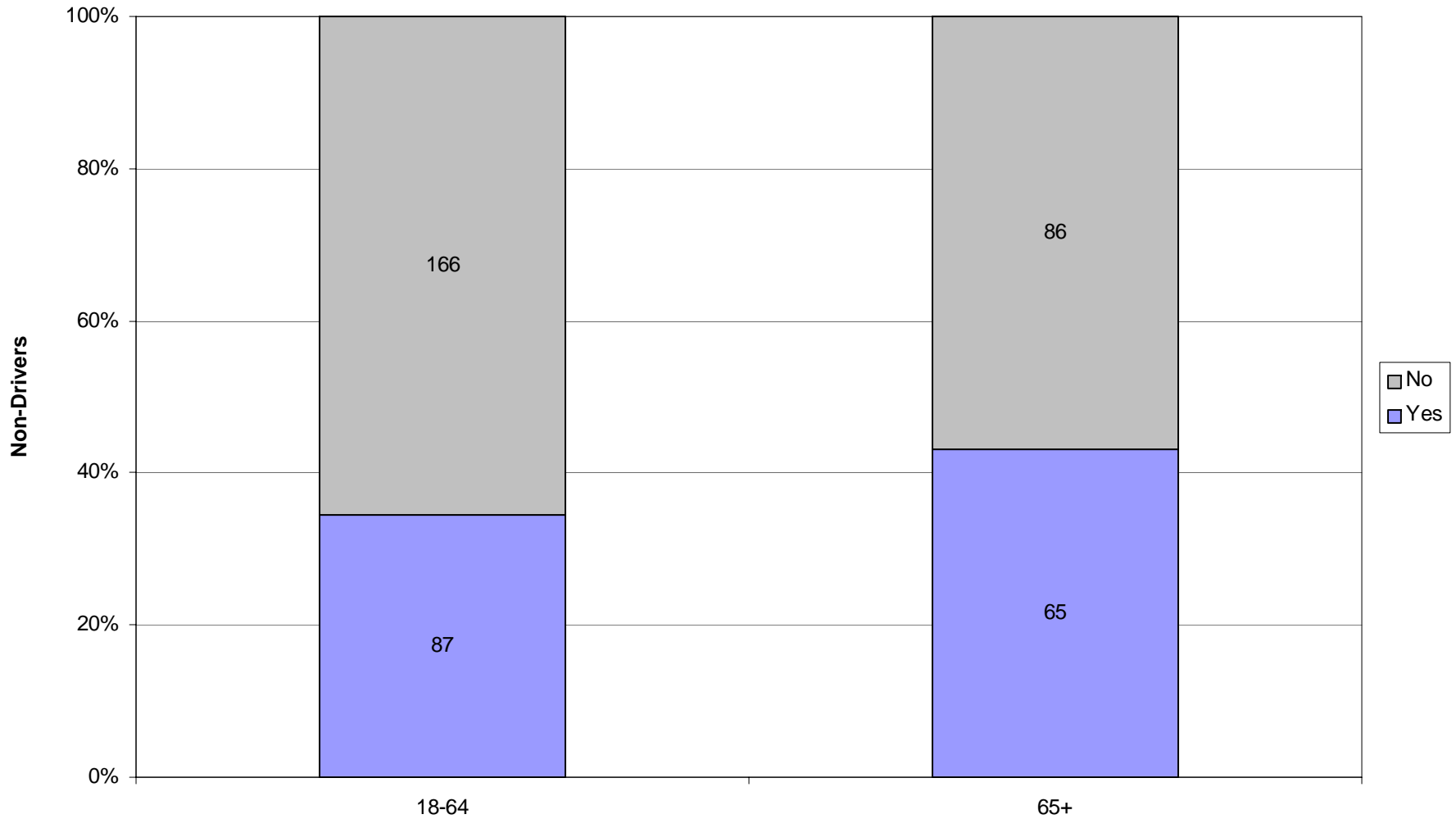
2006 HRPDC Non-Driver Survey, general phone list surveys



Observation: One-third of younger non-drivers live in a household without vehicles; one-half of older non-drivers live in a household without vehicles.

Adult Family with Vehicle(s) in Area

2006 HRPDC Non-Driver Survey, general phone list surveys



Observation:

Approximately one-third of non-drivers have adult family members with vehicles who live “in the area”.

2. Highlights of Local Non-Driver Snapshot

The highlights from the preceding data include the following:

- Only one-third of elderly non-drivers leave home on a given day.
- Two-thirds of younger non-drivers leave home on a given day.

- Personal vehicle travel is the mode used for the majority of non-driver trips.
- Non-drivers choose bus and walk modes equally for the remaining trips.
- Very few trips are made by taxi, handi-ride, or medical transport.

- One-third of older non-drivers live within walking distance of frequented places.
- Two-thirds of younger non-drivers live within walking distance of such places.

- Half of elderly non-drivers have fair to poor health.
- Half of elderly non-drivers live in a household with no vehicle.
- Half of elderly non-drivers have difficulty walking.

- The majority of non-drivers appear to have low incomes.

C. Conclusions from Non-Driver Snapshot

The following conclusions were drawn from the local survey data:

- Mobility is a significant problem for non-drivers, particularly older ones.
- Non-drivers achieve most of their mobility from persons with personal vehicles.
- Bus and walk are also important modes for non-driver mobility.
- Radical changes would have to be made to taxi, handi-ride, and medical transport systems for them to significantly impact non-driver mobility.
- Mobility improvements for older non-drivers must include consideration of the significant sub-population of older non-drivers with poor health.
- Mobility improvements for non-drivers of any age must include consideration of the low income of these persons.