

# OUTLINE OF GLOSSARY – TRAVEL BEHAVIOR ISSUES IN THE 90's

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# GLOSSARY

## ADULT

A person 16 years and older.

## HOUSEHOLD

A group of persons whose usual place of residence is a specific housing unit. These persons may or may not be related to each other. The total of all U.S. households represents the total civilian, non-institutionalized population. This category does not include group quarters (i.e., 10 or more persons living together, none of whom are related).

## HOUSEHOLD INCOME

The statistics on income in the Nationwide Personal Transportation Survey and the American Housing Survey are based on the respondent's reply to questions on income for the 12 months prior to the interview and are the sum of the amounts reported for wage and salary income, self-employment income, interest or dividends, Social Security or railroad retirement income, public assistance or welfare payments, alimony or child support, and all other money income. The figure represents the amount of income received before deductions for personal income taxes, Social Security, union dues, bond purchases, health insurance premiums, Medicare deductions, etc.

## HOUSEHOLD VEHICLE

A motorized vehicle that is owned, leased, rented, company-owned, or available under some other arrangement, such as borrowed. The vehicle must be available to be used regularly by household members during the travel period. Also included are vehicles used solely for business purposes or business-owned vehicles if kept at home and used for the home-to-work trip, (e.g., taxicabs, police cars, etc.) which may be owned by, or assigned to, household members for their regular use. Vehicles that were owned or available for use by members of the household during the travel period even though a vehicle may have been sold before the interview are also included. Excluded from this category are vehicles that were not working and

not expected to be working within 60 days, and vehicles that were purchased or received after the designated travel day.

## HOUSING CONDITION

### Bad Housing

A housing unit is classified as "bad housing" if it has any of the following five problems:

- **Plumbing**

Lacking hot or cold piped water or a flush toilet, or lacking both bathtub and shower, all inside the structure for the exclusive use of the unit.

- **Heating**

Having been uncomfortably cold last winter for 24 hours or more because the heating equipment broke down, and it broke down at least three times last winter for at least 6 hours each time.

- **Electric**

Having no electricity, or all of the following three electric problems: exposed wiring; a room with no working wall outlet; and three blown fuses or tripped circuit breakers in the last 90 days.

- **Upkeep**

Having any five of the following six maintenance problems: water leaks from the outside, such as from the roof, basement, or around windows and doors; leaks from inside structure such as pipes or plumbing fixtures; holes in the floors; holes or open cracks in the walls or ceilings; more than 8 inches by 11 inches of peeling paint or broken plaster; or signs of rats or mice in the last 90 days.

- **Hallways**

Having all of the following four problems in public areas; no working light fixtures; loose or missing steps; loose or missing railings; and no elevator.

## Poor Housing

A unit is considered to be "poor housing" if it has any of the following five problems, but none of the problems listed under "bad housing":

- **Plumbing**

On at least three occasions during the last 3 months or while the household was living in the unit if less than 3 months, all the flush toilets were broken down at the same time for 6 hours or more.

- **Heating**

Having unvented gas, oil, or kerosene heaters as the primary heating equipment.

- **Upkeep**

Having any three of the overall list of six upkeep problems mentioned above under "bad housing."

- **Hallways**

Having any three of the four hallway problems mentioned above under severe physical problems.

- **Kitchen**

Lacking a sink, refrigerator, or either burners or oven all inside the structure for the exclusive use of the unit.

## JOURNEY-TO-WORK

Includes travel to or from a place where one reports for work. Does not include any other work-related travel.

## MEANS OF TRANSPORTATION

A mode used for going from one place (origin) to another (destination). Included are private and public modes, as well as walking. For all travel day trips, each change of mode constitutes a separate trip. The following transportation modes, grouped by major mode, are included:

## Private Vehicle

- **Automobile**

A licensed motorized vehicle, including cars, jeeps, and station wagons.

- **Van**

Vans and minivans designed to carry passengers or to haul cargo.

- **Pickup Truck**

A motorized vehicle with an enclosed cab that usually accommodates two to three passengers and an open cargo area in the rear. Pickup trucks usually have about the same wheelbase as a full-sized station wagon.

- **Other Truck**

All trucks other than pickups (such as dump trucks and trailer trucks).

- **RV or Motor Home**

Includes self-powered recreational vehicles that are operated as a unit without being towed by another vehicle.

- **Motorcycle**

Includes large, medium, and small motorcycles. Does not include minibikes, which cannot be licensed for highway use.

## Public Transportation

- **Bus**

Includes intercity buses, mass transit systems, buses, and shuttle buses that are available to the general public. Also included are Dial-A-Bus and Senior Citizen buses that are available to the public. Excluded from this category are (1) shuttle buses operated by a government agency or private industry for the convenience of employees or (2) contracted or chartered buses or school buses.

- **Commuter Train**

Includes local and commuter train service other than elevated rail and subway.

Intercity service by Amtrak is excluded.

- **Streetcar/Trolley**

Includes trolleys, streetcars, and cable cars.

- **Elevated Rail/Subway**

Includes elevated rail and subway trains.

## **Other Modes**

- **Airplane**

Includes commercial airplanes and smaller planes that are available for use by the general public in exchange for a fare. Private planes and helicopters are included under "other."

- **Taxi**

The use of a taxicab by a passenger for a fare. Also included are airport limousines.

- **Bicycle**

Includes bicycles of all speeds and sizes that do not have a motor.

- **Amtrak**

The U.S. national passenger railroad service providing intercity train service.

- **Walk**

Includes walking to a destination. Excluded is walking for exercise where the trip origin and destination are the same.

- **School Bus**

Includes county school buses, private school buses, and buses chartered from private companies for the express purposes of carrying students to or from school and/or school-related activities.

- **Moped (Motorized Bicycle)**

Includes motorized bicycles equipped with a small engine, typically 2-horsepower or less. Also included are minibikes such as dirt bikes and trail bikes. Note that a motorized bicycle may or may not be licensed for highway use.

- **Other**

Includes any type of transportation not listed above.

## **METROPOLITAN STATISTICAL AREA (MSA)**

Metropolitan statistical areas are defined by the Office of Management and Budget. By current standards, an area qualifies for recognition as an MSA in one of two ways: if there is a city of at least 50,000 population, or a Census Bureau defined urbanized area of at least 100,000 (75,000 in New England). Except in the New England States, an MSA is defined in terms of entire counties. In New England, MSA's are composed of cities and towns. In addition to the county containing the main city, additional counties are included in an MSA if they are socially and economically integrated with the central county. An MSA may contain more than one city of 50,000 population and may cross State lines.

### **MSA**

- **Central City**

Every metropolitan statistical area (MSA) has at least one central city, which is usually its largest city. Smaller cities are also identified as central cities if they have at least 25,000 population and meet the following two commuting requirements. First, the city must have at least 75 jobs for every 100 residents who are employed. Second, no more than 60 percent of the city's resident workers may commute to jobs outside the city limits. In addition, any city with at least 250,000 population or at least 100,000 persons working within its corporate limits qualifies as a central city even if it fails to meet the above two commuting requirements. Finally, in certain smaller metropolitan statistical areas, there are places with between 15,000 and 25,000 population that also qualify as central cities, because they are at least one-third the size of the metropolitan statistical area's largest city and meet the two commuting requirements.

- **Suburb**

An area located within an MSA but outside the central city (cities) of that MSA.

### **Non-MSA**

Any area not included in an MSA. In most of the United States, MSA's are defined along county lines. In New England, MSA's are made up of cities and towns.

## **OCCUPANCY (VEHICLE)**

The number of persons, including driver and passenger(s), in a vehicle. NPTS occupancy rates are generally calculated as person miles divided by vehicle miles.

## **PERSON MILES OF TRAVEL (PMT)**

A measure of person travel. When one person travels one mile, one person mile of travel results. When one person travels five miles, five person miles of travel results. When four persons travel five miles in the same vehicle, 20 person miles of travel result.

## **PERSON TRIP**

A person trip is a trip by one person in any mode of transportation. If more than one person is on the trip, each person is considered as making one person trip. For example, four persons traveling together in one auto account for four person trips.

## **POVERTY**

Families and unrelated individuals are classified as being above or below poverty level using the poverty index originated at the Social Security Administration in 1964 and revised by the Federal Interagency Committees in 1969 and 1980. The poverty index is based solely on money income and does not reflect the fact that many low-income persons receive noncash benefits such as food stamps, Medicaid, and public housing. The index is based on the Department of Agriculture's 1961 Economy Food Plan and

reflects the different consumption requirements of families based on their size and composition. The poverty thresholds are updated every year to reflect changes in the Consumer Price Index (CPI).

## **REGION (CENSUS DRAWN)**

Regions are large groups of States that form the first-order subdivisions of the United States for census purposes. The four regions are the Northeast, Midwest, South, and West. See map on page G-9.

## **TRAVEL DAY**

A 24-hour period from 4:00 a.m. to 3:59 a.m. of the following day designated as the reference period for studying trips and travel of a particular household.

## **TRAVEL DAY TRIP**

A travel day trip is defined as any one-way travel from one place (address) to another by any means of transportation (e.g., private vehicle, public transportation, bicycle, walking). When travel is to more than one destination, a separate trip exists each time the following criteria are satisfied: the travel time between two destinations exceeds 5 minutes, and/or the purpose for travel to one destination is different from the purpose for travel to another.

The one exception is travel within a shopping center or mall. It is to be considered travel to one destination regardless of the number of stores visited.

## **TRIP PURPOSE**

The main reason that motivates the trip. For purposes of this survey, there are 11 reasons for trips. For travel day trips, if there is more than one reason for the trip, and the reasons do not involve different destinations, then only the main reason is chosen. If there are two or more reasons, and they each involved different destinations, then each reason is classified as a separate trip. For travel period trips, if there was more than one reason, the primary reason was collected. The 11 trip reasons (grouped into the

four major purposes) are defined as follows:

### **Earning a Living**

- **To or From Work**

Includes travel to a place where one reports for work. Does not include any other work-related travel.

- **Work-Related Business**

Trips related to business activities except travel to the place of work, e.g., a plumber drives to a wholesale dealer to purchase supplies for his business.

### **Family and Personal Business**

- **Shopping**

Includes purchases of commodities such as groceries, furniture, clothing, etc., for use or consumption elsewhere.

- **Doctor or Dentist**

Trips made for medical, dental, or psychiatric treatment or other related professional services.

- **Other Family or Personal Business**

Includes purchase of services such as cleaning garments, haircuts, and car repair and maintenance. Also includes trips to take someone else somewhere, i.e., "serve passenger" trips.

### **School or Church**

- **School/Church**

Trips to school, college, or university for class(es), PTA meetings, seminars, etc., to church services or to participate in other religious activities. Social activities that take place at a church or school are classified as social and recreational.

### **Social and Recreational**

- **Vacation**

Trips reported by the respondent as "vacation."

- **Visit Friends or Relatives**

Trips made to visit friends or relatives.

- **Pleasure Driving**

Includes trips made with no other purpose listed but to "go for a drive" with no destination in mind.

- **Other Social and Recreational**

Any purpose for a trip that does not fit into one of the above categories. For example, going to dinner with friends, attending movies/theater, etc.

## **URBAN AND RURAL RESIDENCE**

### **Urban and Rural Residence**

Urban housing comprises all housing units in urbanized areas and in places of 2,500 or more inhabitants outside urbanized areas. More specifically, urban housing consists of all housing units in (a) places of 2,500 or more inhabitants incorporated as cities, villages, boroughs (except in Alaska and New York), and towns (except in the New England States, New York, and Wisconsin), but excluding those housing units in the rural portions of extended cities; (b) census designated places of 2,500 or more inhabitants; and (c) other territory, incorporated or unincorporated, included in urbanized areas. Housing units not classified as urban constitutes rural housing.

### **Urbanized Area**

The major objective in delineating urbanized areas is to provide a better separation of urban and rural housing in the vicinity of large cities. An urbanized area is comprised of an incorporated area and an adjacent densely settled surrounding area that together have a minimum population of 50,000.

### **Small Town**

Defined in this report as urban housing located outside an urbanized area. These are places in areas between 2,500 and 50,000 population, excluding those places considered to be in an

urbanized area. See definition of "Urban and Rural Residence" and "Urbanized Area."

### **Farm-Nonfarm Residence**

In rural areas, occupied housing units are subdivided into rural-farm housing, which comprises all rural units on farms and rural-nonfarm housing, which comprises the remaining rural units. Occupied housing units are classified as farm units if the sales of agricultural products amounted to at least \$1,000 during the 12-month period prior to the interview. Occupied units in rural territory which do not meet the definition for farm housing are classified as nonfarm.

## **VEHICLE**

In the 1969 survey, "vehicle" refers to autos and passenger vans owned or available to the household. In the 1977, 1983, and 1990 surveys, the term "vehicle" was expanded to include pickups and other light trucks, RV's, motorcycles and mopeds owned or available to the household. Estimates show that in 1969 there were an additional 7.5 million pickups and other light trucks that are not reflected in the 1969 NPTS data.

## **VEHICLE MILES OF TRAVEL (VMT)**

A unit to measure vehicle travel made by a private vehicle, such as an automobile, van, pickup truck, or motorcycle. Each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle.

## **VEHICLE TRIP**

A trip by a single vehicle regardless of the number of persons in the vehicle.

# CENSUS REGIONS AND DIVISIONS OF THE UNITED STATES

