

APPENDIX J DOCUMENTATION NOTES

NOTES ON THE DATA FILES

Conventions followed include the following:

Yes/No questions - coded as 01 = yes and 02 = no.

Calendar Dates - separate variables were constructed for the month, day and year of reported dates. An exception is the variable TDAY_ALL, in which the household's travel day date is formatted (YYMMDD).

Times - all reported time variables are in military time from 0000 to 2359.

Legitimate skip codes - questions intentionally skipped in the instrument were generally denoted by a field filled with 9's with a 4 in the last digit.

Don't know - responses of don't know or not ascertained were generally denoted by a field filled with 9's with an 8 in the last digit.

Refused - responses of refused were generally denoted by a field completely filled with 9's

Survey weights - there is one only one weight variable on each file. It is the weight that is appropriate for use in preparing tabulations of data from that file.

NOTES ON SPECIFIC VARIABLES

ANNUALZD Estimate of annual mileage for the vehicle, computed by Oak Ridge National Laboratory based upon two reported odometer readings and other data.

ANULZDSE Estimated standard error of the ANNUALZD value, computed by Oak Ridge National Laboratory.

BUS_DIST Responses in blocks have been converted to miles, using 9 blocks per mile (less than one block converted to 0.1 mile).

CALCDIST Straight-line (curve of the earth) distance between the geocoded

household location and the reported destination city for the travel period trip.

CHAIN **NOTE: The chains described here were created to recode trip purposes to those used in the 1990 NPTS. They do NOT necessarily represent chains that would be created in a traditional trip chaining analysis.**

Each trip reported for a respondent was assigned to a "chain", after ordering the person's travel day trips by STRTTIME from 4:00am to 3:59am.. Trips with missing STRTTIME values were sorted to the beginning of the list. All trips within a chain are sequentially numbered in the variable CHAINTRP. Variables TRPNUM_A and TRPNUM_B identify the first and last trips in each chain. The variables FROM_A and TO_B identify the origin and destination of the chains in terms of home, work or other location (H, W, S). Some of these chains do not begin or end at either home or work, as some respondents did not take such trips. Also, some persons reported only a single trip on travel day, such as returning home from vacation. It is possible to select a subset of chains that are anchored by home and work using FROM_A and TO_B. Note that some "chains" involve only one or two trips and would be excluded from most trip chaining analyses.

DAYNGHT2 New variable to revised DAYNIGHT. *The original DAYNIGHT was mis-coded on some records.*

DISTTOWK Questionnaire responses of 996 = less than one block and 997 = one-half mile have been converted to miles using 9 blocks per mile. This travel day trip file variable has special codes of 9993.0= no fixed workplace; 9994.0=legitimate skip; 9995.0=works at or out of home; 9998.0=not ascertained; and 9999.0=refused.

DRVR_FLG This variable was re-coded from "01" meaning yes to "02" on some records. "01" indicates that the sample person drove on the trip, from the originally released data. *(Changed August 1999)*

DRVR_FLG was inaccurately coded "01" for trips other than personally operated vehicles (TRPTRANS modes '01" through "08"). For records where the TRPTRANS variable was not "01" through "08" but show the DRVR_FLG as being "01", that DRVR_FLG variable was changed to "02".

DRVR_TPT Imputed variable indicating that the respondent was the driver on the (personally-owned vehicle) travel period trip. The variable was imputed by Oak Ridge National Laboratory staff based on analysis of the travel

period trips reported by all members of the household.

DWELSEC2 This new variable corresponds to DWELTIM2, but in seconds. *It is Anticipated that most people using this data set will be using the SAS software package. As SAS internal uses time variable in seconds, this was provided for ease in use to generate time calculations.*

DWELTIME The time spent at the destination of the previous trip, as calculated from the variables STRTTIME and TRVL_MIN for travel day trips. Not computed for each person's first trip nor for trips where these variables were not known or refused. The DWELTIME values were used in defining trip chains and the 1990 NPTS trip purpose variables. Note that some of the reported trip start times and durations resulted in negative values of the variable DWELTIME; editing of trips for persons with negative values led to correction of some duplicate trip reporting and AM/PM reporting problems.

DWELTIM2 This is a new variable comparable to DWELTIME except that DWELTIM2 is the time spent at the destination of the current record and is calculated using the revised STRTTIM2 variable. This correctly coincides with the trip purpose of the destination, so if dwell times were estimated by purpose, the analysis would straightforward. Negative dwell times were set to missing.

The dwell times were calculated for the minutes spent at the destination of the previous trip, before the starting the current trip (the record on which the public use data set posted dwell time). This variable is missing for each person's first trip of the day, and when the start time of the trip (STRTTIME) or the minutes in travel (TRVL_MIN) were not known.

The negative dwell time occurred because of the respondent's mistakes in relaying information about the start time of the previous trip, and the total minutes the trip took, in relation to the start time of the next trip. Of the 321,024 records with calculated dwell times 11,246 were negative. If these were included in an analysis, the average dwell time would be 117 minutes, if they are excluded, the average is 122 minutes.

DWEL2_HM This new variable corresponds to DWELTIME2, and in easy to read HH:MM format.

FROM_A See CHAIN

HHFAMINC The categories of household income were determined from responses to the questions in Section K and are coded as follows:

- 01 = less than \$5,000
- 02 = \$5,000 to \$9,999
- 03 = \$10,000 to \$14,999
- 04 = \$15,000 to \$19,999
- 05 = \$20,000 to \$24,999
- 06 = \$25,000 to \$29,999
- 07 = \$30,000 to \$34,999
- 08 = \$35,000 to \$39,999
- 09 = \$40,000 to \$44,999
- 10 = \$45,000 to \$49,999
- 11 = \$50,000 to \$54,999
- 12 = \$55,000 to \$59,999
- 13 = \$60,000 to \$64,999
- 14 = \$65,000 to \$69,999
- 15 = \$70,000 to \$74,999
- 16 = \$75,000 to \$79,999
- 17 = \$80,000 to \$99,999
- 18 = \$100,000 and over

HHTRIPID A sequential numbering of the travel day trips reported by all members of the household. These numbers run from 1 to 72 and from 101 to 119; the latter are trips recorded in supplemental files. Missing trip number indicate that some reported trips have been deleted or combined with other trips.

HHZIP Note that 00098 = not ascertained and 00099 = refused.

LIF_CYC The life cycle variable was derived from the household's reported number of adults, number and age of children, and whether or not any persons were reported to be retired. Households were classified as follows:

No. Adults	Any retired?	Youngest Child	LIF_CYC
1	no	none present	1
2 or more	no	none present	2
1	N/A	0 - 5	3
2 or more	N/A	0 - 5	4

1	N/A	6 -15	5
2 or more	N/A	6 - 15	6
1	N/A	16 - 21	7
2 or more	N/A	16 - 21	8
1	yes	none present	9
2 or more	yes	none present	10

MATCH A variable whose value is the HHTRIPID for a previously reported trip.

MSASIZE Classification of the households by MSA population:

- 1 = Less than 250,000
- 2 = 250,000 - 499,999
- 3 = 500,000 - 999,999
- 4 = 1,000,000 - 2,999,999
- 5 = 3,000,000 or more
- 94 = not in an MSA or legitimate skip

Pi_STAT The Pi_STAT variables indicate the response status of each household member (i = 1, 2, ...) in the variables P1_STAT, P2_STAT, etc. The codes for these variables are the following:

Code	Description
1	Ineligible - too young
2	Other ineligible
3	Complete - self interview
4	Complete - proxy interview
5	No contact made
6	Refused
7	Contact made - time expired
8	Other non-interview

Pi_REL One of the household members is identified as the household's reference person; that is, the person or one of the persons who owns or rents the home. The reference person may or may not be the household respondent. The Pi_REL variables show the relationship of each household member (all ages included) to the reference person, as reported in question D-7.

- PREVREP** A variable that indicates the trip had been reported previously, by another respondent from the same household, prior to the current person's interview. When several family members were present on a trip, several travel questions were asked only of the first person who reported the trip.
- PTCRIME** "Worry with crime on public transportation". *Data labels were reversed in the public use data set, with PTNTCLN. This variable is correction to the original release.*
- PTNTCLN** "Transit stations/vehicle not clean" *Data labels were reversed in the Public use data set, with PTCRIME. This variable is correction to the original release.*
- PUBTRANS** Variable indicating public transit was the main means of transportation for the trip. For the 1995 NPTS, public transit includes travel by bus, Amtrak, commuter train, streetcar/trolley, and subway/elevated rail.
- R_AGE** The variable R_AGE is reported by individual year of age from ages 5-75. For confidentiality reasons, ages 76-102 are consolidated in groups as follows:
 77 = Ages 76-79
 82 = Ages 80-84
 88 = Ages 85-102
 The consolidated numbers above reflect the arithmetic mean of the ages for each group, thus they can be used in computing average age.
- RAIL** Primary stratification variable defined in order to over-sample large (at least 1,250,000 population) urban areas with subway/elevated rail systems. Due to special sample allocations needed to implement the add-on samples in New York and Massachusetts, the variable did not apply for the New York City and Boston areas.
- RET_YR** The value 98 indicates that the date was not determined.
- STC_DIST** Responses in blocks have been converted to miles, using 9 blocks per mile (less than one block converted to 0.1 mile).
- STRTTIM2** New variable revising STRTTIME. There were some inconsistencies in The original STRTTIME.

STRTTIME was mis-coded as '1099'. When examine the trip records

before and after is was found that the actual time should have been coded as '1059', '1200', '159' or '9998'. The STRTTIME and STRTTIM2 variables are the trip begin times in military time format.

SUB_DIST Responses in blocks have been converted to miles, using 9 blocks per mile (less than one block converted to 0.1 mile).

SUBSTRAT Sub-stratum within each VARSTRAT major stratum. SUBSTRAT = 1 indicates the household telephone number was selected from blocks of 100 telephone numbers containing zero listed numbers; SUBSTRAT = 2 indicates selection from sub-stratum of blocks containing one or more listed numbers per 100-block.

TO_B See CHAIN

TRPMILES This variable gives the distance in miles of the recorded trip. Actual distance was coded from 0-1200 miles. Less than a mile is re-coded on the TRPMILES variable in the original release.

9,338 records coded as one block or less (9996) are re-coded as .1
22,265 records coded as less than half a mile (9997) are re-coded as .5

Trip of less than a mile were supposed to be coded as either 9996 (less than one block) or 9997 (half mile). In the original Public Use Dataset, some trips were coded as .5 for half a mile or less, and some as 9997. The changes were made to consistently code these variable and to eliminate unnecessary code for estimating miles.

TRPNUM The identification of the travel day trips reported by a household member. The CATI program allowed up to 15 trips in the trip roster; additional trips were recorded in supplemental files and numbered from 21 to 39. Missing trip numbers indicate that some reported trips were deleted or combined with other trips.

TRIPNUM2 This new variable compares to TRPNUM. This variable TRIPNUM2 is used to be used to chronologically reorder the trips within each person's records. Resorting the file by HOUSEID, PERSONID and TRIPNUM2 enables a user to more accurately examine trip chaining.

TRPNUM_A See CHAIN.

TRPNUM_B See CHAIN

- TRN_DIST** Responses in blocks have been converted to miles, using 9 blocks per mile (less than one block converted to 0.1 mile).
- TRVL_MIN** Note the special codes of 9998 = not ascertained and 9999 = refused.
- URBAN** Defined for the 1995 NPTS based upon the population density of the Census block containing the household. Urban (01) = at least 1,000 persons per square mile; not urban (02) = less than 1,000 persons per square mile; and not ascertained (98) = the household location was not geocoded.
- VARSTRAT** This variable identifies the geographic strata used in sample selection. To protect respondent confidentiality, particularly in the add-on areas, the definition of the specific codes for this variable are not published.
- VEHTYPE** The vehicle type, sport utility vehicle, was added in the 1995 survey. In the 1990 NPTS, most of the sport utility vehicles were classified as automobiles.
- VTR_FLG** Variable used to count vehicle trips. Value of 01 indicates the trip was a privately-owned vehicle trip and the respondent was the driver; 02 = either not a privately-owned vehicle trip, or the respondent was not the driver.
- WHYTRP95** Question G-20 determined the purpose of each trip in the 1995 NPTS. There were 17 possible purpose codes, including to return home. Interviewers used purpose 15, to change means of transportation, only when they couldn't determine another purpose for the trip; these trips were recoded or combined with adjacent trips during editing. Each travel day trip was also assigned a FROM and TO purpose, WHYFROM and WHYTO, based on the responses to questions G-12 through G-21. These two variables may be used to describe trips in another way, for example, a trip from home to school.
- WHY FROM** See WHYTRP95
- WHYTRP90** The 1995 NPTS travel day trips were also recoded to mimic the 1990 NPTS trip purpose definitions. The 1990 trip purpose codes differed in several ways from the 1995 purpose codes. Returning home was not a 1990 NPTS trip purpose; rather, the trip purpose was assigned to the activity that was the main reason the person was away from home. If one of the reasons was work, the return trip home was assigned work as its purpose. If there were multiple purposes for being away from home and

work was not one of them, then the activity the person spent the most time at before leaving that activity was assigned as the main purpose for the return trip home.

- WHYTO** See WHYTRP95
- WKFMHMLW** This variable includes a yes=01 value for those persons who said they worked at home in response to questions F-4 or F-5.
- WKFMHM2M** The variable includes a yes=01 value for those persons who said they worked at home in response to questions F-4, F-5, or F-19.
- WKFMHMXX** This variables includes a value of 01 = two or more days a week for each person who said they worked at home in response to questions F-4 or F-5.
- WORKER** Response to question D-12 of the household interview, verified or corrected by the person interview response to question F-2.
- WTHHFIN** Final household weight, adjusted for non-response and non-coverage. Used to weight all household- and vehicle-level data.
- WTPERFIN** Final adjusted person weight, adjusted for non-response and non-coverage. Used to weight all person-level data.
- WTTRDFIN** Final travel day weight, used to weight data from the travel day trip file and the segmented travel day trip file. Calculated as 365 times each person's WTPERFIN, to adjust trip-level data to annual estimates.
- YEARMIL2** A new variable comparable to YEARMILE. This variable was corrected based on findings since the original release of the data.

Numerous data users had questioned the earlier annual average miles driven because there were declines in per driver VMT between 1990 and 1995 in virtually all age/gender categories other than me 65 or older.

This seemed incongruous, given the overall strong increase in travel during this time. Upon checking, we found that in 1990 only 2 percent of the drivers reported driving no miles during the year, while 9 percent of drivers reported driving no miles in 1995. Of the 9 percent, a significant number indicated that they actually did drive, either on their assigned Travel Day or as the primary driver of one of the household vehicles.

Because we believe that the report of “no miles” is an error for these drivers, these zero-values were changed to “miles not reported”. After this edit, only about one and a half percent of all drivers remained in the “no miles category.” The new estimates of vehicle miles of travel in each age group for 1995 shown in the following table.

VMT per Driver by Age and Sex
 Revised October 1998, Office of Highway Information Management, FHWA

Age	Male			Female		
	1990	1995	%change	1990	1995	%change
16-19	9,543	8,203	-14.0%	7,387	6,870	-7.0%
20-34	18,310	17,980	-1.8%	11,174	12,001	+7.4%
35-54	18,871	18,859	0.0%	10,539	11,463	+8.8%
55-64	15,224	15,844	+4.1%	7,211	7,795	+8.1%
65+	9,162	10,320	+12.6%	4,750	4,788	+0.1%
ALL (1)	16,536	16,553	0.0%	9,528	10,143	+6.45%

The revised data show modest increases of generally less than 10% for most age/gender groups. The big exception is the 16-19 year-old group, where miles declined between 1990 and 1995. This is probably the result of changes in the survey weighting process between 1990 and 1995, which resulted in a large increase in the number of persons age 16-19. Of course, with more individuals in this teenage group in 1995, the average miles per driver would decline. Other factors at work may also include delayed licensing laws and/or higher auto insurance premiums for young drivers.

For men, the most dramatic increases in travel were for those 65 and older. Younger men, namely those 20-54 may finally be reaching saturation in their travel. Women’s travel shows a very different pattern, with declines in the youngest group (16-19), consistent increases of 7 to 8 percent for those 20 through 64, and no change in average travel for those 65 and older.

WTTRPFIN Final travel period weight, used to weight data from the travel period trip file. Calculated as WTTRDFIN divided by 14, to adjust trip-level data to annual estimates.