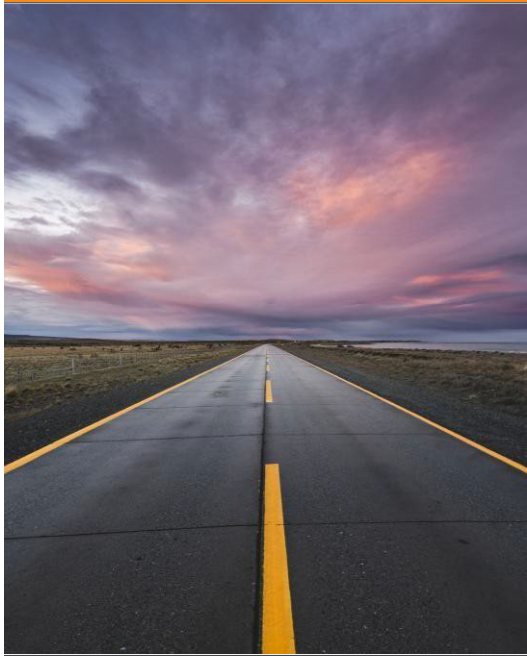


Connecticut DOT

CONNECTICUT DAILY TRAVEL SURVEY REPORT



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LIST OF ABBREVIATIONS

ABS	Address-based sampling
ACS	American Community Survey
BG	Block group
EM	Entropy-maximization
HTR	Hard-to-Reach
HTS	Household travel surveys
IPF	Iterative Proportional Fitting
PUMA	Public Use Microdata Areas
TDM	Travel Demand Model
TNC	Transportation Network Company
USPS	United States Postal Service
WBT	Walk/Bike/Transit

LIST OF REGIONAL ABBREVIATIONS

REGION	ABBREVIATION
Statewide	STATE
Capitol Region COG	CR
Connecticut Metropolitan COG	CM
Lower Connecticut River Valley COG	LCRV
Naugatuck Valley COG	NV
Northeastern Connecticut COG	NE
Northwest Hills COG	NH
South Central Region COG	SCR
Southeastern Connecticut COG	SC
Western Connecticut COG	WC

1.0 EXECUTIVE SUMMARY

1.1 BACKGROUND

The Connecticut Department of Transportation (CTDOT) conducted the 2024 Connecticut Daily Travel Survey (CTDTS) in partnership with CDM Smith and RSG. This survey follows the 2016 Statewide Transportation Survey project, the first large-scale effort since 1978, to collect information on residents' travel patterns, preferences, and behavior. The findings of the 2024 CTDTS will assist in constructing a fuller, more accurate picture of the state's transportation needs and to develop the Statewide Travel Demand Model (TDM). Recognizing the seven-year age of the previous survey and the significant impact of the COVID-19 pandemic on travel patterns, CTDOT conducted the 2024 CTDTS to obtain up-to-date information on statewide travel behaviors and transportation needs.

1.2 SURVEY GOALS

The purpose of the 2024 Connecticut Daily Travel Survey was to provide CTDOT with a representative sample of Connecticut residents' travel patterns to update the TDM. The data will be used to define travel patterns on the state's road and transit networks, establish a new model base year, develop statewide projections for future road network traffic and transit ridership, and prioritize department investments. CTDOT also intends to leverage this survey to establish a continuous survey program with more frequent, smaller surveys on a more regular basis.

The methodology focused on collecting daily weekday personal travel, with careful consideration in the sample design to collect survey records of all potential modes of transportation plus telework behaviors. CTDOT was also interested in capturing weekend travel to distinguish those patterns and modes from typical weekday results, methodologically supported by collecting seven days of travel behavior for smartphone app users.

1.3 METHODOLOGICAL HIGHLIGHTS

The primary objective of the survey was to gather travel behavior data from 7,500 households. The final dataset includes 8,400 valid households, exceeding the original goal. By employing address-based sampling (ABS), informed by the American Community Survey, a representative sample was achieved, providing sufficient coverage across the state's key planning regions and capturing uncommon travel behaviors of interest. The 2024 survey also featured several innovations compared to the 2016 survey, including smartphone-based, GPS-enabled travel diary mode, and multiple days of data collection.

Smartphone-based, GPS-enabled Travel Diary

To encourage smartphone app use, households in which all adult members owned a smartphone were offered higher incentives to complete a seven-day travel diary using the

rMove® smartphone app. The number and share of households who completed their travel diaries using rMove is shown in Table 1.

TABLE 1. SHARE OF RMOVE, WEB AND CALL CENTER PARTICIPATION

DIARY PLATFORM	UNWEIGHTED COUNT	UNWEIGHTED PERCENT
Browser Survey	4,547	54.1%
Call Center Survey	423	5.0%
rMove App	3,430	40.8%
Total	8,400	99.9%

Households in which not all adult members owned a smartphone or households who elected not to use the rMove app participated by online survey (rMove for Web) or via the survey call center. Non-smartphone households reported their travel for one weekday excluding Fridays (i.e., Monday, Tuesday, Wednesday, or Thursday).

Compared to diaries completed online or by telephone interview that rely on recall, smartphone-based travel diary collection offered significant benefits for data quality and quantity, such as detailed trip paths and lower degrees of trip under-reporting.

Using the rMove smartphone app and its seven days of travel reporting also helped capture a wider variety of behaviors. This included travel variation between typical (Monday through Thursday) and atypical (Friday and weekend) days and variation between workdays (e.g., hybrid workers who work from home some of the week).

14 KEY SURVEY FINDINGS

While the primary use of this survey is to calibrate and run travel demand models, it also provides a source of descriptive insights about Connecticut's population and its broad travel-related behaviors. The following are some key data findings from the weighted dataset of the statewide travel survey.

Household Survey

1. **Household Size:** The largest share of participating household sizes statewide was two people, accounting for 33.7% of households. This varied across different regions, with the highest percentage of two-person households in the Northwest Hills COG (41.9%) and the lowest percentage of two-person households in the Connecticut Metropolitan COG (27.6%).
2. **Household Income:** Income distribution of participants varied across the state. The most common household income range statewide was \$100,000-\$199,999, representing 22.9% of households statewide. This income category was most prevalent in the Lower Connecticut River Valley COG (29.4%) and least common in the Connecticut Metropolitan COG (17.6%).
3. **Vehicle Ownership:** Approximately one in ten (8.9%) participating households statewide did not own a vehicle. This percentage was highest in the Capitol Region COG (11.3%) and lowest in the Northwest Hills COG (3.7%).

Person Survey

1. **Age Distribution:** The largest age group of participants statewide was 35-44 years old, making up 14.5% of the population. This age group was most prevalent in the Western Connecticut COG (16.2%) and the least common in the Lower Connecticut River Valley COG (11.9%).
2. **Race Distribution:** Statewide, 66.2% of participants identified as white. The percentage of white respondents was highest in the Lower Connecticut River Valley COG (83.0%) and lowest in the Connecticut Metropolitan COG (52.7%).

Trip Survey

1. **Trip Rates:** The average number of trips taken on weekdays (Mondays – Thursdays) was calculated based on the weighted distribution of each variable. The weighted results indicated that the average Connecticut resident made 4.01 trips on a weekday.
2. **Vehicle Fuel Type:** Statewide, 90.7% of participant vehicles owned in the state were internal combustion engines fueled by gasoline. This percentage was highest in the Northeastern Connecticut COG (94.0%) and lowest in the Western Connecticut COG (86.3%).

Daily Survey

1. **Commute Frequency:** Half of all residents (51.9%) worked from home at least occasionally.
2. **Full-Time Remote Workers:** Slightly less than one in five residents (18.0%) typically worked full time from home (5 or more days).
3. **Employment Status:** More than a quarter of residents (26.7%) were not employed, nor were they looking for work.
4. **Home Deliveries:** Approximately two out of every five residents (41.4%) received deliveries of goods or services on their travel day.

2.0 INTRODUCTION

2.1 SURVEY OVERVIEW

Data collection for the 2024 Connecticut Daily Travel Survey was conducted from September 3, 2024, through December 3, 2024. The survey objective was to collect data from 7,500 households throughout the state. To obtain a representative sample, RSG used Connecticut’s planning regions to stratify the sample. Ultimately, valid data was collected from 8,400 households. Sampled households were recruited through mailed invitations delivered via the United States Postal Service. Respondents had the option to participate using the rMove smartphone app, the online, browser-based version of rMove, or through a call center. Data underwent quality assurance and control processes throughout every stage of the survey, and the collected data were weighted to produce a final representative dataset suitable for CTDOT’s stated goals. These goals were to:

- provide CTDOT with a reasonable sample of Connecticut residents’ travel patterns, including intra- and inter-state travel outside of Connecticut, to update the TDM,
- define travel patterns on the state’s road and transit networks,
- establish a new base year,
- develop statewide projections for future road network traffic and transit ridership, and
- determine priorities of department investments.

An additional goal of the survey was to establish a continuous survey program with more frequent, smaller surveys on a more regular basis.

2.2 SURVEY TIMELINE

The project timeline is detailed in Table 2, organized by survey task.

TABLE 2. SURVEY TIMELINE BY TASK

SURVEY TASK	TIMELINE
Survey Design (Sample planning, survey website programming, invitation development)	April 2024 – August 2024
Data Collection (Sending invitations, data monitoring and adjustments)	September 2024 – December 2024
Data Preparation (Data cleaning and weighting, final reporting)	December 2024 – July 2025

2.3 METHODOLOGY COMPARISON (SINCE 2016 SURVEY)

There were several key differences between the 2024 and 2016 household travel surveys (HTS). These included innovations in data collection methods, data cleaning methods, and

weighting processes. There were also differences in sample strata definitions, incentive structure, and survey languages offered. Table 3 below summarizes the comparisons between the 2016 and 2024 HTS, and key differences are discussed in more detail in the following sub-sections.

TABLE 3. COMPARISON OF ELEMENTS BETWEEN 2016 AND 2024

SURVEY ELEMENT	2016 SURVEY	2024 SURVEY
Sample Design		
Address-Based	Yes	Yes
Supplementary Sampling	No	No
Sample Strata		
Zero-Vehicle Oversample	Yes	Yes
Transit Oversample	Yes	Yes
Hard-to-Reach Definitions		
Low Income Threshold	\$25,000	\$35,000
Hispanic or BIPOC	No	Yes
Head-of-Household Age	Under 35	18 to 24
Number of Household Members	4+	5+
Educational Attainment (Less than High School)	No	Yes
Limited English Proficiency	No	Yes
Participation Methodology		
Number of Travel Days	1	1 or 7
Sensor Identified Trip Ends ¹	No	Yes
Incentives Approach		
Awarded Values	\$10	\$10-\$35
Format	Gift Cards	Gift Cards
Differential Values For Hard-to-Reach Populations	No	Yes

¹ Trips that were identified by the app sensors rather than manually added by users in the app or browser surveys.

SURVEY ELEMENT	2016 SURVEY	2024 SURVEY
Diary Survey Mode Share		
Web/Browser	80%	54%
Call Center	20%	5%
Smartphone App	N/A	41%
Weighting and Expansion		
Approach	Iterative Proportional Fitting (IPF)	Entropy-maximization (EM) algorithm
Household Targets		
Presence of Children	Yes	Yes
Household Type ²	Yes	No
Household Income	Yes	Yes
Number of Vehicles	Yes	Yes
Number of Workers	Yes	Yes
Household Size	Yes	Yes
Total Public Use Microdata Areas (PUMA) Households	No	Yes
Person-level Targets		
Sex/Gender	Yes	Yes
Age	Yes	Yes
Employment/Worker Status	Yes	Yes
Journey to Work	No	Yes
Day Pattern	No	Yes
Educational Attainment	No	Yes
Race	No	Yes
Ethnicity	No	Yes

² Married Family, Non-Married Family, and Other

Data Collection Methods

The 2024 CTDTTS introduced a seven-day smartphone-app travel diary survey in addition to the one-day online or call-center travel diary survey used in 2016.

Participation via RSG's rMove app was offered to households in which all related adults reported owning smartphones. Approximately 41% of households in the final sample completed their survey participation using rMove. This shift to seven-day smartphone data collection resulted in significantly higher data volume per household compared to previous years of data collection. This higher volume was due to the capture of more detailed GPS trace data and of trips that were commonly underreported when participants reported their travel via online or call-center participation modes. Additionally, the inclusion of weekend travel data enabled the comparison of weekend travel behavior to "typical" (Monday through Thursday) weekday travel behavior.

Data Cleaning Methods

An AI-driven method to code trip purpose open-ended text responses (i.e., "other specified" responses) was implemented to optimize the data cleaning process for the 2024 survey.

Weighting Processes

In 2016, the weighting methodology included using iterative proportional fitting (IPF). This was the standard approach applied by RSG across all surveys at the time. For the 2024 survey, RSG applied Entropy Maximization (EM) using PopulationSim. RSG adopted PopulationSim, a publicly available standard, built on open-source tools developed by the ActivitySim Consortium, to leverage its open and accessible nature for all travel behavior researchers.

Whereas in 2016, the weighting procedure used a total of nine targets with six household and three person-level targets, in 2024, the weighting procedure included fourteen targets, with six at the household and eight at the person level. Among the differences, 2024 utilized total Public Use Microdata Areas (PUMA) households, journey to work, day pattern, educational attainment, race, and ethnicity, none of which were utilized in 2016. The only variable used as a target in 2016 that was not leveraged as a target in 2024 was household type.

3.0 PART 1: METHODOLOGY AND SURVEY ADMINISTRATION

3.1 SURVEY DESIGN

Recruitment

Participants were recruited through invitation materials sent through the United States Postal Service (USPS) as part of ABS. The ABS strategy is discussed in Section 3.2. The invitation materials are discussed in Section 3.3.

Language Options

Both the smartphone app and online survey were available in English and Spanish languages. Additionally, respondents had the option of completing the survey in additional languages via the call center with a translator: Chinese, Spanish, Italian, Portuguese, Polish, Russian, Haitian Creole, Arabic, French, Hindi, Korean, and Vietnamese, in addition to English.

All invitation letters included a paper insert that promoted the additional language options via the call center. The project website also publicized the availability of the additional language options.

Questionnaire

The 2016 questionnaire was used as the foundation for the development of the 2024 questionnaire. RSG worked with the project team to address the current project's specific data needs and customize answer choices (e.g., to align with current statewide travel options). The questionnaire captured all essential household travel survey data needed to support four-step, hybrid, and activity-based models.

The survey structure included two parts:

- **Part one**, also called the “**recruit survey**,” collected information about household composition, demographics, and typical travel behavior. This included key household-, person-, and vehicle-level information (e.g., number of household members, household member employment status, and vehicle make/model/year). This demographic information, collected in the recruit survey, helped explain variations in travel patterns and allowed for data weighting, as described in Section 3.6 of this report.
- **Part two**, also called the “**travel diary**,” captured participant travel information during an assigned travel period. The travel diary collected all location-based, trip-level, and travel-day information, and certain supplementary person- or household-level information (e.g., trip purpose and mode, commute time on travel day, residence type) not captured during the recruit survey. All household members related to the main respondent (i.e., the person who completed the recruitment survey) were required to report their travel to complete the survey. Household members not related to the main respondent, such as a roommate, friend, or household help, were not asked to complete a travel diary.

The questionnaire used display logic patterns to present only questions relevant to participants according to their previous answers. This reduced the participant burden and facilitated greater data quality.

Survey Instruments

After finalizing the questionnaire, RSG programmed the survey instruments to enable app, web, and telephone participation. Households that participated in the survey via RSG's smartphone-based travel survey app, rMove, collected travel data for seven days for all related adult members. Non-app participants provided their responses via online survey or telephone interview for a single "typical" weekday: Monday, Tuesday, Wednesday, or Thursday. Call center interviewers used the same survey platform to administer the survey over the telephone to provide consistent real-time data validation and survey alignment regardless of participation method. By using integrated survey platforms, survey responses from all three participation modes were processed using identical logic, validation, and real-time quality assurance checks.

3.2 SURVEY SAMPLING

The primary goal of the 2024 CTDTTS was to collect travel behavior data from a representative set of households across the state to update the Connecticut Statewide Travel Demand Model. The sampling plan (in conjunction with post-data collection weighting and expansion) supported that goal by:

- 1) Identifying key geographic, demographic, and travel characteristic segments; and
- 2) Determining sampling targets and response rates for these segments.

Certain key segments were sampled at a higher rate than those for the general population. This aimed to provide sufficient data collection for households demonstrating specific behaviors (e.g., non-auto commuters) and to achieve adequate representation across relevant demographic factors for modeling travel behavior.

A total of 8,400 households completed the survey, exceeding the sampling target of 7,500 households. The final sample equated to a 0.6% sample rate, within the typical range (0.5% – 1.0%) for HTS data collection rates in the United States.

Sampling Frame and Method

The sampling frame for the survey was the list of all households in the state of Connecticut, excluding any households living in group quarters. RSG purchased a randomized list of residential addresses from Marketing Systems Group, which maintains the Computer Delivery Sequence file from the USPS. A random sample of addresses was selected from all residential addresses in the sample frame by sampling strata. Using this method, all households within each defined strata had an equal chance of selection for the sample.

Oversampling

Oversampling is a sampling strategy of selecting a disproportionate number of addresses to certain underrepresented groups to achieve an informative, representative sample. RSG employed two kinds of oversampling, compensatory oversampling and targeted oversampling.

In **compensatory oversampling**, a higher proportion of addresses were selected in regions with lower estimated response rates. The higher volume of addresses sampled aimed at compensating for the lower response rate, resulting in a survey sample more proportional to the population.

In **targeted oversampling**, a higher proportion of addresses were selected in regions with a higher frequency of households that demonstrated harder-to-find (but important) travel behaviors. To achieve sufficient representation for modeling these behaviors, an increased number of completed households from household groups that are relatively uncommon in the population were targeted. Further, the targeted number of completed households from the general population was reduced. This targeted oversampling resulted in a sample with a disproportionately higher representation of these uncommon travel behaviors. In the final dataset, this imbalance was adjusted with weighting to create a representative survey dataset.

Sample Strata

RSG stratified the sample using Census block group (BG) data from the 2018–2022 American Community Survey (ACS) 5-year estimates, which was the data most recently available during sample plan development. According to the ACS data, the state contains 2,700 block groups, 1,409,807 households, and a total population of 3,611,317.

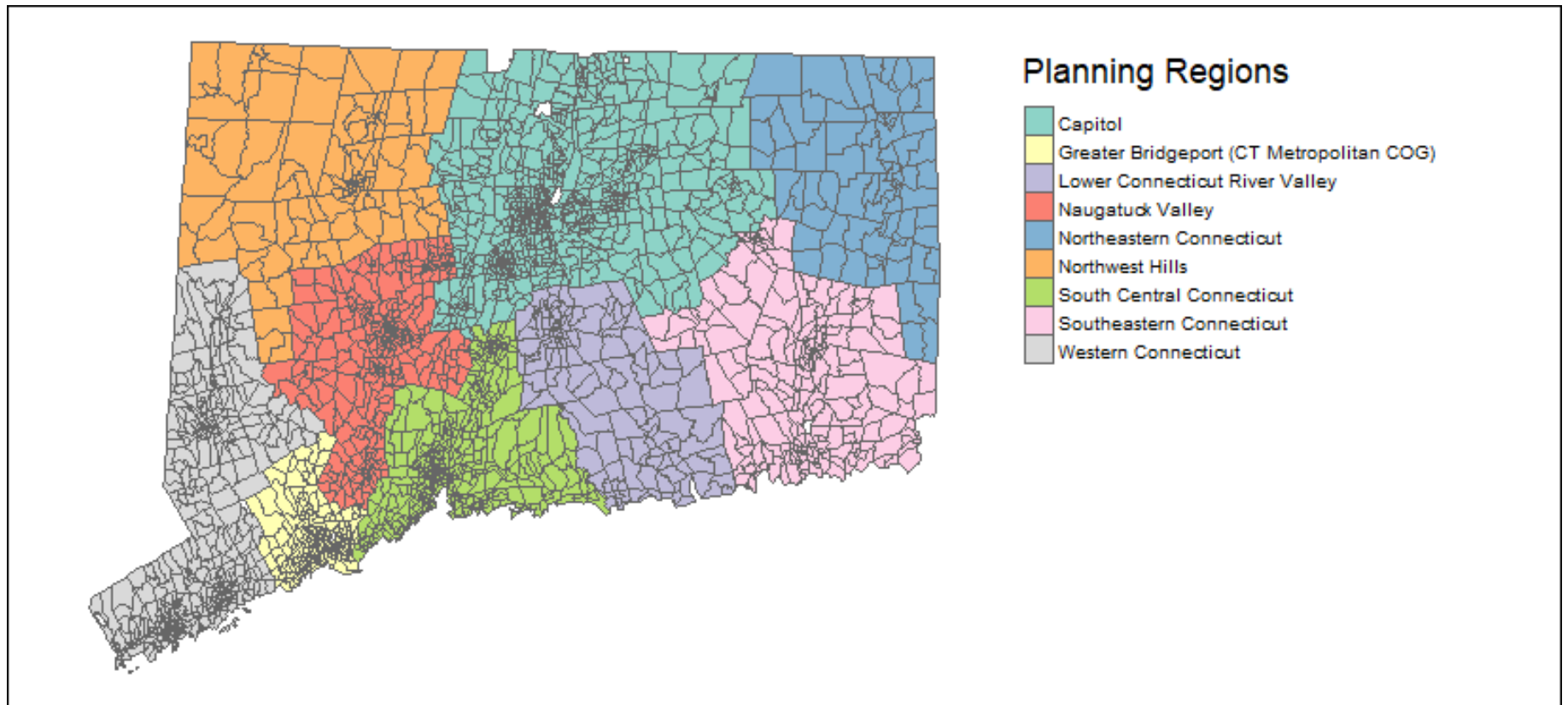
Sample Geographies

To achieve sufficient sample representation throughout the state, the survey team stratified the sample using Connecticut's planning, based on data and analysis needs in the state. These regions are:

1. Capitol Region
2. Connecticut Metropolitan (Greater Bridgeport)
3. Lower Connecticut River Valley
4. Naugatuck Valley
5. Northeastern Connecticut
6. Northwest Hills
7. South Central Region
8. Southeastern Connecticut
9. Western Connecticut

These geographies are shown in Figure 1 below.

FIGURE 1. MAP OF THE SURVEY REGION, SHOWING SAMPLE GEOGRAPHIES BY BLOCK GROUP



Oversample Strata

Within each geography, RSG used the following mutually exclusive and collectively exhaustive ABS sample strata to target representation of groups that are typically hard-to-reach and provide a larger sample of groups of particular interest. The following were applied in order so that a geography qualifying for the first group would not subsequently count for the second group in the event it also qualified under those conditions.

- 1) **Zero-Vehicle Oversample:** Comprised of block groups with at least 25% of households identified as zero-vehicle ownership.
- 2) **Walk/Bike/Transit (WBT) Oversample:** Comprised of block groups in the sample frame with at least 15% of households walking, biking, or using transit to commute to work.
- 3) **General Population:** Comprised of block groups that did not qualify for the Zero-Vehicle or Walk/Bike/Transit oversampling strata.

RSG employed additional oversampling to boost response from populations with lower-than-average response rates. This methodology was consistent with the 2016 statewide household travel survey. These “hard-to-reach” populations are detailed in the following strata definitions:

- 1) **Hard-to-Reach (HTR) Response:** Comprised of block groups in the sample frame that meet any of the following criteria:
 - a. At least 40% of households with reported incomes of less than \$35,000 per year (“low income”)³
 - b. At least 60% of households identified as Hispanic and/or Black, Indigenous, or Persons of Color (BIPOC)⁴
 - c. At least 10% of households with head of household between the ages of 18 and 24⁵
 - d. At least 20% of households had five or more household members⁶
 - e. At least 20% of people over the age of 25 had less than high school educational attainment⁷
 - f. At least 15% of households with Limited English Proficiency⁸
- 2) **Average Response:** Composed of block groups that did not qualify for HTR status.

Table 4 displays the distribution of block groups and population by sample strata. Figure 2 illustrates the sample strata by block group. The number of households in each stratum within each geography are listed in Table 5.

³ Based on 2018-2022 ACS table B19001

⁴ Based on 2018-2022 ACS table B03002

⁵ Based on 2018-2022 ACS table B19037

⁶ Based on 2018-2022 ACS table B11016

⁷ Based on 2018-2022 ACS table B15003

⁸ Based on 2018-2022 ACS table C16002

TABLE 4. SURVEY REGION HOUSEHOLDS AND PERSONS, BY SAMPLE STRATA⁹

SAMPLE STRATA	NUMBER OF BLOCK GROUPS	TOTAL HOUSEHOLDS	TOTAL ADULTS	ADULTS PER HOUSEHOLD
Zero Vehicle HTR	236	122,633	237,777	1.94
Zero Vehicle Average	18	8,810	18,648	2.12
WBT HTR	130	65,011	150,784	2.32
WBT Average	128	61,706	128,893	2.09
General HTR	592	307,147	621,640	2.02
General Average	1,596	844,500	1,707,286	2.02
Total	2,700	1,409,807	2,865,028	2.03

⁹ Based on 2018-2022 ACS 5-year estimates.

FIGURE 2. MAP OF SAMPLE STRATA

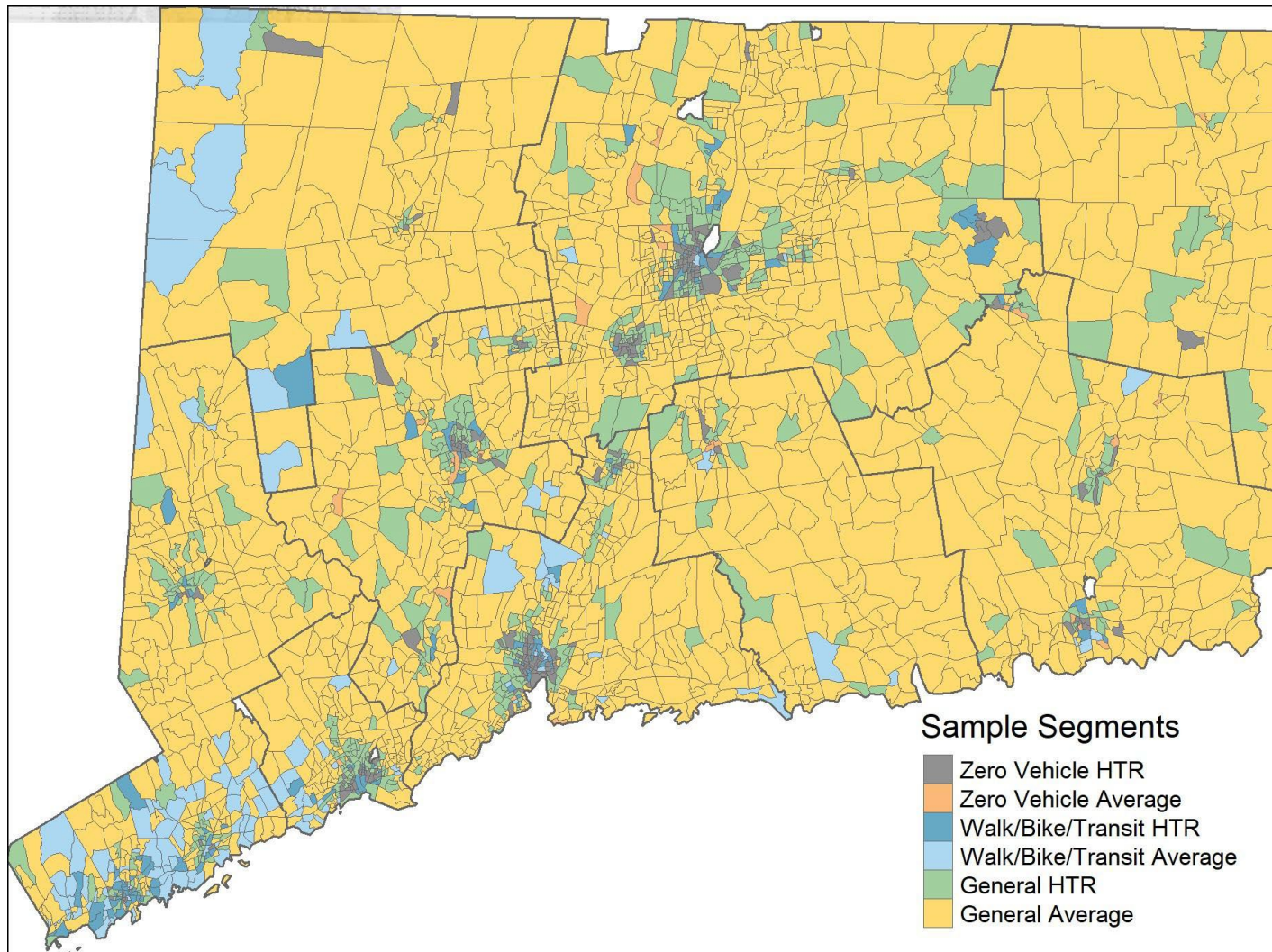


TABLE 5. HOUSEHOLDS BY SAMPLE SEGMENT AND GEOGRAPHY¹⁰

GEOGRAPHY	GENERAL AVERAGE	GENERAL HTR	WBT AVERAGE	WBT HTR	ZERO VEHICLE AVERAGE	ZERO VEHICLE HTR	TOTAL HOUSEHOLDS
Capitol Region	235,278	92,774	2,367	12,403	2,768	40,959	386,549
Connecticut Metropolitan	59,217	31,729	7,505	6,690		12,356	117,497
Lower Connecticut River Valley	56,900	11,443	1,096	610	419	2,616	73,084
Naugatuck Valley	102,066	51,394	2,435	4,679	2,742	14,340	177,656
Northeastern Connecticut	31,959	5,329				1,286	38,574
Northwest Hills	34,528	6,271	3,019	294		1,864	45,976
South Central Region	131,274	44,608	7,410	9,614	1,178	32,070	226,154
Southeastern Connecticut	78,669	20,781	2,301	1,458	1,460	9,141	113,810
Western Connecticut	114,609	42,818	35,573	29,263	243	8,001	230,507
Total	844,500	307,147	61,706	65,011	8,810	122,633	1,409,807

Targeted oversampling rates, a comparison of the estimated number of completes for these strata with and without oversampling, and invitations required are displayed in Table 6.

TABLE 6. OVERSAMPLING RATES, TARGET SAMPLE SIZES, AND INVITATIONS BY SAMPLE STRATUM

SAMPLE STRATUM		GENERAL AVERAGE	GENERAL HTR	WBT AVERAGE	WBT HTR	ZERO VEHICLE AVERAGE	ZERO VEHICLE HTR	TOTAL
Oversampling Rate		-	1.5	1.5	2	1.5	2	-
Estimated Completed Households	without oversampling	4,493	1,634	328	346	47	652	7,500
	with oversampling	1,674	3,268	492	692	70	1,304	7,500
Invitations		111,600	251,390	32,800	53,240	4,670	100,310	554,010

¹⁰ Based on 2018-2022 ACS 5-year estimates.

3.3 SURVEY BRANDING, MATERIALS, AND OUTREACH

RSG developed survey branding, printed invitation materials, participant reminders, and a project website to support survey recruitment and participation. Further, RSG provided outreach recommendations and materials to support public outreach efforts conducted by CTDOT.

Survey Branding

RSG collaborated with the project team to design survey branding tailored to the various regions in Connecticut. The complete branding package included the survey name, logo, color scheme, and font selections. Figure 3 shows the final survey logo.

FIGURE 3. 2024 CTDTS SURVEY LOGO



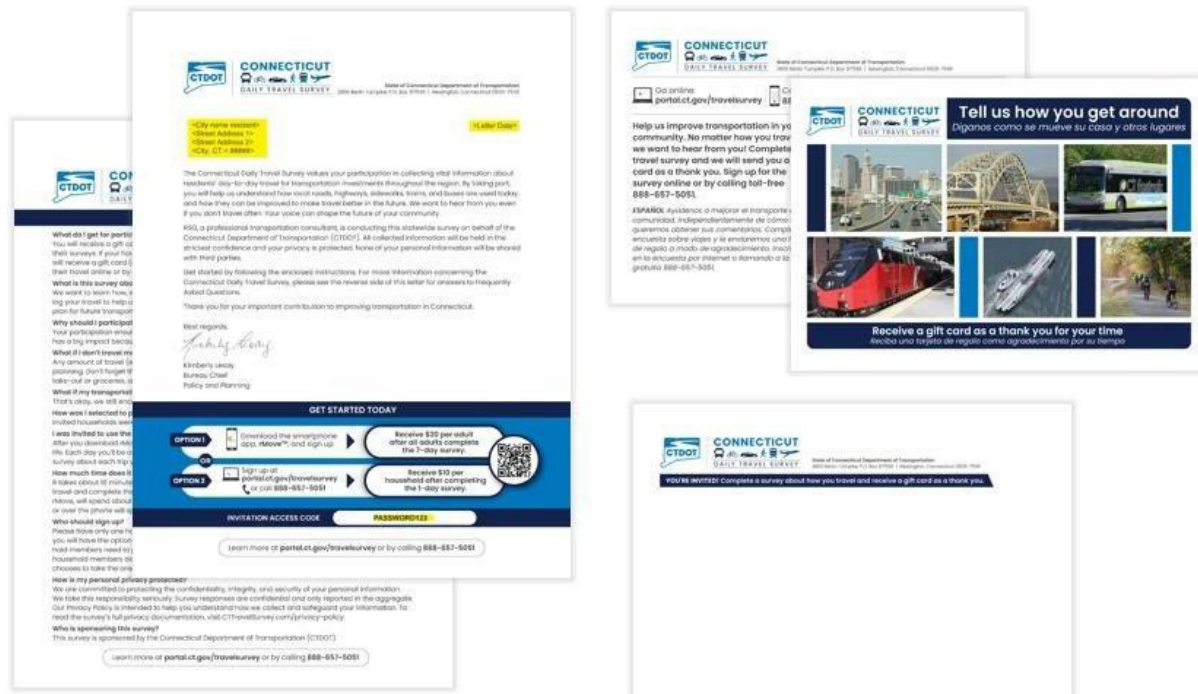
Printed Invitation Materials

Each invited household received two mailings:

- **Invitation Letter:** The invitation letter explained the purpose of the survey and described the steps necessary to complete the survey. The backside of the invitation letter included a list of frequently asked questions.
- **Reminder Postcard:** The reminder postcard arrived at each household approximately one week after the invitation packet. These cards included the survey phone number, website address, and participant login information.

Figure 4 shows the printed invitation materials. Content was presented in English and Spanish.

FIGURE 4. SURVEY INVITATION MATERIALS

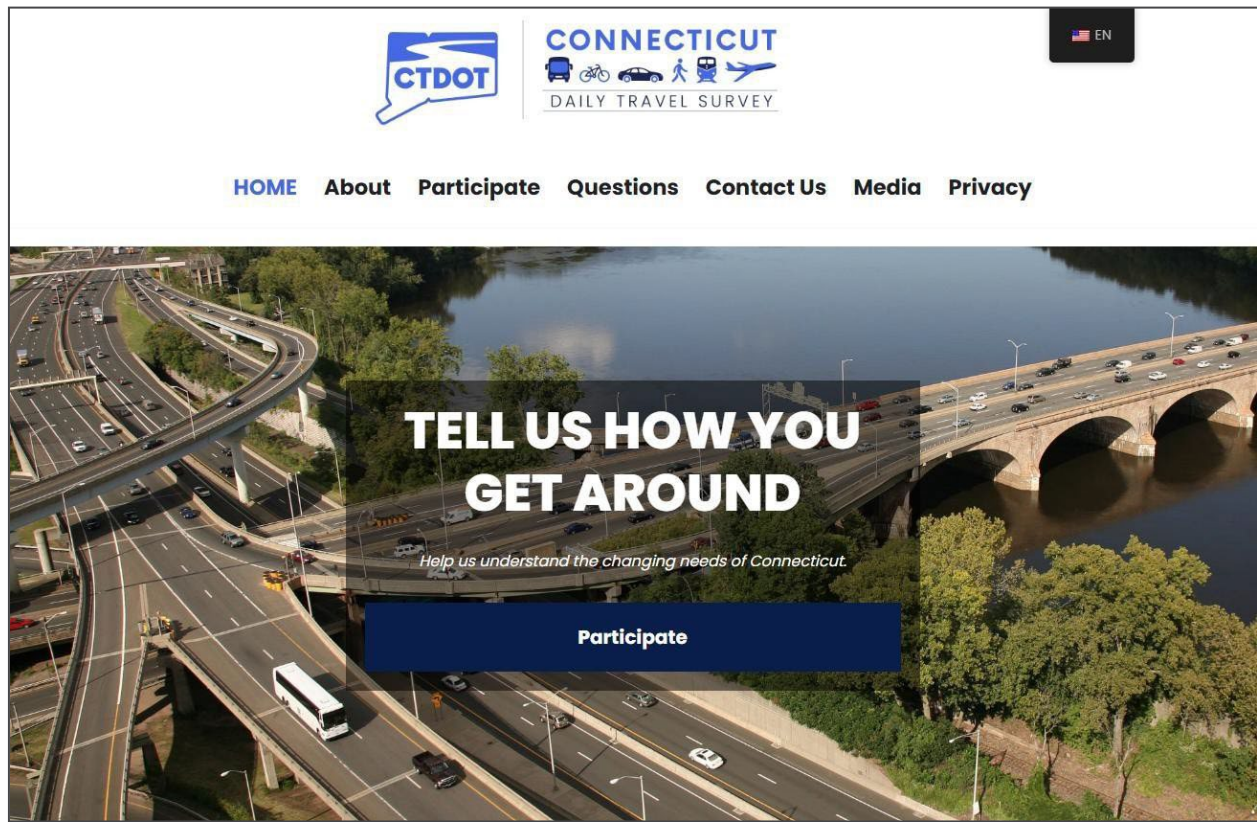


Project Websites

CTDOT developed a site on the ct.gov website (portal.ct.gov/travelsurvey) domain to serve as the landing site and to direct residents to the project-specific website set up by RSG. All printed invitations were listed on the CTDOT website.

RSG developed a project-specific website to describe the survey and facilitate participation. The site was simple, intuitive, and easy to navigate on desktop computers and mobile devices. The website was available in English and Spanish. Figure 5 shows a screenshot from the survey website.

FIGURE 5. SURVEY WEBSITE HOME PAGE



Public Outreach

RSG developed a public outreach memo for CTDOT to help promote the visibility and legitimacy of the survey that included an example press release, links to other recent HTS press releases, website content, and interview talking points. Following RSG's recommendations, CTDOT implemented the following public outreach activities:

1. Notified counties, major cities, and where possible, local legislators and elected officials about the survey, enabling them to verify its legitimacy when participants called to ask questions.
2. Distributed a press release to reach local news outlets (papers, radio shows, etc.) and to generate articles or interviews about the survey.
3. Integrated information about the survey on the CTDOT website to promote the survey's legitimacy when invited participants searched online for such confirmation.

3.4 SURVEY ADMINISTRATION

Recruitment and Data Collection

Data was collected between September and December 2024, with breaks for the General Elections and Thanksgiving holiday. Modifications were made to the mailed invitation release schedule, and the survey instrument was revised to preclude the assignment of travel dates coinciding with these events.

The first invitation letter group was mailed on Tuesday, September 3, 2024. Subsequent mail groups were mailed approximately one week apart. Reminder postcards followed approximately one week later. In total, there were 554,011 invitations mailed across six mail groups.

Participation Modes

The first part of the survey, the recruitment survey, asked adults (age 18+) whether they had Apple or Android smartphones. Other types of smartphones were not rMove app eligible. Households in which all adults had Apple or Android smartphones were offered the option to report their travel in the rMove app for seven consecutive days. All other households that did not own a smartphone or opted out of rMove app participation were instructed to report one day of travel via rMove for Web either online or through the call center by telephone interview.

Non-app participants provided their responses through rMove for Web for a single “typical” weekday (Monday, Tuesday, Wednesday, or Thursday). Call center interviewers used rMove for Web to administer the survey over the telephone to provide consistent real-time data validation and survey alignment regardless of participation method. By using integrated survey platforms (rMove and rMove for Web), survey responses from all three participation modes were processed using identical logic, validation, and real-time quality assurance checks.

Survey Incentives

RSG offered monetary incentives to households that completed the full (recruitment and travel diary) survey for all related household members (i.e., spouses, unmarried partners, children, parents, siblings, and other relatives). Incentives were delivered in the form of a digital or physical Visa gift card. Households could also choose not to receive a gift card.

Incentives were offered to boost response rates, improve the quality of respondent data, and reduce the number of invitations mailed. Without incentives, the increased mailing cost (e.g., printing, handling, and postage) would have been greater than the cost of providing incentives.

The incentive amount ranged from \$10 per household to \$30 per participating adult depending on survey completion mode and household demographics. rMove app households were offered a \$20 or \$30 gift card per participating adult. Online or call center households were offered one \$10 or \$20 gift card per household. The higher incentive amounts were offered to households with an income of less than \$35,000 or five or more members. The determination of a higher incentive was not dependent on sampling stratum.

Participant Reminders

Email Reminders and Phone Calls

RSG required all rMove and rMove for Web participants to provide email addresses for survey reminders. Respondents also had the option of providing a phone number. All participating households received email reminders and those who provided phone numbers received reminder phone calls.

The call center conducted all phone reminders. These reminders occurred on the following schedule:

- One day before the assigned travel date.
- One day after the assigned travel date.
- Three to five days after the assigned travel date (if the household had not yet completed the survey).

Reminder emails occurred on a similar schedule, although more frequently. RSG sent email reminders/notifications throughout the travel period to all households. Households received emails on the following schedule:

- Within an hour of completing the recruitment survey.
- Prior to the assigned travel period (reminding participants to activate the app).
- The day before the assigned travel period began.
- The day after each assigned travel period ended.
- Three to five days after the end of the assigned travel period (if the household had not yet completed the survey).

In-App Reminders (rMove)

rMove participants also received in-app reminders to encourage them to complete all travel days during their travel period. Participants received notifications as soon as a new trip- or day-level survey was available to complete. rMove participants self-selected to report their children's trips by proxy also received reminders to review and add to their children's travel details.

Participant Support

Inbound Participant Support

The survey maintained three inbound communications channels to support participants before, during, and after their data collection periods. First, a call center with a toll-free number helped participants complete their surveys and help answer questions from participants or curious nonparticipants. Second, an email inbox fielded similar inquiries. Third, participants were able to submit feedback using the rMove app, which was then responded to via email. All three communications channels were staffed with the intent of responding to inquiries within one business day.

Outbound Participant Support

The call center also provided outbound reminder calls, before and after the assigned travel day, to households that provided a phone number in the recruitment survey. All households that provided a valid email address received travel period reminders with timely emails.

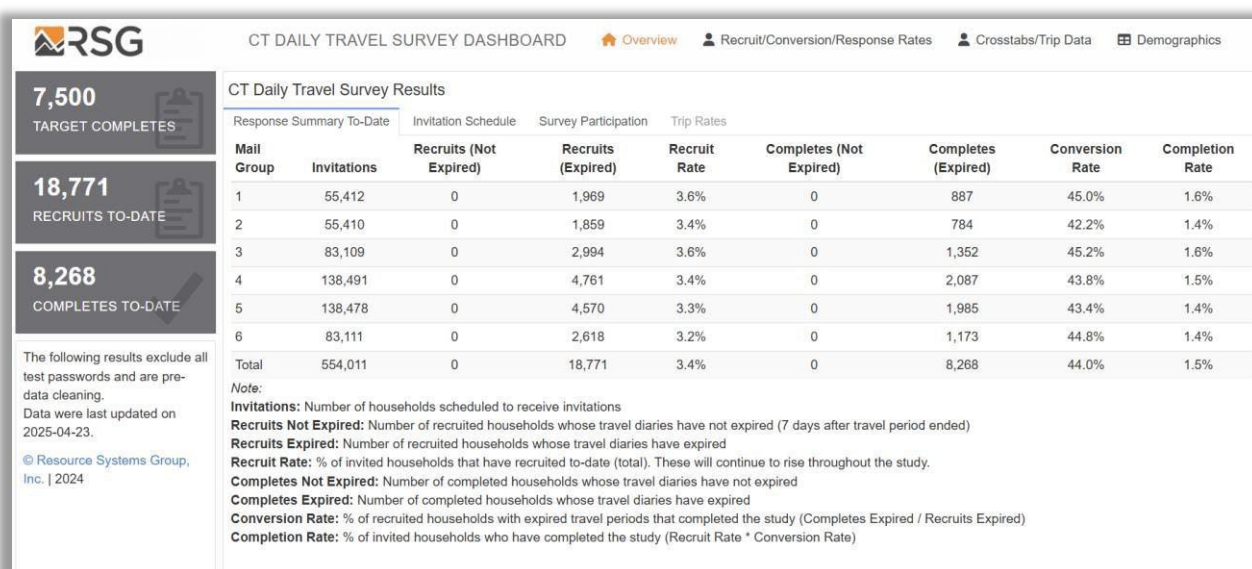
Reporting of Participant Support Requests

At CTDOT's request, RSG provided a monthly report of the number and type of participant support requests. Participant support requests primarily pertained to inquiries about gift card delivery, rMove app troubleshooting, general questions, and login support.

Interactive Progress Reporting Dashboard

At the start of data collection, RSG provided CTDOT with a real-time, web-based response tracking dashboard. It highlighted key variables and participation rates and provided clear benchmarks or targets where appropriate. Figure 6 shows the main page of the dashboard, which includes performance metrics such as the number of completes, recruit rate, conversion rate, and completion rate.

FIGURE 6. INTERACTIVE PROGRESS REPORTING DASHBOARD



3.5 DATA QUALITY CONTROL AND PREPARATION

Overview

RSG conducted dataset preparation and quality control procedures at every stage of the survey (before, during, and after data collection). These procedures comprised a combination of human-driven and automated, tool-driven data cleaning processes to provide a high-quality dataset that has been through rigorous QA/QC. They were designed to validate survey logic,

review the participant experience, and confirm consistent data coding in the survey database. The following sections summarize the various dataset preparation and quality control steps. RSG provided a separate dataset user guide to CTDOT with the final dataset; this guide included data cleaning details for key elements.

Survey Instrument Design

Prior to collecting participant data, RSG applied a combination of human-driven and automated tool-driven testing and validation to the survey instruments. This testing helped verify that question and answer logic worked as intended, question and answer choices were identified and labeled correctly, and that all data were captured in the desired way (e.g., home location geocoders worked as desired, no data fields were missing).

The survey instruments also had built-in validation to capture high-quality data. In rMove, these features included advanced programming to correctly identify trips, minimizing both false-positive and false-negatives (e.g., confirming movement with accelerometer to reduce false-positives from tower switching). In the online survey, these features included logic checks on trip lengths and geocoded origins and destinations. Both instruments also employed skip logic to minimize respondent burden and validate responses.

Database Setup and Real-Time Quality Controls

Prior to the survey launch, RSG and CTDOT reviewed the survey instruments to verify that the survey interface was clear and easy to use, questions were understandable, and variables were written out to the database as expected. To reduce survey burden and improve final data quality, the survey also included real-time data checks and logic. Examples of these checks include the following:

- Validation logic to prevent skipped questions.
- Logic checks to hide irrelevant questions and answers (e.g., employment questions for children).
- Spatial and temporal checks within trip rosters to prevent overlapping trips.

While these real-time data checks did not eliminate every inconsistency, they significantly reduced reporting errors and re-coding requirements after data collection.

Geographic Data Checks

During data collection, the survey instruments used the Bing Maps API to geocode the coordinates for reported home, work, school, and trip addresses. Additionally, Bing API was used to estimate travel times and distances. These estimates were recorded in the database and shown to participants in real time to help them verify that they had correctly entered their trip location information.

Following data collection, RSG coded home location points to block groups and broader regional definitions, including PUMA, county, and state.

Trip Derivation for Nonparticipating Household Members

Household travel surveys required data for all related household members to assess complete household travel behaviors and patterns. Self-reported travel data was promoted – and mandatory for app participants – as it results in more accurate travel data. However, some exceptions were allowed in the data collection process where travel could be reported by proxy, particularly for children.

Adult participants in a household with children under age 18 (in households with more than one adult) were asked to self-select an adult to report the travel details for the children in the household for one assigned day. Participants could also report children of all ages as travel party members on their own trips. RSG used these records to derive diary records for children under age 18.

Completion Criteria

The last step of dataset preparation involved reviewing all data records to confirm that they met survey, travel day, and household completion criteria. “Complete” households met the following conditions:

1. The household completed the recruitment survey.
2. The household completed a travel diary for all participating household members on at least one concurrent weekday (Monday, Tuesday, Wednesday, or Thursday).
3. The household reported a home address within the state of Connecticut.

“Complete” online households had a single complete travel day. “Complete” rMove households had at least one, and up to seven, complete travel days for all adult members. Travel data for children were only captured for a single travel day regardless of completion mode. RSG included partially complete rMove travel days in the final dataset but flagged them accordingly. Only complete weekdays were weighted.

Dataset Preparation

Data Cleaning

After data collection concluded, RSG reran the aggregate data through a combination of human-driven and automated tool-driven data cleaning processes. Smartphone trip path data were overlaid onto maps to confirm the accuracy of the trip segments, paths, and times. RSG has developed proprietary machine learning algorithms to assist in this process, helping to identify the trips most likely for manual review. Trips flagged for manual review could be revised to split a trip into two trips (e.g., passenger drop-offs with a short stop period), merged with adjacent trips (e.g., trip split at long light in traffic), cleaned (e.g., spurious location jumps from urban canyon effect), or dropped from the dataset (e.g., spurious trips resulting from movement in a building). Analysts carefully reviewed many of the actions recommended by RSG’s algorithms to add a secondary level of quality control to the process.

A key innovation in data file preparation for the 2024 CTDTS was the application of AI to code open-text response data for trip purpose. The large quantity of open-text response data enabled an automated process leveraging OpenAI to categorize written text into one of thirteen trip purpose categories. The quality of the automated processes has been assessed by human review of a sample of the assignments made by the automated process to compare it to the proportion of assignments made by human reviewers. In the development of the new AI coding process, human reviewers agreed with 84% of the AI coding, an upgrade from approximately 40% with the previous method. AI dramatically improved the quality of this data coding.

RSG also outlined all data processing steps in the dataset user's guide, provided alongside the final dataset.

Integrating Data from Multiple Retrieval Modes

The survey used three modes of travel data collection (online, call center, and smartphone). Following data collection, RSG integrated data from these modes into a single dataset. Given close programming alignment between the instruments, all data were collected in a single database, removing the need for RSG to recode or combine variables during data processing and preparation.

3.6 EXPANSION AND WEIGHTING

Although the CTDTS collected data from a fraction of the population, the resulting dataset is meant to analyze and make inferences about the statewide population. While the survey's sampling methods aimed to collect a roughly representative fraction of the population in the unweighted sample, data expansion and weighting were necessary to achieve a dataset that is representative of the entire population. The sample plan, which informed survey invitation strategies, addressed some of the population inconsistencies up front, as did adjustments while the survey was in the field. The post-data collection expansion and weighting processes addressed any remaining inconsistencies.

The weighting process compared selected demographics in the survey to external control data, like the Census or the ACS, then adjusted the survey dataset to improve its representativeness of the survey region's population. Without weighting, summarized data only represents the people who answered the survey. With weighting, the summarized data becomes an estimate of the entire statewide population.

RSG used a weighting approach to expand the survey data to represent the state across key metrics, such as geography and demographics, that impact travel behavior. In addition, the weighting process applied corrections for biases related to data collection methods (e.g., differences in response due to completing the survey over the telephone or on a smartphone app).

The weighting process generates six types of weights:

- **A household-level weight.** The sum of these weights reflects the total households in the state.

- **A person-level weight.** The sum of these weights reflects the total persons in the state.
- **A day-level weight.** The sum of these weights also reflects the total persons in the state (and matches the sum of the person-level weights). The person weights were spread evenly across the number of complete weekdays, so the table represents the sum of one average weekday for each person in the survey.
- **An unlinked trip-level weight.** The sum of these weights reflects the total unlinked trips in the state on a typical weekday (i.e., Monday, Tuesday, Wednesday, and Thursday).
- **A linked trip-level weight.** The sum of these weights reflects the total linked trips in the state on a typical weekday (i.e., Monday, Tuesday, Wednesday, and Thursday).
- **A tour-level weight.** The sum of these weights reflects the total tours in the state on a typical weekday (i.e., Monday, Tuesday, Wednesday, and Thursday).

The survey weighting process included five primary steps that are covered in more detail in the weighting memo (delivered separately):

- **Initial expansion:** Each household was assigned an initial weight based on its probability of being included in the survey (i.e., the product of the probability of selection and the probability of a response). For example, if five households responded in a geography with 100 total households, each of the five households received an initial weight of 20 ($100 / 5 = 20$).
- **Target-optimized weighting:** After the initial expansion, household weights were adjusted to simultaneously fit selected household- and person-level targets. For example, if 20% of households in the state were one-person households, but 25% of the sample households were one-person households, RSG adjusted the weights to better match the household size distribution of the population. This process leveraged an open-source application, PopulationSim¹¹, which optimized the household weights against all target control variables simultaneously (e.g., household size, vehicles, age, race, ethnicity, gender, employment, education). This step was performed twice in the weighting routine: once after the initial expansion (step 1) and again using additional targets estimated from the day-pattern (step 3).
- **Re-weighting with day-pattern adjustment to account for multi-day survey data:** Some survey respondents provided data for one travel day while others provided data for two or more days. To avoid overrepresentation of multi-day respondents, RSG estimated a simple day-pattern model using the initially weighted data, normalized by the number of complete weekdays per person. The normalized model then estimated the frequency of each daily-activity type (mandatory trips, non-mandatory trips, no trips) to account for the multi-day bias. The aggregated weighted frequencies were then included as additional control target variables, and the data were re-weighted in PopulationSim to account for

¹¹ <https://activitysim.github.io/populationsim>

this multi-day bias so that households with more days were not equally weighted with households with just one day.

- **Calculating person, day, trip weights, and tour weights:** The household weight was assigned to subsequent person, day, trip, and tour weights.
- **Adjusting for non-response bias in day-pattern and trip rates:** During this final step, RSG adjusted the trip-level weights to account for survey biases based on the method respondents used to report their travel. For example, if respondents who completed their travel diary over the telephone reported fewer non-home-based-work trips compared to respondents who reported their travel in the smartphone app (after correcting for differences in demographics), the day- and trip-level weights for respondents who reported their travel over the telephone were adjusted to align more closely with the smartphone app respondents. Travel reported by respondents who used the smartphone app was considered more accurate because respondents were not required to recall their travel and were therefore less likely to underreport trips.

Criterion for inclusion of a household in the weighting process was at least one complete and valid weekday travel day. For this purpose, a complete weekday was any complete Monday, Tuesday, Wednesday, or Thursday. Additionally, key demographic variables for which a participant responded “prefer not to answer” were imputed as weighting cannot handle missing values for these variables. The variables imputed were income, sex, race, and ethnicity. Additional information about the imputation process for these values is available in the weighting memo, delivered separately. The household- and person-level weighting target categories are included in Table 7 and

Table 8.

TABLE 7. HOUSEHOLD-LEVEL WEIGHTING TARGETS

VARIABLE	CATEGORIES	
Household Size	1	person
	2	people
	3	people
	4	people
	5+ people	
Income (imputed if missing)	Under \$25,000	
	\$25,000–\$49,999	
	\$50,000–\$74,999	
	\$75,000–\$99,999	
	\$100,000–\$199,999	
	\$200,000 or more	
Workers	0	workers
	1	worker
	2	workers
	3+ workers	
Vehicles	0	vehicles
	1	vehicle
	2	vehicles
	3+ vehicles	

VARIABLE	CATEGORIES
Presence of Kids	0 kids 1 or more kids
Total Households (in PUMA within group)	n/a
Total Households (in group)	n/a

TABLE 8. PERSON-LEVEL WEIGHTING TARGETS

VARIABLE	CATEGORIES
Sex (Imputed if missing)	Female Male
Age	Under 5 years old 5-15 years 16-17 years 18-24 years 25-44 years 45-64 years 65 years or older
Worker Status	Full-time worker Part-time worker Non-worker
Journey to Work	Work from home Transit Walk Bike Auto / Other Not a working adult
Day Pattern (Estimated targets)	Made mandatory trips on day Made non-mandatory trips only on day Made no trips on day
Educational Attainment	Some college education No college education
Race (Imputed if missing)	White African American Asian American / Pacific Islander Other / Multiple
Ethnicity (Imputed if missing)	Hispanic Non-Hispanic
Total Persons	n/a

Tour Creation

In addition to the standard procedures defined for weighting the above-mentioned elements, CTDOT determined that they would need tours in their analysis of the survey data. RSG applied

the Trip Imputation Coordination and Tour Organization Compiler (TIC TOC) procedure, designed to prepare captured HTS data for use in travel forecasting. This process includes configuring the TIC TOC tool to output the desired specifications, addressing any data issues, and accounting for unique attributes of the survey. The initial outputs were unweighted tour and linked trip tables. Tours received weights calculated using the average weight across all linked trips, while linked trip weights were calculated as the average weight across unlinked trips.

Following the creation and weighting of tours, the data underwent a thorough quality assurance and quality control (QA/QC) process. This step ensured the TIC TOC procedure had produced outputs to meet the desired specifications and that the weighting calculations were reasonable and accurate. The final step involved reporting and documentation, with a memo created to document the methodology and outputs of the entire process.

4.0 PART 2: WEIGHTED SURVEY RESULTS

4.1 SURVEY TABLE DESCRIPTIONS

The final CTDTs dataset included the following survey tables:

- A **household table** with all household-level attributes (one row per household).
- A **person table** with all person-level attributes (one row per person).
- A **vehicle table** with all household vehicle attributes (one row per vehicle).
- A **day table** with all travel day attributes (one row per travel day).
- An **unlinked trip table** with all trip-level attributes (one row per unlinked trip¹²).
- A **linked trip** table with all trip-level attributes (one row per linked trip).
- A **tour table** with all tour-level attributes (one row for each tour).

In addition, RSG provided a dataset user's guide with an overview of the dataset, dataset preparation, general tips to use and interpret the data (e.g., how to join tables), and all variable and value labels. Note that the weighting procedure is summarized in Section 3.6 of this report and a memo describing the details of the process used is available in a separate document.

4.2 SUMMARIZED SURVEY RESULTS

This section of the report summarizes survey responses at household-, person-, and trip-level, presenting the weighted distribution of each variable both statewide and by COG.

Note that all trip rates throughout this section were calculated by taking the average of trips taken on weekdays (Mondays – Thursdays) on which the entire household was complete.

Interpreting the Results

Although HTS data provides opportunities for many types of analysis, data users should always consider the context when applying the data. The 2024 CTDTs was designed to collect typical weekday data from residents in Connecticut. Therefore, the CTDTs dataset is not useful for analyzing and understanding visitor travel behavior, for example.

Data users should always use weighted data as opposed to the unweighted responses in any analysis intended to draw conclusions about the state.

The variable name is provided in parentheses in the table label to enable cross-reference to the codebook.

Due to rounding, totals may not sum exactly to 100.0%.

¹² Trip records in survey data are generally “unlinked” trips, meaning that they can contain sub-segments for certain trip journeys. For example, the access and egress modes on a transit trip might be split into separate trips for walking/driving to transit, riding transit, then walking to the primary destination.

Cells without any numbers indicate there were no responses for the survey option. Cells with 0.0% indicate that the number of responses for that survey option rounds down to 0.0%.

4.3 SURVEY PARTICIPATION BY MODE

Table 9 shows that the primary method households used to report their travel data was online (54.1%). A large minority opted to report via the rMove app (40.8%), while a small minority (5.0%) utilized the call center. The substantial rMove participation yielded rich, high-fidelity, multi-day travel data.

TABLE 9. SHARE OF RMOVE, WEB AND CALL CENTER PARTICIPATION

DIARY PLATFORM	UNWEIGHTED COUNT	UNWEIGHTED PERCENT
Browser Survey	4,547	54.1%
Call Center Survey	423	5.0%
rMove App	3,430	40.8%
Total	8,400	100.0%

4.4 HOUSEHOLD-LEVEL DATA

Table 11–Table 14 present data at the statewide and COG levels for household size, household income, number of vehicles a household owned, and the fuel type used by those vehicles. Household size, income, and vehicle ownership typically impact travel behavior and are key weighting dimensions. For formatting reasons, the COG labels are abbreviated in the following tables to allow them to display on a single page.

TABLE 10. COG LABEL ABBREVIATIONS

REGION	ABBREVIATION
Statewide	STATE
Capitol Region COG	CR
Connecticut Metropolitan COG	CM
Lower Connecticut River Valley COG	LCRV
Naugatuck Valley COG	NV
Northeastern Connecticut COG	NE
Northwest Hills COG	NH
South Central Region COG	SCR
Southeastern Connecticut COG	SC
Western Connecticut COG	WC

Statewide, the largest share of household income in the survey was \$100,000-\$199,000 at 22.9%. The shares of other household income categories at the statewide level were relatively evenly distributed, ranging from 12.2% to 14.0%. Household income share varied considerably between COGs. Approximately one in ten households statewide (11.0%) declined to provide household income data. For analysis purposes, nonresponse values for household income were imputed according to the procedures detailed in the weighting memo.

Approximately one in ten households statewide (8.9%) did not own a vehicle, ranging from 3.7% in Northwest Hills COG (NH) to 11.3% in Connecticut Metropolitan COG (CM). Not having access to a car has a significant impact on travel behavior. Statewide, 8.4% of vehicles were reported to be electric or hybrid electric.

TABLE 11. DISTRIBUTION OF HOUSEHOLD SIZE BY COG (HH_SIZE_BINNED)

HH SIZE	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
1 person	29.0%	30.1%	28.8%	29.3%	27.9%	25.0%	25.5%	31.2%	30.5%	25.1%
2 people	33.7%	34.3%	27.6%	38.9%	32.8%	37.8%	41.9%	33.4%	38.0%	32.5%
3 people	16.4%	16.3%	16.7%	16.3%	16.6%	15.0%	15.6%	16.0%	15.2%	17.4%
4 people	13.2%	12.5%	16.9%	10.7%	13.5%	16.5%	7.8%	12.4%	11.2%	15.0%
5 people	5.7%	4.9%	6.5%	3.8%	7.0%	4.9%	7.0%	5.0%	3.1%	7.9%
6 people	1.5%	1.2%	3.5%	0.4%	1.8%	0.8%	2.1%	0.9%	1.9%	1.3%
7+ people	0.6%	0.6%		0.5%	0.4%			1.1%	0.2%	0.8%
Total	100.1%	99.9%	100.0%	99.9%	100.0%	100.0%	99.9%	100.0%	100.1%	100.0%
Unweighted Total	8,400	2,296	481	537	825	226	335	1,612	820	1,268
Weighted Total	1,458,606	437,480	141,816	54,928	163,368	26,052	26,472	261,608	113,725	233,153

TABLE 12. DISTRIBUTION OF HOUSEHOLD INCOME BY COG (INCOME_BROAD)

HH INCOME	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
Under \$25,000	14.0%	13.8%	19.3%	11.8%	16.6%	12.4%	9.6%	13.6%	16.0%	9.8%
\$25,000-\$49,999	13.7%	13.9%	13.1%	10.8%	16.2%	9.1%	13.2%	15.6%	15.8%	9.9%
\$50,000-\$74,999	12.9%	13.7%	12.2%	13.1%	13.0%	19.6%	15.7%	13.6%	13.4%	9.8%
\$75,000-\$99,999	12.2%	11.8%	13.3%	13.4%	14.0%	15.3%	14.7%	12.0%	14.4%	9.3%
\$100,000-\$199,999	22.9%	24.2%	17.6%	29.4%	20.7%	25.0%	22.2%	22.9%	23.7%	23.1%
\$200,000 or more	13.4%	12.1%	15.5%	11.3%	8.7%	5.2%	7.9%	12.0%	8.4%	23.6%
Prefer not to answer	11.0%	10.6%	9.0%	10.2%	10.8%	13.3%	16.6%	10.2%	8.4%	14.4%
Total	100.1%	100.1%	100.0%	100.0%	100.0%	99.9%	99.9%	99.9%	100.1%	99.9%
Unweighted Total	8,400	2,296	481	537	825	226	335	1,612	820	1,268
Weighted Total	1,458,606	437,480	141,816	54,928	163,368	26,052	26,472	261,608	113,725	233,153

TABLE 13. DISTRIBUTION OF VEHICLE OWNERSHIP BY COG (NUM_VEH_BINNED)

VEHICLES	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
No vehicle	8.9%	9.7%	11.3%	5.5%	8.9%	5.0%	3.7%	9.9%	7.8%	7.1%
1 vehicle	37.1%	38.3%	35.6%	31.2%	39.2%	35.3%	28.8%	40.5%	36.3%	33.4%
2 vehicles	37.8%	38.1%	37.0%	39.8%	35.1%	31.7%	37.8%	36.2%	37.2%	41.5%
3 vehicles	11.1%	9.9%	9.3%	16.1%	11.7%	16.9%	23.7%	10.0%	11.6%	11.8%
4 vehicles	3.6%	2.8%	5.5%	7.3%	2.9%	4.6%	3.4%	1.9%	5.3%	4.8%
5+ vehicles	1.5%	1.2%	1.2%	0.2%	2.2%	6.6%	2.6%	1.5%	1.9%	1.3%
Total	100.0%	100.0%	99.9%	100.1%	100.0%	100.1%	100.0%	100.0%	100.1%	99.9%
Unweighted Total	8,400	2,296	481	537	825	226	335	1,612	820	1,268
Weighted Total	1,458,606	437,480	141,816	54,928	163,368	26,052	26,472	261,608	113,725	233,153

TABLE 14. DISTRIBUTION OF VEHICLE FUEL TYPE BY COG (FUEL_TYPE)

FUEL TYPE	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
Gas	90.7%	91.5%	93.0%	91.0%	93.4%	94.0%	92.9%	90.0%	89.9%	86.3%
Hybrid (HEV)	4.5%	4.5%	2.1%	3.9%	3.4%	1.6%	1.7%	5.6%	4.4%	6.3%
Plug-in hybrid (PHEV)	1.4%	1.2%	1.1%	1.3%	1.0%	0.4%	2.3%	1.3%	1.4%	2.3%
Electric (EV)	2.5%	2.2%	2.1%	2.6%	1.5%	0.6%	2.7%	2.3%	2.5%	4.4%
Diesel	0.8%	0.5%	1.7%	1.2%	0.6%	3.4%	0.4%	0.7%	1.6%	0.6%
Flex fuel (FFV)	0.1%	0.1%	0.1%		0.0%			0.1%	0.3%	0.2%
Total	100.0%	100.0%	100.1%	100.0%	99.9%	100.0%	100.0%	100.0%	100.1%	100.1%
Unweighted Total	13,623	3,637	777	910	1,378	406	611	2,390	1,402	2,112
Weighted Total	2,450,545	705,773	235,160	103,870	273,264	52,283	53,470	412,430	200,035	414,257

4.5 PERSON-LEVEL DATA

Table 15–Table 24 present person-level data statewide and by COG. The data are the weighted distribution of response to each variable and include distributions of age, gender, race, ethnicity, and employment-related variables including telework frequency, commute frequency, employer type, number of jobs, and job type.

Among survey participants, 20.9% were children under the age of 18. The sample was roughly evenly split between male and female. There was considerable variation in distribution of race across COGs. Statewide 66.2% of respondents identified as white and 12.6% declined to respond. 16.0% of respondents reported a Hispanic, Latino, or Spanish origin, and 11.9% declined to provide their ethnicity.

Work-related travel was a large contributor to travel behavior. More than a quarter of participants statewide (26.3%) reported that they were not employed and not looking for work. These respondents likely comprised retirees, caregivers, and students. Additionally, 6.2% of participants statewide reported being unemployed and looking for work. Telework also significantly impacted travel behavior. Among employed workers, 41.8% reported teleworking at least once a week, and 18.0% statewide reported working full time from home (five days or more).

TABLE 15. DISTRIBUTION OF AGE TYPE BY COG (AGE)

AGE	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
Under 5	5.1%	5.2%	5.6%	3.9%	4.9%	4.5%	3.1%	5.2%	4.4%	5.4%
5-11	8.3%	8.2%	10.0%	5.9%	8.3%	5.0%	8.0%	7.3%	8.3%	9.4%
12-15	5.0%	4.9%	4.1%	5.7%	5.6%	6.7%	5.4%	5.4%	4.7%	4.5%
16-17	2.5%	2.3%	2.9%	2.0%	2.7%	3.5%	1.7%	2.4%	2.0%	2.9%
18-24	7.8%	8.2%	8.0%	5.2%	8.5%	7.1%	6.1%	7.6%	7.9%	7.6%
25-34	11.1%	11.7%	11.3%	11.3%	9.6%	11.9%	10.8%	12.9%	10.4%	9.3%
35-44	14.5%	14.9%	13.0%	11.9%	15.7%	13.0%	13.0%	13.2%	14.2%	16.2%
45-54	13.1%	12.7%	13.7%	12.0%	10.8%	14.4%	13.8%	13.4%	12.2%	14.8%
55-64	14.3%	13.5%	14.8%	19.1%	15.9%	14.6%	17.4%	13.4%	15.1%	13.2%
65-74	12.6%	12.6%	9.6%	16.0%	13.4%	14.5%	15.0%	13.2%	14.0%	11.7%
75-84	4.9%	4.7%	6.1%	5.9%	3.9%	3.9%	5.0%	5.3%	5.8%	4.1%
85 or older	0.9%	0.9%	1.1%	1.2%	0.8%	1.0%	0.6%	0.7%	1.0%	1.1%
Total	100.1%	99.8%	100.2%	100.1%	100.1%	100.1%	99.9%	100.0%	100.0%	100.2%
Unweighted Total	16,665	4,483	1,009	1,021	1,688	450	656	3,108	1,628	2,622
Weighted Total	3,505,520	1,025,312	361,942	123,207	405,199	62,805	62,337	610,372	255,683	598,658

TABLE 16. DISTRIBUTION OF GENDER TYPE BY COG (GENDER)

GENDER	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
Female	48.7%	48.7%	49.2%	49.2%	49.4%	49.4%	47.9%	48.9%	48.0%	47.7%
Male	46.9%	46.3%	46.9%	47.9%	46.9%	47.7%	45.1%	45.9%	49.2%	47.7%
Non-binary	0.6%	0.5%	0.3%	0.4%	0.9%	0.0%	0.3%	1.5%	0.6%	0.3%
Other/prefer to self-describe	0.1%	0.1%			0.2%			0.2%	0.1%	0.1%
Prefer not to answer	3.7%	4.5%	3.7%	2.5%	2.6%	2.9%	6.7%	3.4%	2.1%	4.2%
Total	100.0%	100.1%	100.1%	100.0%	100.0%	100.0%	100.0%	99.9%	100.0%	100.0%
Unweighted Total	16,277	4,396	984	1,007	1,663	441	648	2,993	1,571	2,574
Weighted Total	3,505,520	1,025,312	361,942	123,207	405,199	62,805	62,337	610,372	255,683	598,658

TABLE 17. DISTRIBUTION OF RACE TYPE BY COG (RACE)

RACE	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
African American or Black	12.0%	12.8%	22.1%	5.6%	13.7%	2.2%	5.7%	10.3%	6.4%	10.8%
American Indian or Alaska Native	2.0%	1.8%	0.0%	2.4%	4.1%	4.2%	3.1%	0.9%	2.1%	2.7%
Asian	6.1%	5.9%	7.9%	1.9%	4.2%	1.4%	2.0%	7.2%	4.1%	8.4%
Native Hawaiian or other Pacific Islander	0.2%	0.1%	0.0%	0.4%	1.2%		1.1%	0.0%	0.1%	0.2%
White	66.2%	65.7%	52.7%	83.0%	71.5%	81.6%	69.5%	62.7%	81.2%	63.3%
Other race	7.0%	7.1%	8.4%	3.3%	5.1%	1.0%	2.1%	9.8%	2.9%	7.9%
Prefer not to answer	12.6%	12.0%	11.4%	9.5%	12.0%	13.9%	22.0%	12.8%	8.2%	16.2%
Total	106.1%	105.4%	102.5%	106.1%	111.8%	104.3%	105.5%	103.7%	105.0%	109.5%
Unweighted Total	14,080	3,791	837	888	1,458	374	563	2,626	1,357	2,186
Weighted Total	2,934,664	853,318	287,571	107,652	354,546	52,652	53,391	500,609	215,913	509,007

TABLE 18. DISTRIBUTION OF ETHNICITY TYPE BY COG (ETHNICITY)

ETHNICITY	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
Not of Hispanic, Latino, or Spanish origin	73.2%	75.6%	68.3%	84.0%	73.2%	77.3%	68.4%	71.7%	80.9%	67.9%
Mexican, Mexican American, Chicano	1.5%	1.2%	1.6%	0.7%	1.5%	0.5%	4.7%	1.9%	2.0%	1.3%
Puerto Rican	8.0%	8.5%	10.2%	4.7%	10.7%	5.4%	3.5%	10.1%	5.5%	4.3%
Cuban	0.7%	0.2%	1.5%	0.2%	0.6%		0.1%	0.4%	0.3%	1.5%
Another Hispanic, Latino, or Spanish origin	5.8%	4.5%	8.9%	2.0%	5.7%	2.6%	4.1%	4.3%	1.9%	11.0%
Prefer not to answer	11.9%	10.6%	11.9%	8.4%	10.2%	15.1%	19.3%	12.2%	9.6%	15.6%
Total	101.1%	100.6%	102.4%	100.0%	101.9%	100.9%	100.1%	100.6%	100.2%	101.6%
Unweighted Total	13,833	3,724	834	862	1,420	371	554	2,592	1,329	2,147
Weighted Total	2,793,215	814,280	287,127	101,462	323,206	50,931	50,578	486,516	206,009	473,101

TABLE 19. DISTRIBUTION OF EMPLOYMENT STATUS TYPE BY COG (EMPLOYMENT)

EMPLOYMENT	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
Employed full-time (paid)	46.1%	47.2%	42.1%	48.0%	45.9%	44.8%	47.7%	45.6%	45.5%	46.9%
Employed part-time (paid)	13.8%	13.7%	14.5%	13.9%	13.5%	13.9%	15.7%	13.7%	13.8%	13.6%
Self-employed	5.2%	5.3%	6.3%	4.5%	3.5%	3.8%	3.8%	4.6%	4.6%	6.6%
Not employed and not looking for work (e.g., retired, stay-at-home parent, student)	26.3%	24.4%	27.2%	27.0%	27.9%	31.6%	23.8%	27.4%	29.2%	25.2%
Unemployed and looking for work	6.2%	7.1%	6.7%	3.2%	7.7%	3.8%	6.9%	6.0%	4.9%	4.6%
Unpaid volunteer or intern	1.7%	1.7%	1.9%	2.1%	0.8%	2.0%	1.0%	2.0%	1.2%	2.0%
Employed, but not currently working (e.g., on leave, furloughed 100%)	0.8%	0.7%	1.3%	1.2%	0.6%	0.1%	1.0%	0.7%	0.8%	1.0%
Total	100.1%	100.1%	100.0%	99.9%	99.9%	100.0%	99.9%	100.0%	100.0%	99.9%
Unweighted Total	14,453	3,870	868	894	1,463	387	580	2,751	1,410	2,230
Weighted Total	2,861,346	836,397	290,786	104,000	329,428	52,617	52,017	500,900	211,487	483,712

TABLE 20. DISTRIBUTION OF TELEWORK FREQUENCY BY COG (TELEWORK_FREQ)

TELEWORK FREQUENCY	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
6-7 days a week	4.3%	3.7%	2.9%	4.2%	4.9%	1.3%	5.1%	4.0%	3.9%	6.2%
5 days a week	13.7%	15.0%	12.7%	13.1%	8.5%	15.0%	13.1%	12.6%	9.8%	17.9%
4 days a week	3.9%	4.7%	3.1%	5.2%	3.2%	3.6%	3.8%	4.5%	2.7%	3.3%
3 days a week	5.9%	4.8%	7.5%	5.6%	6.0%	2.7%	4.1%	7.3%	4.9%	6.3%
2 days a week	9.1%	10.3%	7.8%	8.0%	6.7%	1.0%	7.1%	8.7%	6.5%	12.1%
1 day a week	4.9%	4.5%	4.6%	4.2%	4.4%	3.6%	3.1%	6.1%	4.0%	5.6%
1-3 days a month	4.2%	4.0%	5.0%	4.5%	3.6%	7.4%	3.5%	4.9%	5.1%	3.0%
Less than monthly	5.9%	4.9%	6.5%	5.4%	5.6%	8.4%	4.1%	6.4%	7.8%	6.3%
Never	48.1%	48.0%	49.7%	49.7%	57.2%	57.0%	56.0%	45.5%	55.3%	39.2%
Total	100.0%	99.9%	99.8%	99.9%	100.1%	100.0%	99.9%	100.0%	100.0%	99.9%
Unweighted Total	7,830	2,158	490	498	749	191	295	1,433	719	1,297
Weighted Total	1,744,634	514,790	169,989	64,316	189,871	31,946	33,091	300,560	126,636	313,431

TABLE 21. DISTRIBUTION OF COMMUTE FREQUENCY BY COG (COMMUTE_FREQ)

COMMUTE FREQUENCY	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
6-7 days a week	7.7%	8.8%	8.3%	9.2%	7.7%	3.3%	6.6%	7.6%	7.6%	5.8%
5 days a week	47.4%	46.3%	48.7%	42.2%	50.4%	62.8%	50.1%	47.1%	51.9%	44.3%
4 days a week	13.1%	11.8%	14.7%	11.9%	17.7%	2.4%	12.0%	14.5%	12.7%	11.7%
3 days a week	14.2%	15.7%	9.4%	14.8%	10.7%	10.4%	16.0%	13.8%	13.7%	17.1%
2 days a week	8.1%	7.2%	9.2%	9.3%	6.4%	8.5%	4.1%	8.3%	6.8%	10.8%
1 day a week	4.7%	4.7%	4.7%	6.0%	3.9%	3.9%	6.4%	4.3%	4.1%	5.6%
1-3 days a month	2.1%	2.1%	1.7%	3.5%	1.8%	2.2%	3.9%	1.8%	1.4%	2.6%
Less than monthly	1.5%	1.7%	2.3%	1.3%	1.1%	2.0%	0.2%	1.8%	1.1%	1.2%
Never	1.2%	1.8%	1.0%	1.8%	0.3%	4.4%	0.8%	0.8%	0.8%	1.0%
Total	100.0%	100.1%	100.0%	100.0%	100.0%	99.9%	100.1%	100.0%	100.1%	100.1%
Unweighted Total	7,143	1,950	441	460	710	164	257	1,336	689	1,136
Weighted Total	1,581,730	468,515	152,181	58,540	177,983	29,185	30,768	280,441	121,167	262,947

TABLE 22. DISTRIBUTION OF EMPLOYER TYPE (INDUSTRY) BY COG (JOB_INDUSTRY)

INDUSTRY TYPE	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
Accommodation & Food Services	4.3%	3.4%	6.0%	1.5%	6.2%	3.0%	5.6%	4.4%	4.7%	4.0%
Management of Companies & Enterprises	1.5%	1.0%	2.7%	1.8%	1.2%	1.6%	2.0%	0.5%	0.7%	3.1%
Manufacturing	6.7%	7.1%	7.8%	5.1%	8.3%	10.0%	7.7%	6.2%	7.4%	4.7%
Military	0.7%	0.5%		0.7%	0.1%	0.4%		0.6%	5.1%	0.3%
Mining, Quarrying, & Oil/Gas Extraction	0.1%	0.0%	0.3%					0.3%	0.1%	0.1%
Other Services	4.8%	5.3%	4.6%	5.4%	2.9%	9.8%	2.8%	4.5%	6.1%	4.7%
Professional, Scientific, & Technical Services	7.5%	6.5%	7.6%	7.9%	5.2%	9.5%	6.1%	8.5%	8.2%	9.0%
Public Administration	1.8%	2.8%	0.4%	1.8%	1.1%	0.9%	0.2%	2.2%	1.0%	1.4%
Real Estate, Rental, & Leasing	0.9%	0.7%	0.3%	1.8%	1.1%	0.1%	1.1%	0.8%	0.8%	1.6%
Retail Trade	4.4%	4.9%	3.5%	4.0%	3.5%	8.2%	7.1%	3.8%	7.5%	3.5%
Transportation & Warehousing	2.8%	2.8%	2.7%	3.1%	2.9%	4.0%	1.7%	3.0%	2.7%	2.7%
Administrative, Support, & Waste Management Services	1.2%	1.2%	0.7%	1.3%	1.5%	0.8%	1.8%	0.4%	1.1%	1.9%
Utilities	1.0%	0.9%	0.8%	1.8%	0.5%	0.6%	5.8%	0.7%	1.8%	1.0%
Wholesale Trade	0.5%	0.3%	1.3%	0.3%	0.3%	1.0%	2.6%	0.5%	0.1%	0.5%
Agriculture, Forestry, Fishing, & Hunting	0.4%	0.3%	0.4%	0.3%	0.4%	0.1%	0.9%	0.5%	1.2%	0.1%
Arts, Entertainment, & Recreation	3.0%	2.7%	1.5%	3.4%	2.8%	4.9%	3.2%	2.5%	3.0%	4.4%
Construction	3.1%	2.7%	4.2%	3.2%	2.3%	4.6%	4.7%	2.0%	2.8%	4.6%
Education Services	14.1%	14.0%	14.0%	16.2%	14.1%	13.7%	12.5%	17.4%	12.8%	11.6%
Finance & Insurance	7.6%	10.0%	5.5%	5.4%	4.4%	2.8%	4.0%	5.9%	2.7%	11.8%
Health Care & Social Assistance	14.6%	15.3%	13.8%	14.6%	18.1%	6.8%	13.2%	17.4%	13.3%	10.6%
Information	2.6%	2.0%	4.8%	2.6%	4.2%	3.7%	0.6%	1.4%	1.5%	3.0%
Other	14.9%	14.1%	14.7%	16.6%	17.2%	13.2%	16.1%	15.9%	14.6%	13.8%
Don't Know	1.4%	1.4%	2.3%	1.2%	1.7%	0.4%	0.4%	0.5%	0.8%	1.9%
Total	99.9%	99.9%	99.9%	100.0%	100.0%	100.1%	100.1%	99.9%	100.0%	100.3%
Unweighted Total	8,438	2,323	528	533	823	201	323	1,546	785	1,376
Weighted Total	1,891,135	563,926	187,759	70,088	206,553	33,558	35,441	326,354	136,933	330,520

TABLE 23. DISTRIBUTION OF NUMBER OF JOBS BY COG (NUM_JOBS)

NUMBER OF JOBS	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
1 job	88.6%	89.4%	87.5%	85.8%	86.7%	93.1%	89.5%	87.9%	92.0%	88.6%
2 jobs	9.6%	9.1%	11.6%	10.8%	11.9%	6.8%	10.0%	10.3%	5.9%	8.5%
3 jobs	1.6%	1.4%	0.8%	3.3%	1.2%	0.1%	0.3%	1.5%	1.6%	2.5%
4 jobs	0.1%	0.0%	0.1%		0.0%		0.1%	0.2%	0.1%	0.3%
5+ jobs	0.1%	0.2%	0.0%		0.2%		0.1%	0.1%	0.4%	0.1%
Total	100.0%	100.1%	100.0%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Unweighted Total	8,610	2,360	537	549	844	204	327	1,584	801	1,404
Weighted Total	1,932,169	573,005	192,162	72,531	212,201	34,037	36,025	333,491	139,398	339,314

TABLE 24. DISTRIBUTION OF JOB TYPE BY COG (JOB_TYPE)

JOB TYPE	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
Go to one work location ONLY (outside of home)	55.5%	54.6%	55.0%	57.3%	60.1%	71.4%	60.1%	55.8%	66.3%	47.0%
Work location regularly varies (different offices/jobsites)	10.8%	10.8%	12.0%	10.5%	10.9%	7.0%	9.9%	11.6%	8.5%	10.6%
Work ONLY from home or remotely (telework, self-employed)	15.0%	15.4%	16.1%	15.6%	12.1%	11.0%	12.2%	12.7%	10.7%	19.8%
Drive/bike/travel for work (driver, sales, deliveries)	1.3%	1.4%	2.8%	0.6%	1.4%	1.9%	0.9%	1.2%	0.8%	0.5%
Telework some days and travel to a work location some days	17.5%	17.8%	14.1%	16.0%	15.4%	8.8%	16.8%	18.7%	13.8%	22.0%
Total	100.1%	100.0%	100.0%	100.0%	99.9%	100.1%	99.9%	100.0%	100.1%	99.9%
Unweighted Total	8,518	2,341	531	542	833	203	326	1,563	791	1,388
Weighted Total	1,908,910	567,407	188,269	71,305	210,149	33,994	35,499	329,871	137,747	334,664

4.6 LINKED TRIP-LEVEL DATA

Several trip tables were delivered as part of the final HTS dataset, including an unlinked trip, a linked trip, and a tour table.

- Unlinked trips contain sub-segments for transit and long-distance (airplane, train) journeys. For example, the access and egress modes on a transit trip might be split into separate trips for walking or driving to transit, riding transit, then walking to the primary destination.
- Unlinked trips are joined together in the linked trip table to form linked trips. Linked trips may comprise multiple modes but are ultimately for the same trip journey purpose and destination.
- A tour consists of a sequence of linked trips for a person on a given day that starts and ends at home. Tour tables are most often used in a modeling context.

The unlinked trip table has enormous utility for data analysts and modelers interested in the access and egress legs of transit journeys. On the other hand, linked trips most closely correspond to a layperson's understanding of a "trip." Linked trips are also more comparable across transit and non-transit modes: auto trips, for instance, will almost never have walk "access" and "egress" to and from a parked car, unless the survey respondent happened to split their journey across the parking lot.

Table 25 through Table 34 show weighted person linked trip rates for key demographics, for different purposes and travel modes, for travel mode by purpose, and for trip mode by COG.

Overall trip rates were calculated by taking the average of trips taken on days on which the entire household is "complete." While households in the 2024 CT Daily Travel Survey were only included in the final dataset if all members had completed all surveys on a single concurrent weekday, many households that participated via rMove completed more than one day (up to seven), and these additional data were included in the dataset. Therefore, to provide trip rates that only reflect trips on days where travel was known to be "complete," trip rates were calculated using complete household weekdays. Readers can refer to the dataset user's guide for more information on "complete" travel days.

The total weighted linked trip rate was 4.01 trips per day. There were several notable patterns in trip rates across demographics:

- Household size: Members of smaller households tended to make more linked trips per day on average than members of larger households. Persons in single person households made the most trips, 4.71, and the largest households of seven or more persons made the fewest, 3.06. However, the smaller sample sizes for larger households increase the error of these estimates.
- Age: Children under the age of 18 made the fewest linked trips, averaging fewer than three. Adults aged 35-44 made the most trips with a weighted average of 4.92.

Individuals aged 85 or older made the fewest trips among all adult age ranges, with a weighted average of 2.74 trips.

- Driving status: Notable patterns in the tables below are the differences in linked trip rates by whether the person could drive: 4.57 trips among those who drive vs. 2.70 trips among those who do not drive.
- Employment: Those who do not work have lower linked trip rates, ranging from 3.56–3.91, depending on the reason for not working. Overall, the highest trip rate was observed among unpaid volunteer or interns, at 5.21 trips. However, this estimate has a higher margin of error due to a smaller sample size. Among all employed persons, the self-employed had the highest weighted trip rate, at 5.12 trips per day. Both the driving and employment statuses only applied to participants aged 16 and over.

TABLE 25. TRIP RATE BY HOUSEHOLD SIZE – LINKED (HH_SIZE_BINNED)

HH SIZE	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
1 person	7,531	30,646	422,283	1,987,368	4.07	4.71
2 people	11,282	41,882	982,760	4,257,802	3.71	4.33
3 people	3,102	10,248	715,820	2,733,155	3.30	3.82
4 people	2,722	9,355	769,595	2,942,538	3.44	3.82
5 people	1,053	3,377	412,590	1,438,786	3.21	3.49
6 people	280	933	131,242	464,819	3.33	3.54
7 or more people	151	285	71,230	217,722	1.89	3.06
Total	26,121	96,726	3,505,520	14,042,190	3.70	4.01

TABLE 26. TRIP RATE BY HOUSEHOLD INCOME – LINKED (INCOME_BROAD)

HH INCOME	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
Under \$25,000	2,244	7,546	433,277	1,687,728	3.36	3.90
\$25,000-\$49,999	2,751	10,684	415,456	1,708,525	3.88	4.11
\$50,000-\$74,999	3,247	12,595	398,603	1,605,913	3.88	4.03
\$75,000-\$99,999	3,418	13,227	390,229	1,559,049	3.87	4.00
\$100,000-\$199,999	7,959	29,689	917,781	3,674,261	3.73	4.00
\$200,000 or more	3,734	13,459	561,306	2,332,175	3.60	4.15
Prefer not to answer	2,768	9,526	388,868	1,474,540	3.44	3.79
Total	26,121	96,726	3,505,520	14,042,191	3.70	4.01

TABLE 27. TRIP RATE BY GENDER – LINKED (GENDER)

GENDER	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
Female	13,872	51,746	1,706,139	7,073,591	3.73	4.15
Male	11,481	42,760	1,643,264	6,484,599	3.72	3.95
Non-binary	183	689	22,085	82,206	3.77	3.72
Other/prefer to self-describe	14	45	3,375	10,279	3.21	3.05
Prefer not to answer	571	1,486	130,658	391,515	2.60	3.00
Total	26,121	96,726	3,505,521	14,042,190	3.70	4.01

TABLE 28. TRIP RATE BY AGE – LINKED (AGE)

AGE	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
Under 5	673	1,758	178,229	442,490	2.61	2.48
5-11	961	2,907	291,346	813,620	3.02	2.79
12-15	570	1,586	174,599	463,378	2.78	2.65
16-17	266	728	87,698	232,861	2.74	2.66
18-24	1,092	3,607	274,004	915,125	3.30	3.34
25-34	3,823	14,354	388,678	1,532,765	3.75	3.94
35-44	3,671	14,797	507,896	2,500,275	4.03	4.92
45-54	2,810	11,435	458,197	2,196,368	4.07	4.79
55-64	4,699	18,108	499,747	2,112,574	3.85	4.23
65-74	5,346	20,409	443,037	2,036,663	3.82	4.60
75-84	1,957	6,426	170,327	709,162	3.28	4.16
85 or older	253	611	31,764	86,907	2.42	2.74
Total	26,121	96,726	3,505,522	14,042,188	3.70	4.01

TABLE 29. TRIP RATE BY RACE – LINKED (RACE)

RACE	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
African American or Black	929	2,937	248,076	869,985	3.16	3.51
American Indian or Alaska Native	42	143	12,935	49,154	3.40	3.80
Asian	1,281	4,332	131,701	518,384	3.38	3.94
Native Hawaiian or other Pacific Islander	13	56	2,185	4,877	4.31	2.23
White	18,673	73,146	1,708,072	7,979,412	3.92	4.67
Two or more	476	1,795	141,687	643,313	3.77	4.54
Other race	406	1,481	171,202	706,617	3.65	4.13
Prefer not to answer	1,789	5,683	348,512	1,281,574	3.18	3.68
Missing response	2,512	7,153	741,150	1,988,873	2.85	2.68
Total	26,121	96,726	3,505,520	14,042,189	3.70	4.01

TABLE 30. TRIP RATE BY ETHNICITY – LINKED (ETHNICITY)

ETHNICITY	UNWEIGHTED D DAYS	UNWEIGHTED D TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED D TRIP RATE	WEIGHTED TRIP RATE
Not of Hispanic, Latino, or Spanish origin	20,168	77,727	2,023,318	9,229,811	3.85	4.56
Mexican, Mexican American, Chicano	154	569	35,009	142,763	3.69	4.08
Puerto Rican	706	2,815	199,340	860,606	3.99	4.32
Cuban	50	172	9,059	34,866	3.44	3.85
Another Hispanic, Latino, or Spanish origin	628	2,403	145,469	561,975	3.83	3.86
Two or more	89	392	23,604	107,374	4.40	4.55
Prefer not to answer	1,814	5,495	328,572	1,115,922	3.03	3.40
Missing response	2,512	7,153	741,150	1,988,873	2.85	2.68
Total	26,121	96,726	3,505,521	14,042,190	3.70	4.01

TABLE 31. TRIP RATE BY DRIVING STATUS – LINKED (CAN_DRIVE)

DRIVING STATUS	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
No, does not drive	1,898	4,474	402,399	1,088,363	2.36	2.70
Yes, drives	22,019	86,001	2,458,948	11,234,338	3.91	4.57
Missing Response	2,204	6,251	644,173	1,719,488	2.84	2.67
Total	26,121	96,726	3,505,520	14,042,189	3.70	4.01

TABLE 32. TRIP RATE BY EMPLOYMENT STATUS – LINKED (EMPLOYMENT)

EMPLOYMENT STATUS	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
Employed full-time (paid)	11,372	44,347	1,318,106	5,774,664	3.90	4.38
Employed part-time (paid)	2,181	9,652	394,973	1,865,576	4.43	4.72
Self-employed	1,232	4,933	147,529	756,000	4.00	5.12
Not employed and not looking for work (e.g., retired, stay-at-home parent, student)	7,826	26,974	753,117	2,944,016	3.45	3.91
Unemployed and looking for work	893	2,862	176,060	626,956	3.20	3.56
Unpaid volunteer or intern	259	1,057	48,302	251,579	4.08	5.21
Employed, but not currently working (e.g., on leave, furloughed 100%)	154	650	23,260	103,911	4.22	4.47
Missing Response	2,204	6,251	644,173	1,719,488	2.84	2.67
Total	26,121	96,726	3,505,520	14,042,190	3.70	4.01

TABLE 33. TRIP RATE BY JOB TYPE – LINKED (JOB_TYPE)

EMPLOYMENT STATUS	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
Go to one work location ONLY (outside of home)	7,716	32,015	1,058,945	4,917,494	4.15	4.64
Work location regularly varies (different offices/jobsites)	1,637	7,911	205,434	1,063,366	4.83	5.18
Work ONLY from home or remotely (telework, self-employed)	2,008	6,146	285,779	1,116,488	3.06	3.91
Drive/bike/travel for work (driver, sales, deliveries)	217	1,444	24,266	159,299	6.65	6.56
Telework some days and travel to a work location some days	3,466	12,473	334,486	1,391,171	3.60	4.16
Missing Response	11,077	36,737	1,596,610	5,394,370	3.32	3.38
Total	26,121	96,726	3,505,520	14,042,188	3.70	4.01

TABLE 34. TRIP RATE BY UNI/COLLEGE STUDENT STATUS – LINKED (UNI_STUDENT)

UNIVERSITY STUDENT STATUS	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
Not a University/College Student	24,930	92,282	3,290,236	13,166,976	3.70	4.00
Is a University/College Student	1,191	4,444	215,284	875,214	3.73	4.07
Total	26,121	96,726	3,505,520	14,042,190	3.70	4.01

Participants were asked about the purpose for each trip and mode of travel for each trip. Table 35 through Table 38 present trip rate by purpose, trip rate by mode, share of mode by purpose, and share of mode by COG.

The following were the trip purpose descriptions.

- Home: Returning to home location.
- Work: Went to work.
- Work-related: Made a trip related to work (e.g., picking up a package).
- School: Went to school.
- School-related: Made a school-related trip (e.g., field trip).
- Escort: Dropped off another person.
- Shop: Shopping trip.
- Meal: Ate out/Takeout.
- Social/Recreational: Made a social trip (e.g., went to a friend's house).
- Errand: Ran an errand.
- Overnight: Went to overnight lodging.
- Change mode: Changing between different modes of travel (i.e., walked to a bus stop)
- Other: All other purposes.

Most trips were made by car, 83.8%, while a sizeable minority were made by foot (or wheelchair) at 8.5%. There were notable variations by COG in the proportion of trips made by car, transit, and on foot/by wheelchair. The proportion of trips made by car ranged from 79.3% in the South Central Region COG (SCR) to 91.6% in the Northeastern Connecticut COG (NE). The proportion of trips made by transit (bus, commuter rail, ferry, and other rail) ranged from 0.0% in the Northeastern Connecticut COG (NE) to 3.1% in the Western Connecticut COG (WC). The proportion of trips made on foot/by wheelchair ranged from 4.2% in the Northeastern Connecticut COG (NE) to 12.0% in the South Central Region COG (SCR).

TABLE 35. TRIP MODE TOTAL –LINKED

TRIP MODE	UNWEIGHTED COUNT	WEIGHTED ESTIMATE	WEIGHTED PERCENT
School Bus	1,480	440,050	3.2%
Bus	1,747	253,606	1.8%
Commuter Rail	869	71,212	0.5%
Ferry	26	597	0.0%
Other Rail	195	13,580	0.1%
HOV3	19,896	1,785,571	12.9%
HOV2	44,382	3,061,354	22.1%
SOV	89,537	6,775,364	48.8%
Bike	1,131	66,507	0.5%
Micromobility	279	14,522	0.1%
Taxi	32	1,975	0.0%
TNC ¹³	700	87,781	0.6%
Walk	20,197	1,174,776	8.5%
LD Passenger ¹⁴	2	664	0.0%
Other	1,229	135,724	1.0%
Total	181,702	13,883,283	100.1%

¹³ Transportation Network Company (TNC) is an organization that uses a mobile app to arrange on-demand rides, commonly known as “ride hailing” or “ridesharing.”

¹⁴ Long-distance passenger (LD Passenger) represents travel by intercity bus, e.g., Greyhound.

TABLE 36. TRIP MODE BY COG

TRIP MODE	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
School Bus	3.2%	3.1%	3.5%	2.8%	3.9%	2.4%	3.1%	2.8%	3.5%	2.9%
HOV3	12.9%	12.7%	14.4%	10.1%	12.1%	13.2%	8.0%	11.3%	14.6%	14.7%
HOV2	22.1%	22.2%	21.0%	23.2%	23.4%	25.4%	26.2%	21.5%	22.4%	20.9%
SOV	48.8%	49.1%	46.1%	54.2%	51.5%	53.0%	51.1%	46.5%	52.0%	47.1%
Bike	0.5%	0.3%	0.6%	0.2%	0.2%	0.5%	0.4%	1.2%	0.5%	0.2%
Micromobility	0.1%	0.1%	0.1%	0.0%	0.0%		0.0%	0.2%	0.1%	0.1%
Taxi	0.0%	0.0%	0.0%		0.0%		0.1%	0.0%	0.1%	0.0%
TNC	0.6%	0.9%	0.4%	0.1%	0.6%	0.1%	1.5%	1.0%	0.1%	0.3%
Walk	8.5%	7.9%	8.4%	7.1%	6.2%	4.2%	7.4%	12.0%	4.6%	9.8%
LD Passenger	0.0%	0.0%			0.0%					
Bus	1.8%	2.8%	1.2%	0.9%	1.3%	0.0%	0.2%	2.3%	0.9%	1.3%
Commuter Rail	0.5%	0.1%	1.0%	0.0%	0.3%	0.0%	0.1%	0.3%	0.1%	1.7%
Ferry	0.0%	0.0%	0.0%			0.0%		0.0%	0.0%	0.0%
Other Rail	0.1%	0.0%	0.0%	0.2%	0.2%	0.0%		0.2%	0.0%	0.1%
Other	1.0%	0.7%	3.2%	1.0%	0.3%	1.1%	1.9%	0.6%	1.0%	1.0%
Total	100.1%	99.9%	99.9%	99.8%	100.0%	99.9%	100.0%	99.9%	99.9%	100.1%
Unweighted Total	181,702	50,204	10,909	11,698	17,284	4,187	6,630	35,428	19,018	26,344
Weighted Total	13,883,290	4,184,541	1,336,533	546,526	1,455,817	223,876	225,229	2,461,870	1,076,209	2,372,683

TABLE 37. TRIP MODE BY PURPOSE TOTAL (D_PURPOSE_CATEGORY)

TRIP PURPOSE	SCHOOL BUS	HOV3	HOV2	SOV	BIKE	MICRO-MOBILITY	TAXI	TNC	WALK	LD PASSENGER	BUS	COMMUTER RAIL	FERRY	OTHER RAIL	OTHER	TOTAL
Home	4.0%	13.0%	21.6%	50.8%	0.5%	0.1%	0.0%	0.4%	6.5%		1.7%	0.6%	0.0%	0.0%	0.7%	99.9%
Errand	0.0%	9.6%	21.3%	60.1%	0.2%	0.1%	0.1%	0.4%	4.5%		2.3%	0.2%		0.0%	1.1%	99.9%
Overnight	1.7%	11.8%	20.8%	47.8%	0.1%	0.0%	0.0%	2.5%	9.5%	0.2%	2.6%	1.6%	0.0%	0.7%	0.7%	100.0%
Other	0.1%	9.7%	21.4%	60.9%	0.4%	0.0%	0.0%	0.0%	4.7%		1.2%	0.1%	0.0%	0.1%	1.3%	99.9%
Loop trip	0.3%	4.9%	15.0%	16.7%	0.6%	0.0%		0.2%	59.3%		1.7%	0.0%			1.2%	99.9%
Work		2.4%	7.4%	75.4%	0.6%	0.2%	0.0%	1.2%	8.2%		2.0%	1.4%	0.0%	0.1%	1.1%	100.0%
Work Related	0.0%	5.0%	13.3%	66.9%	1.0%	0.1%	0.0%	0.8%	6.5%		1.6%	0.6%	0.0%	0.3%	3.8%	99.9%
School	30.5%	22.0%	21.5%	8.1%	0.5%			1.2%	10.5%		3.2%	0.6%		0.2%	1.7%	100.0%
School Related	3.6%	17.0%	17.4%	29.1%	0.8%			0.2%	21.0%		8.3%	0.1%		0.0%	2.5%	100.0%
Escort	0.6%	29.9%	40.6%	23.0%	0.2%	0.0%	0.0%	0.9%	2.9%		1.3%	0.1%	0.0%	0.0%	0.5%	100.0%
Shop		8.7%	23.2%	61.8%	0.4%	0.1%	0.0%	0.5%	2.8%		1.8%	0.1%	0.0%	0.0%	0.6%	100.0%
Meal	0.1%	11.7%	26.5%	49.3%	0.2%	0.1%	0.0%	0.3%	10.0%		1.1%	0.2%		0.3%	0.3%	100.1%
Social, Recreational	0.4%	13.1%	22.6%	41.9%	1.0%	0.3%	0.0%	0.3%	17.5%	0.0%	1.3%	0.5%	0.0%	0.2%	1.0%	100.1%

TABLE 38. TRIP PURPOSE – LINKED

TRIP PURPOSE	UNWEIGHTED COUNT	WEIGHTED ESTIMATE	WEIGHTED PERCENT
Home	54,604	4,786,796	34.3%
Work	13,495	1,255,960	9.0%
Work Related	13,031	730,067	5.2%
School	2,586	738,174	5.3%
School Related	1,132	133,577	1.0%
Escort	13,342	1,389,024	9.9%
Shop	23,222	1,428,778	10.2%
Meal	14,306	701,721	5.0%
Social, Recreational	23,171	1,078,357	7.7%
Errand	12,253	863,330	6.2%
Overnight	6,963	330,795	2.4%
Other	1,579	198,382	1.4%
Loop trip	4,204	329,093	2.4%
Total	183,888	13,964,054	100.0%

4.7 TOUR-LEVEL DATA

Table 39 through Table 48 show weighted tour rates for key demographics, for different purposes and travel modes, for travel mode by purpose, and for tour mode by COG.

The total weighted tour rate was 1.61 tours per day. There were several notable patterns in tour rates across demographics:

- **Household size:** Members of smaller households tended to make more tours per day on average than members of larger households. Persons in single person households made the most tours, 1.69, and the largest households—six person households or households with seven or more persons—made the fewest, 1.47. However, the smaller sample sizes of larger households increase the error of these estimates.
- **Age:** Children under the age of 18 made the fewest tours, averaging fewer than 1.33 tours. Adults aged 35-44 made the most tours with a weighted average of 1.94. Those 85 or older made the fewest tours with a weighted average of 1.09.
- **Driving status:** Notable patterns in the tables below are the differences in tour rates by whether the person could drive: 1.75 tours among those who drive vs. 1.33 tours among those who do not drive.
- **Employment:** Those who do not work have lower tour rates, ranging from 1.52-1.55, depending on the reason for not working. The weighted tour rate was highest for those who were self-employed at 1.89 tours per day. Both the driving and employment statuses only applied to participants aged 16 and over.

TABLE 39. TOUR RATE BY HOUSEHOLD SIZE (HH_SIZE_BINNED)

HH SIZE	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
1 person	7,531	10,715	422,283	722,503	1.42	1.71
2 people	11,282	15,352	982,760	1,637,634	1.36	1.67
3 people	3,102	4,048	715,820	1,129,205	1.30	1.58
4 people	2,722	3,840	769,595	1,235,281	1.41	1.61
5 people	1,053	1,384	412,590	616,396	1.31	1.49
6 people	280	373	131,242	193,421	1.33	1.47
7 or more people	151	136	71,230	104,989	0.90	1.47
Total	26,121	35,848	3,505,520	5,639,429	1.37	1.61

TABLE 40. TOUR RATE BY HOUSEHOLD INCOME (INCOME_BROAD)

HH INCOME	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
Under \$25,000	2,244	2,916	433,277	730,372	1.30	1.69
\$25,000-\$49,999	2,751	3,722	415,456	639,851	1.35	1.54
\$50,000-\$74,999	3,247	4,448	398,603	616,297	1.37	1.55
\$75,000-\$99,999	3,418	4,770	390,229	622,566	1.40	1.60
\$100,000-\$199,999	7,959	11,202	917,781	1,481,279	1.41	1.61
\$200,000 or more	3,734	5,233	561,306	940,739	1.40	1.68
Prefer not to answer	2,768	3,557	388,868	608,325	1.29	1.56
Total	26,121	35,848	3,505,520	5,639,429	1.37	1.61

TABLE 41. TOUR RATE BY GENDER (GENDER)

GENDER	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
Female	13,872	18,927	1,706,139	2,785,840	1.36	1.63
Male	11,481	16,025	1,643,264	2,634,702	1.40	1.60
Non-binary	183	257	22,085	34,015	1.40	1.54
Other/prefer to self-describe	14	16	3,375	4,550	1.14	1.35
Prefer not to answer	571	623	130,658	180,322	1.09	1.38
Total	26,121	35,848	3,505,521	5,639,429	1.37	1.61

TABLE 42. TOUR RATE BY AGE (AGE)

AGE	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
Under 5	673	763	178,229	187,120	1.13	1.05
5-11	961	1,352	291,346	383,240	1.41	1.32
12-15	570	742	174,599	221,504	1.30	1.27
16-17	266	340	87,698	108,998	1.28	1.24
18-24	1,092	1,407	274,004	392,632	1.29	1.43
25-34	3,823	5,328	388,678	596,675	1.39	1.54
35-44	3,671	5,458	507,896	984,890	1.49	1.94
45-54	2,810	4,156	458,197	867,896	1.48	1.89
55-64	4,699	6,506	499,747	843,200	1.38	1.69
65-74	5,346	7,212	443,037	752,988	1.35	1.70
75-84	1,957	2,336	170,327	265,617	1.19	1.56
85 or older	253	248	31,764	34,669	0.98	1.09
Total	26,121	35,848	3,505,522	5,639,429	1.37	1.61

TABLE 43. TOUR RATE BY RACE (RACE)

RACE	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
African American or Black	929	1,091	248,076	364,443	1.17	1.47
American Indian or Alaska Native	42	54	12,935	19,786	1.29	1.53
Asian	1,281	1,680	131,701	211,036	1.31	1.60
Native Hawaiian or other Pacific Islander	13	20	2,185	2,429	1.54	1.11
White	18,673	26,383	1,708,072	3,053,484	1.41	1.79
Two or more	476	678	141,687	262,908	1.42	1.86
Other race	406	553	171,202	286,275	1.36	1.67
Prefer not to answer	1,789	2,127	348,512	524,226	1.19	1.50
Missing response	2,512	3,262	741,150	914,841	1.30	1.23
Total	26,121	35,848	3,505,520	5,639,428	1.37	1.61

TABLE 44. TOUR RATE BY ETHNICITY (ETHNICITY)

ETHNICITY	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
Not of Hispanic, Latino, or Spanish origin	20,168	28,249	2,023,318	3,568,956	1.40	1.76
Mexican, Mexican American, Chicano	154	221	35,009	58,121	1.44	1.66
Puerto Rican	706	978	199,340	341,134	1.39	1.71
Cuban	50	56	9,059	11,805	1.12	1.30
Another Hispanic, Latino, or Spanish origin	628	845	145,469	223,974	1.35	1.54
Two or more	89	164	23,604	47,928	1.84	2.03
Prefer not to answer	1,814	2,073	328,572	472,671	1.14	1.44
Missing response	2,512	3,262	741,150	914,841	1.30	1.23
Total	26,121	35,848	3,505,521	5,639,430	1.37	1.61

TABLE 45. TOUR RATE BY DRIVING STATUS (CAN_DRIVE)

DRIVING STATUS	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
No, does not drive	1,898	2,022	402,399	535,723	1.07	1.33
Yes, drives	22,019	30,969	2,458,948	4,311,842	1.41	1.75
Missing Response	2,204	2,857	644,173	791,864	1.30	1.23
Total	26,121	35,848	3,505,520	5,639,429	1.37	1.61

TABLE 46. TOUR RATE BY EMPLOYMENT STATUS (EMPLOYMENT)

EMPLOYMENT STATUS	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
Employed full-time (paid)	11,372	16,358	1,318,106	2,270,670	1.44	1.72
Employed part-time (paid)	2,181	3,369	394,973	734,095	1.54	1.86
Self-employed	1,232	1,718	147,529	278,168	1.39	1.89
Not employed and not looking for work (e.g., retired, stay-at-home parent, student)	7,826	9,853	753,117	1,168,309	1.26	1.55
Unemployed and looking for work	893	1,087	176,060	267,399	1.22	1.52
Unpaid volunteer or intern	259	392	48,302	89,007	1.51	1.84
Employed, but not currently working (e.g., on leave, furloughed 100%)	154	214	23,260	39,917	1.39	1.72
Missing Response	2,204	2,857	644,173	791,864	1.30	1.23
Total	26,121	35,848	3,505,520	5,639,429	1.37	1.61

TABLE 47. TOUR RATE BY JOB TYPE – LINKED (JOB_TYPE)

EMPLOYMENT STATUS	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
Go to one work location ONLY (outside of home)	7,716	11,784	1,058,945	1,925,779	1.53	1.82
Work location regularly varies (different offices/jobsites)	1,637	2,418	205,434	385,415	1.48	1.88
Work ONLY from home or remotely (telework, self-employed)	2,008	2,466	285,779	457,378	1.23	1.60
Drive/bike/travel for work (driver, sales, deliveries)	217	363	24,266	48,503	1.67	2.00
Telework some days and travel to a work location some days	3,466	4,806	334,486	554,864	1.39	1.66
Missing Response	11,077	14,011	1,596,610	2,267,490	1.26	1.42
Total	26,121	35,848	3,505,520	5,639,429	1.37	1.61

TABLE 48. TOUR RATE BY UNI/COLLEGE STUDENT STATUS (UNI_STUDENT)

UNIVERSITY STUDENT STATUS	UNWEIGHTED DAYS	UNWEIGHTED TRIPS	WEIGHTED DAYS	WEIGHTED TRIPS	UNWEIGHTED TRIP RATE	WEIGHTED TRIP RATE
Not a University/College Student	24,930	34,226	3,290,236	5,299,640	1.37	1.61
Is a University/College Student	1,191	1,622	215,284	339,789	1.36	1.58
Total	26,121	35,848	3,505,520	5,639,429	1.37	1.61

Participants were asked about the purpose for each trip and mode of travel for each trip. Table 49 through Table 52 present tour rate by purpose, tour rate by mode, share of tour mode by purpose, and share of tour mode by COG.

As all tours started and ended at home, the tour purpose defines the reason that Connecticut residents left their homes. A quarter of the tours, 27.5%, were for work or work-related purposes. The next highest tour purposes were for school or school-related purposes at 12.8% and loop trips (a trip that started and ended at home without stopping, such as a bike trip or dog walk) at 9.0%.

Three quarters of tours were made by car, 80.2%, with half of those tours made in single-occupancy vehicles, 40.8%. Similarly to linked trips, there was a high variability among COGs of tours made by transit. The proportion of tours made by transit (bus, commuter rail, ferry, other rail) ranged from 0.2% in the Northeastern Connecticut COG (NE) to 5.6% in the Western Connecticut COG (WC).

TABLE 49. TOUR MODE TOTAL

TOUR MODE	UNWEIGHTED COUNT	WEIGHTED ESTIMATE	WEIGHTED PERCENT
School Bus	872	267,107	4.8%
Bus	1,191	185,871	3.3%
Commuter Rail	618	56,915	1.0%
Ferry	21	449	0.0%
Other Rail	98	6,416	0.1%
HOV3	8,816	908,926	16.2%
HOV2	16,657	1,301,479	23.2%
SOV	27,979	2,287,568	40.8%
Bike	420	27,046	0.5%
Micromobility	88	6,519	0.1%
Taxi	11	442	0.0%
TNC	219	34,673	0.6%
Walk	7,891	494,180	8.8%
LD Passenger	1	11	0.0%
Other	252	33,418	0.6%
Total	65,134	5,611,020	100.0%

TABLE 50. TOUR MODE BY COG

TOUR MODE	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
School Bus	4.8%	4.6%	4.7%	4.5%	5.6%	3.6%	5.0%	4.4%	4.8%	5.0%
HOV3	16.2%	16.8%	18.0%	14.1%	14.4%	18.4%	8.4%	14.7%	18.2%	16.7%
HOV2	23.2%	23.0%	23.7%	23.9%	25.2%	24.5%	28.4%	21.7%	23.3%	22.9%
SOV	40.8%	40.6%	38.2%	46.7%	42.1%	47.8%	46.6%	38.8%	46.0%	39.1%
Bike	0.5%	0.3%	0.8%	0.2%	0.2%	0.0%	0.6%	1.1%	0.5%	0.2%
Micromobility	0.1%	0.2%	0.1%	0.0%				0.1%	0.2%	0.1%
Taxi	0.0%		0.0%				0.2%	0.0%	0.0%	0.0%
TNC	0.6%	0.7%	0.3%	0.2%	0.3%	0.1%	1.5%	1.5%	0.2%	0.2%
Walk	8.8%	8.3%	8.7%	8.2%	8.3%	4.8%	7.7%	12.0%	4.3%	9.4%
LD Passenger	0.0%				0.0%					
Bus	3.3%	4.9%	2.2%	1.4%	2.5%	0.1%	0.5%	4.3%	1.5%	2.5%
Commuter Rail	1.0%	0.2%	2.1%	0.1%	0.6%	0.1%	0.1%	0.6%	0.2%	3.1%
Ferry	0.0%	0.0%	0.0%			0.0%		0.0%	0.0%	0.0%
Other Rail	0.1%	0.0%	0.0%	0.3%	0.5%	0.0%		0.2%	0.1%	0.0%
Other	0.6%	0.4%	1.2%	0.5%	0.2%	0.5%	1.1%	0.6%	0.7%	0.9%
Total	100.0%	100.0%	100.0%	100.1%	99.9%	99.9%	100.1%	100.0%	100.0%	100.1%
Unweighted Total	65,134	18,219	4,127	4,098	5,878	1,470	2,318	12,700	6,617	9,707
Weighted Total	5,611,026	1,693,820	550,405	213,083	585,763	89,552	84,536	992,121	417,258	984,484

TABLE 51. TOUR MODE BY PURPOSE TOTAL (D_PURPOSE_CATEGORY)

TOUR PURPOSE	SCHOOL BUS	HOV3	HOV2	SOV	BIKE	MICRO-MOBILITY	TAXI	TNC	WALK	LD PASSENGER	BUS	COMMUTER RAIL	FERRY	OTHER RAIL	OTHER	TOTAL
Errand	0.0%	12.5%	24.0%	54.0%	0.1%	0.0%	0.0%	0.5%	4.3%		3.7%	0.5%	0.0%	0.1%	0.1%	99.8%
Overnight		11.5%	23.2%	47.9%	0.0%		0.0%	1.5%	8.8%		3.5%	3.1%		0.3%	0.1%	99.9%
Other	0.9%	19.7%	23.0%	43.5%	0.4%			0.0%	7.1%		2.6%	0.1%			2.7%	100.0%
Loop	1.0%	9.1%	16.7%	20.7%	0.5%	0.0%		0.6%	40.5%		7.7%	1.8%		0.2%	1.2%	100.0%
Work		7.1%	13.9%	69.9%	0.6%	0.2%	0.0%	0.8%	2.4%		2.7%	1.8%	0.0%	0.2%	0.4%	100.0%
Work Related	0.0%	8.2%	17.8%	64.6%	0.5%	0.3%		0.4%	3.4%		2.2%	1.2%	0.0%	0.0%	1.4%	100.0%
School	38.6%	24.7%	16.3%	7.2%	0.5%	0.0%		1.1%	6.8%		2.9%	0.8%		0.1%	1.0%	100.0%
School Related	4.0%	20.4%	25.5%	28.5%	0.5%				11.1%		9.6%	0.2%		0.0%	0.2%	100.0%
Escort	1.3%	40.1%	47.5%	5.3%	0.2%	0.0%	0.0%	0.8%	2.3%		2.2%	0.2%	0.0%	0.0%	0.2%	100.1%
Shop	0.0%	12.7%	25.3%	53.7%	0.3%	0.2%		0.6%	3.3%		3.3%	0.3%	0.0%	0.0%	0.2%	99.9%
Meal		14.1%	27.7%	41.6%	0.2%	0.2%		0.1%	10.2%		5.2%	0.2%	0.0%	0.1%	0.4%	100.0%
Social Rec		15.9%	24.7%	38.1%	1.0%	0.2%	0.0%	0.2%	16.3%	0.0%	1.5%	1.2%	0.0%	0.1%	0.8%	100.0%

TABLE 52. TOUR PURPOSE

TOUR PURPOSE	UNWEIGHTED COUNT	WEIGHTED ESTIMATE	WEIGHTED PERCENT
Work	10,520	1,200,055	21.3%
Work Related	5,396	349,345	6.2%
School	2,273	648,107	11.5%
School Related	640	70,998	1.3%
Escort	6,098	686,366	12.2%
Shop	9,495	643,055	11.4%
Meal	4,864	254,484	4.5%
Social Rec	12,621	650,982	11.6%
Errand	6,167	457,914	8.1%
Overnight	1,352	88,150	1.6%
Other	402	69,746	1.2%
Loop	5,578	505,052	9.0%
Total	65,406	5,624,254	99.9%

4.8 DAILY SURVEYS RESULTS

The CTDTS included questions about additional travel-related behaviors, potential influences on travel, and demographic variables in “Daily Surveys.” Daily Surveys were presented to participants during or after travel reporting.

Table 53 through Table 65 present the distributions of a variety of variables including the use of various types of non-motorized travel and commuting alternatives, as well as summaries of vehicle ownership, residence type, disability, and educational attainment.

TABLE 53. DISTRIBUTION OF VEHICLE OWNERSHIP DETAIL BY COG (VEHICLE_OWNERSHIP)

VEHICLE OWNERSHIP	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
Fully owned (not making payments)	71.7%	73.3%	67.4%	72.5%	67.7%	70.8%	74.6%	73.6%	74.1%	70.5%
Owned (making payments)	23.1%	22.2%	25.7%	23.8%	27.2%	24.7%	22.6%	22.0%	20.7%	22.5%
Leased	4.3%	3.5%	6.0%	2.9%	4.7%	3.4%	2.1%	3.9%	3.0%	6.4%
Employer provided	0.6%	0.6%	0.4%	0.7%	0.5%	1.0%	0.7%	0.4%	1.0%	0.6%
Other	0.3%	0.4%	0.6%	0.1%		0.0%	0.0%	0.1%	1.1%	0.0%
Total	100.0%	100.0%	100.1%	100.0%	100.1%	99.9%	100.0%	100.0%	99.9%	100.0%
Unweighted Total	13,623	3,637	777	910	1,378	406	611	2,390	1,402	2,112
Weighted Total	2,450,545	705,773	235,160	103,870	273,264	52,283	53,470	412,430	200,035	414,257

TABLE 54. DISTRIBUTION OF RESIDENCE TYPE DETAIL BY COG (RESIDENCE_TYPE)

RESIDENCE TYPE	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
Single-family house (detached house)	60.0%	59.8%	56.1%	71.7%	58.7%	73.3%	71.8%	58.0%	61.5%	59.7%
Duplex or Townhouse (attached house)	7.8%	6.6%	10.4%	5.5%	8.0%	11.4%	6.3%	8.0%	10.5%	7.1%
Multi-family house (3 or fewer apartments)	7.3%	7.0%	8.0%	4.4%	10.0%	3.1%	5.4%	8.9%	6.1%	5.5%
Building with 3 or fewer apartments/condos	1.9%	2.9%	2.0%	0.9%	1.6%	0.9%	3.0%	1.8%	0.2%	1.7%
Building with 4 or more apartments/condos	19.2%	19.8%	17.1%	14.3%	17.3%	7.8%	10.5%	20.9%	16.4%	23.5%
Senior or age-restricted apartments/condos	2.6%	2.4%	4.2%	2.4%	3.5%	3.4%	2.9%	1.7%	3.0%	2.0%
Manufactured home/mobile home/trailer	0.5%	0.9%	0.1%	0.4%	0.4%			0.1%	1.9%	0.1%
Dorm, group quarters, or institutional housing	0.4%	0.2%	0.9%	0.1%	0.2%			0.5%	0.5%	0.4%
Other (e.g., boat, RV, van)	0.4%	0.5%	1.2%	0.1%	0.4%		0.2%	0.2%		0.0%
Total	100.1%	100.1%	100.0%	99.8%	100.1%	99.9%	100.1%	100.1%	100.1%	100.0%
Unweighted Total	8,313	2,267	478	535	822	225	330	1,595	812	1,249
Weighted Total	1,436,971	430,325	139,940	54,685	161,727	25,719	26,243	257,330	112,332	228,666

TABLE 55. DISTRIBUTION OF DISABILITY BY COG (DISABILITY)

DISABILITY	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
No	88.9%	89.2%	88.9%	88.2%	86.0%	89.9%	88.2%	89.3%	87.7%	91.0%
Yes	6.9%	6.8%	6.9%	7.3%	10.8%	6.6%	4.5%	6.5%	9.2%	4.3%
Prefer not to answer	4.1%	4.1%	4.2%	4.5%	3.2%	3.6%	7.3%	4.3%	3.1%	4.7%
Total	99.9%	100.1%	100.0%	100.0%	100.0%	100.1%	100.0%	100.1%	100.0%	100.0%
Unweighted Total	13,681	3,677	821	860	1,408	369	549	2,561	1,320	2,116
Weighted Total	2,737,236	799,771	278,168	101,219	315,615	49,743	50,349	478,142	204,346	459,879

TABLE 56. DISTRIBUTION OF EDUCATION ATTAINMENT BY COG (EDUCATION)

EDUCATION	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
Less than high school	3.0%	2.1%	5.6%	2.1%	3.8%	3.4%	4.0%	3.4%	2.1%	2.7%
High school graduate/GED	19.3%	21.0%	18.4%	15.4%	25.7%	22.9%	17.1%	18.9%	22.5%	12.3%
Some college	12.2%	11.7%	13.8%	10.8%	14.8%	17.7%	8.2%	11.3%	15.3%	10.0%
Vocational/technical training	4.8%	4.3%	5.1%	6.3%	5.8%	11.1%	7.0%	4.6%	5.6%	3.6%
Associate degree	5.9%	5.9%	6.1%	6.3%	6.4%	6.4%	6.8%	5.1%	7.7%	5.1%
Bachelor's degree	24.6%	25.0%	21.2%	27.9%	21.8%	18.8%	30.5%	21.8%	22.2%	31.2%
Graduate/post-graduate degree	26.0%	25.3%	26.1%	27.5%	18.6%	16.7%	20.6%	30.5%	21.8%	30.6%
Prefer not to answer	4.2%	4.7%	3.7%	3.8%	3.2%	3.0%	5.8%	4.5%	2.8%	4.5%
Total	100.0%	100.0%	100.0%	100.1%	100.1%	100.0%	100.0%	100.1%	100.0%	100.0%
Unweighted Total	13,681	3,677	821	860	1,408	369	549	2,561	1,320	2,116
Weighted Total	2,737,236	799,771	278,168	101,219	315,615	49,743	50,349	478,142	204,346	459,879

TABLE 57. DISTRIBUTION OF TRANSPORTATION NETWORK COMPANY (TNC) FREQUENCY BY COG (TNC_FREQ)

TNC FREQUENCY	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
6-7 days a week	1.4%	2.4%	1.9%	0.1%	1.0%		6.3%	1.0%	2.5%	0.1%
5 days a week	1.6%	2.8%	3.0%		2.3%		3.2%	1.0%	0.8%	0.0%
4 days a week	1.1%	1.4%	1.8%		3.7%			0.8%	0.2%	0.0%
3 days a week	2.2%	2.4%	5.8%	0.2%	1.2%		3.2%	1.5%	0.5%	1.8%
2 days a week	2.5%	2.8%	2.0%	1.5%	3.8%		3.2%	3.1%	2.1%	1.6%
1 day a week	2.6%	2.8%	3.1%	0.4%	1.9%	1.0%		2.6%	2.8%	3.0%
1-3 days a month	17.5%	15.3%	19.1%	10.6%	13.2%	6.3%	10.6%	15.5%	12.0%	25.8%
Less than monthly	71.2%	70.0%	63.3%	87.1%	72.9%	92.8%	73.5%	74.5%	79.2%	67.6%
Total	100.1%	99.9%	100.0%	99.9%	100.0%	100.1%	100.0%	100.0%	100.1%	99.9%
Unweighted Total	4,700	1,248	337	261	363	56	116	1,007	365	947

TNC FREQUENCY	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
Weighted Total	974,194	273,400	104,278	29,169	85,306	7,627	11,078	188,987	57,041	217,304

TABLE 58. DISTRIBUTION OF BIKE OWNERSHIP BY COG (NUM_BICYCLES)

HH BICYCLES	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
0 (no bicycles in household)	47.8%	47.2%	50.4%	44.0%	53.0%	45.6%	40.5%	46.2%	47.7%	47.3%
1 bicycle	18.2%	18.7%	17.1%	18.3%	16.6%	18.0%	23.2%	17.9%	18.7%	18.3%
2 bicycles	17.4%	18.3%	14.5%	17.7%	16.3%	13.3%	24.8%	19.2%	18.2%	15.7%
3 bicycles	7.3%	6.5%	8.3%	8.7%	5.8%	6.7%	3.2%	8.0%	6.8%	8.8%
4 bicycles	5.0%	5.4%	4.8%	7.2%	3.6%	8.8%	5.2%	4.8%	3.9%	5.0%
5+ bicycles	4.4%	3.9%	5.0%	4.0%	4.7%	7.7%	3.1%	3.8%	4.7%	4.9%
Total	100.1%	100.0%	100.1%	99.9%	100.0%	100.1%	100.0%	99.9%	100.0%	100.0%
Unweighted Total	8,295	2,262	476	532	821	223	330	1,594	811	1,246
Weighted Total	1,433,730	429,535	138,853	54,490	161,637	25,611	26,243	257,144	111,775	228,437

TABLE 59. DISTRIBUTION OF BIKE TYPE BY COG (BICYCLE_TYPE)¹⁵

HH BICYCLE TYPE	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
Standard bicycle	97.1%	97.3%	98.2%	96.6%	97.7%	95.0%	93.3%	96.6%	95.4%	97.9%
Electric bicycle	6.0%	5.6%	9.0%	3.8%	6.4%	4.5%	7.6%	6.2%	9.3%	3.6%
Other	2.5%	2.5%	1.7%	4.5%	1.5%	4.6%	4.8%	3.3%	2.2%	1.7%
Total	105.6%	105.4%	108.9%	104.9%	105.6%	104.1%	105.7%	106.1%	106.9%	103.2%
Unweighted Total	4,410	1,228	251	304	383	111	191	823	450	669
Weighted Total	801,825	244,737	76,025	32,628	81,388	14,657	16,553	148,127	63,099	124,606

¹⁵ Totals can exceed 100% because participants could select multiple choices.

TABLE 60. DISTRIBUTION OF BIKE USE BY COG (BIKE_FREQ)

BICYCLE USE	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
6-7 days a week	0.8%	0.7%	0.8%	0.5%	0.4%		1.1%	1.9%	0.8%	0.3%
5 days a week	0.6%	0.6%	0.2%	0.8%	0.0%	1.4%	0.4%	1.0%	0.3%	1.1%
4 days a week	0.9%	1.0%	2.0%	1.2%	0.1%	0.1%	0.3%	1.5%	0.6%	0.5%
3 days a week	1.4%	1.4%	2.3%	2.3%	1.2%	2.5%	0.3%	1.6%	1.5%	0.8%
2 days a week	1.6%	1.6%	1.5%	1.5%	1.5%	2.2%	0.8%	1.8%	1.6%	1.7%
1 day a week	2.2%	2.3%	2.2%	1.3%	1.5%	1.0%	4.6%	2.3%	1.3%	3.0%
1-3 days a month	6.2%	6.4%	6.4%	4.5%	5.3%	5.0%	4.5%	6.6%	6.7%	6.4%
Less than monthly	21.2%	22.5%	19.0%	24.2%	20.8%	26.8%	22.2%	21.2%	20.4%	19.8%
Never	64.9%	63.5%	65.7%	63.9%	69.2%	61.0%	65.8%	62.2%	66.9%	66.4%
Total	99.8%	100.0%	100.1%	100.2%	100.0%	100.0%	100.0%	100.1%	100.1%	100.0%
Unweighted Total	13,647	3,669	818	855	1,405	367	549	2,558	1,317	2,109
Weighted Total	2,729,425	798,922	275,933	100,807	315,105	49,635	50,349	477,473	202,538	458,659

TABLE 61. DISTRIBUTION OF MICROMOBILITY USE BY COG (MICROMOBILITY_DEVICES)¹⁶

MICROMOBILITY TYPE	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
Scooter	3.8%	3.7%	10.3%	1.5%	1.9%	1.1%	0.4%	3.5%	3.0%	3.6%
Moped	0.6%	1.1%	0.2%	0.1%	1.1%	0.6%	0.4%	0.2%	0.5%	0.3%
Skateboard or rollerblades	3.0%	2.7%	6.0%	2.4%	3.1%	2.2%	1.3%	2.2%	2.2%	3.7%
None	94.7%	94.2%	90.9%	95.8%	96.7%	97.1%	98.3%	95.2%	96.4%	94.4%
Other	1.6%	2.0%	1.9%	2.1%	1.2%	1.3%	0.9%	1.0%	0.9%	2.3%
Total	103.7%	103.7%	109.3%	101.9%	104.0%	102.3%	101.3%	102.1%	103.0%	104.3%
Unweighted Total	8,496	2,324	499	540	845	225	336	1,619	830	1,278
Weighted Total	1,489,291	444,955	151,649	55,525	168,208	26,176	26,601	262,594	115,139	238,440

¹⁶ Totals can exceed 100% because participants could select multiple choices.

TABLE 62. DISTRIBUTION OF TELEWORK FREQ BY COG (TELEWORK_FREQ)

TELEWORK FREQUENCY	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
6-7 days a week	4.3%	3.7%	2.9%	4.2%	4.9%	1.3%	5.1%	4.0%	3.9%	6.2%
5 days a week	13.7%	15.0%	12.7%	13.1%	8.5%	15.0%	13.1%	12.6%	9.8%	17.9%
4 days a week	3.9%	4.7%	3.1%	5.2%	3.2%	3.6%	3.8%	4.5%	2.7%	3.3%
3 days a week	5.9%	4.8%	7.5%	5.6%	6.0%	2.7%	4.1%	7.3%	4.9%	6.3%
2 days a week	9.1%	10.3%	7.8%	8.0%	6.7%	1.0%	7.1%	8.7%	6.5%	12.1%
1 day a week	4.9%	4.5%	4.6%	4.2%	4.4%	3.6%	3.1%	6.1%	4.0%	5.6%
1-3 days a month	4.2%	4.0%	5.0%	4.5%	3.6%	7.4%	3.5%	4.9%	5.1%	3.0%
Less than monthly	5.9%	4.9%	6.5%	5.4%	5.6%	8.4%	4.1%	6.4%	7.8%	6.3%
Never	48.1%	48.0%	49.7%	49.7%	57.2%	57.0%	56.0%	45.5%	55.3%	39.2%
Total	100.0%	99.9%	99.8%	99.9%	100.1%	100.0%	99.9%	100.0%	100.0%	99.9%
Unweighted Total	7,830	2,158	490	498	749	191	295	1,433	719	1,297
Weighted Total	1,744,634	514,790	169,989	64,316	189,871	31,946	33,091	300,560	126,636	313,431

TABLE 63. DISTRIBUTION OF TELECOMMUTE TOTAL (TELECOMMUTE_BINNED)

TELEWORK HOURS	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
Did not telework	77.5%	76.5%	77.6%	77.9%	80.9%	85.7%	82.6%	77.2%	81.4%	74.2%
Teleworked less than 2 hours	3.3%	2.5%	4.2%	3.3%	3.0%	2.7%	2.1%	3.6%	3.6%	4.3%
Teleworked 2-4 hours	2.3%	2.3%	1.7%	1.8%	1.8%	0.4%	1.6%	2.9%	1.7%	3.2%
Teleworked 4-8 hours	10.4%	11.4%	9.9%	10.3%	10.6%	7.0%	8.6%	10.2%	8.1%	10.8%
Teleworked more than 8 hours	6.4%	7.3%	6.5%	6.7%	3.7%	4.2%	5.1%	6.2%	5.3%	7.5%
Total	99.9%	100.0%	99.9%	100.0%	100.0%	100.0%	100.0%	100.1%	100.1%	100.0%
Unweighted Total	44,268	11,982	2,720	2,754	4,366	1,170	1,697	8,446	4,492	6,641
Weighted Total	3,505,520	1,025,312	361,942	123,207	405,199	62,805	62,337	610,372	255,683	598,658

TABLE 64. DISTRIBUTION OF DELIVERY AND HOME SERVICES BY COG (DELIVERY)¹⁷

DELIVERY/SERVICE TYPE	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
Take-out/prepared food delivered to home	4.8%	4.8%	7.7%	2.9%	4.9%	1.9%	7.3%	4.8%	3.5%	3.6%
Someone came to do work at home (e.g., babysitter, housecleaning, lawn)	4.0%	3.7%	2.8%	4.6%	3.3%	1.3%	2.5%	3.6%	3.3%	6.6%
Groceries delivered to home	2.4%	2.8%	3.6%	1.4%	1.9%	3.9%	3.0%	2.4%	2.1%	1.1%
Received packages at home (e.g., USPS, FedEx, UPS)	34.8%	32.6%	40.1%	33.9%	33.2%	35.0%	45.9%	35.0%	33.0%	35.8%
Received personal packages at work	0.6%	0.3%	1.1%	0.6%	0.8%	0.0%	1.3%	0.7%	0.5%	0.5%
Received packages at another location (e.g., Amazon Locker, package pick-up point)	2.0%	2.1%	3.9%	0.6%	0.9%	1.0%	2.3%	1.9%	2.0%	1.7%
Other item delivered to home (e.g., appliance)	1.0%	1.3%	1.1%	1.0%	0.5%	0.3%	1.2%	0.5%	0.8%	1.3%
None of the above	58.6%	59.6%	53.4%	60.3%	61.0%	58.8%	49.3%	59.2%	62.4%	56.8%
Total	108.2%	107.2%	113.7%	105.3%	106.5%	102.2%	112.8%	108.1%	107.6%	107.4%
Unweighted Total	39,876	10,796	2,541	2,453	3,879	1,030	1,513	7,655	4,055	5,954
Weighted Total	2,026,195	593,891	220,353	72,665	222,671	34,777	37,553	358,891	154,608	330,782

¹⁷ Totals can exceed 100% because participants could select multiple choices.

TABLE 65. DISTRIBUTION OF SHARE SERVICES USED IN PAST 12M BY COG (SHARE)¹⁸

SHARE SERVICE TYPE	STATE	CR	CM	LCRV	NV	NE	NH	SCR	SC	WC
Uber, Lyft, or other smartphone-app ride service	35.2%	33.7%	37.2%	28.7%	26.8%	15.1%	21.8%	39.2%	27.8%	46.7%
Carshare (e.g., Zipcar)	0.5%	0.5%	0.7%	0.2%	0.2%	0.1%	0.7%	0.5%	0.3%	0.4%
Peer-to-peer car rental (e.g., Turo)	0.7%	0.8%	0.4%	0.1%	0.4%	0.1%	0.9%	0.8%	1.2%	0.9%
Bikeshare or bike rental service	1.1%	0.8%	1.2%	1.0%	0.5%	0.2%	1.1%	1.8%	0.8%	1.2%
Vanpool	0.7%	1.2%	0.4%	0.3%	0.4%	1.0%	1.4%	0.6%	0.5%	0.1%
Scooter share (e.g., Bird, Lime)	0.9%	1.1%	1.4%	0.5%	0.4%	1.1%	0.0%	0.7%	1.1%	1.0%
Moped share (e.g., Scoot)	0.1%	0.1%	0.0%		0.1%			0.1%	0.1%	0.1%
None of the above	64.0%	65.5%	61.9%	70.6%	72.5%	82.9%	76.6%	60.3%	71.7%	52.5%
Total	103.2%	103.7%	103.2%	101.4%	101.3%	100.5%	102.5%	104.0%	103.5%	102.9%
Unweighted Total	14,207	3,821	852	876	1,434	376	562	2,681	1,376	2,229
Weighted Total	2,850,673	839,823	289,490	102,943	322,612	50,706	52,087	501,018	212,564	479,427

¹⁸ Totals can exceed 100% because participants could select multiple choices.

4.9 GEOGRAPHIC VISUALIZATIONS

Geographic Coverage

The maps in this section show home, school, and work locations reported by survey participants. School locations are color coded by school type. A sizeable number of participants reported work locations outside of Connecticut. These include clusters in New York City and Springfield, Worcester, and Boston in Massachusetts. These locations have been plotted with extra noise to ensure anonymity. Most plotted locations are within ~0.3 miles of the true locations.

FIGURE 7. HOME LOCATIONS

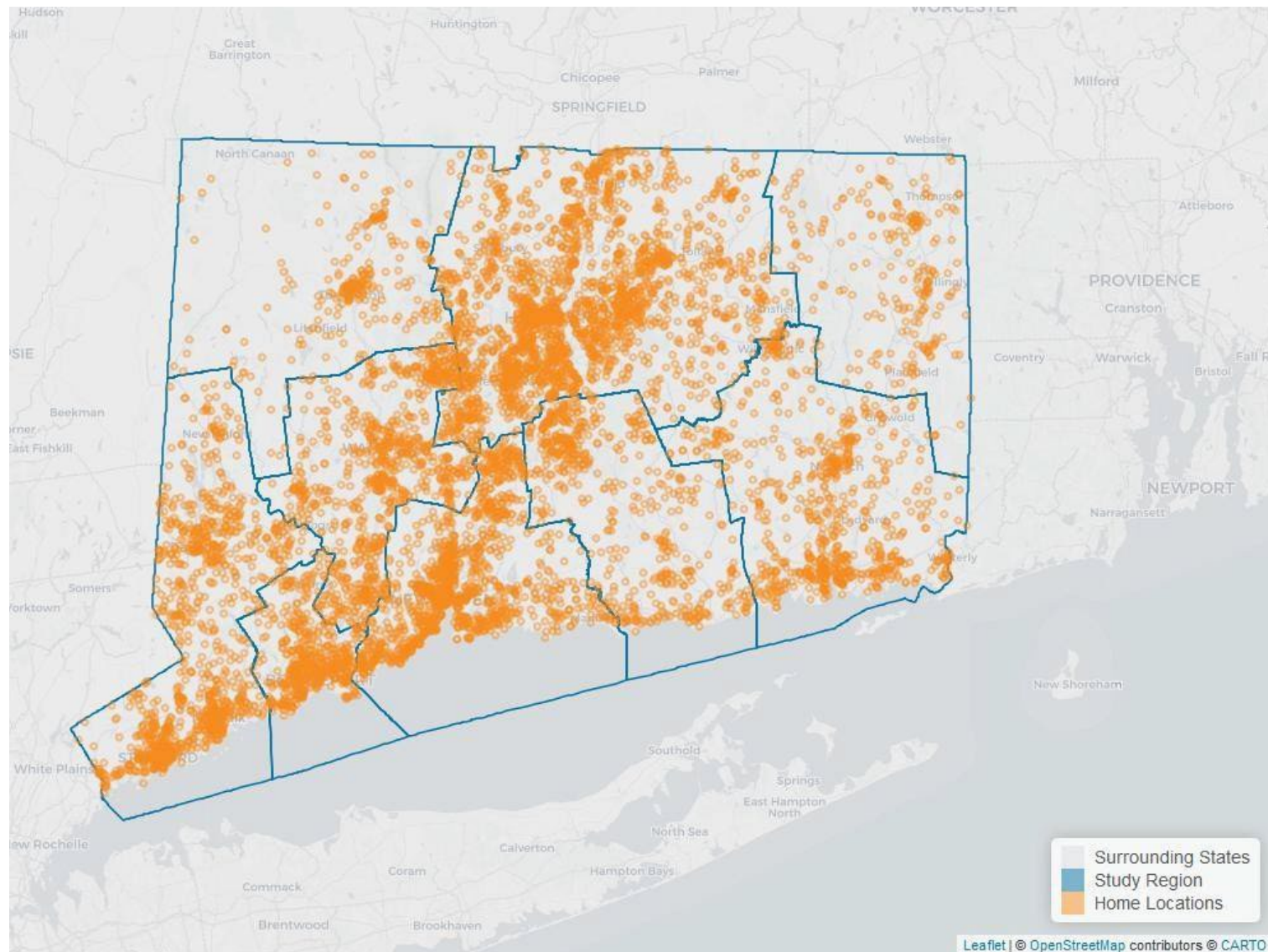


FIGURE 8. SCHOOL LOCATIONS

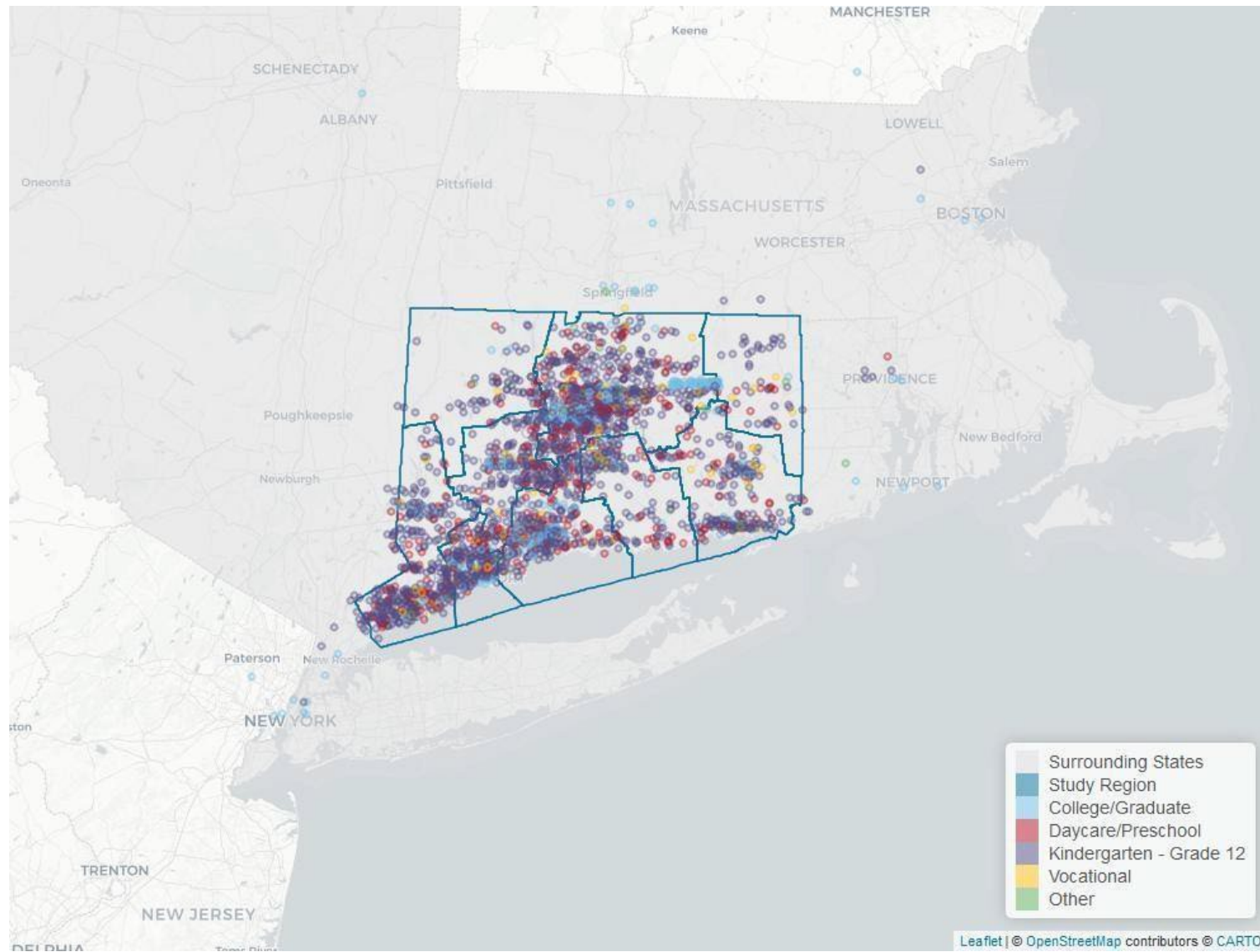
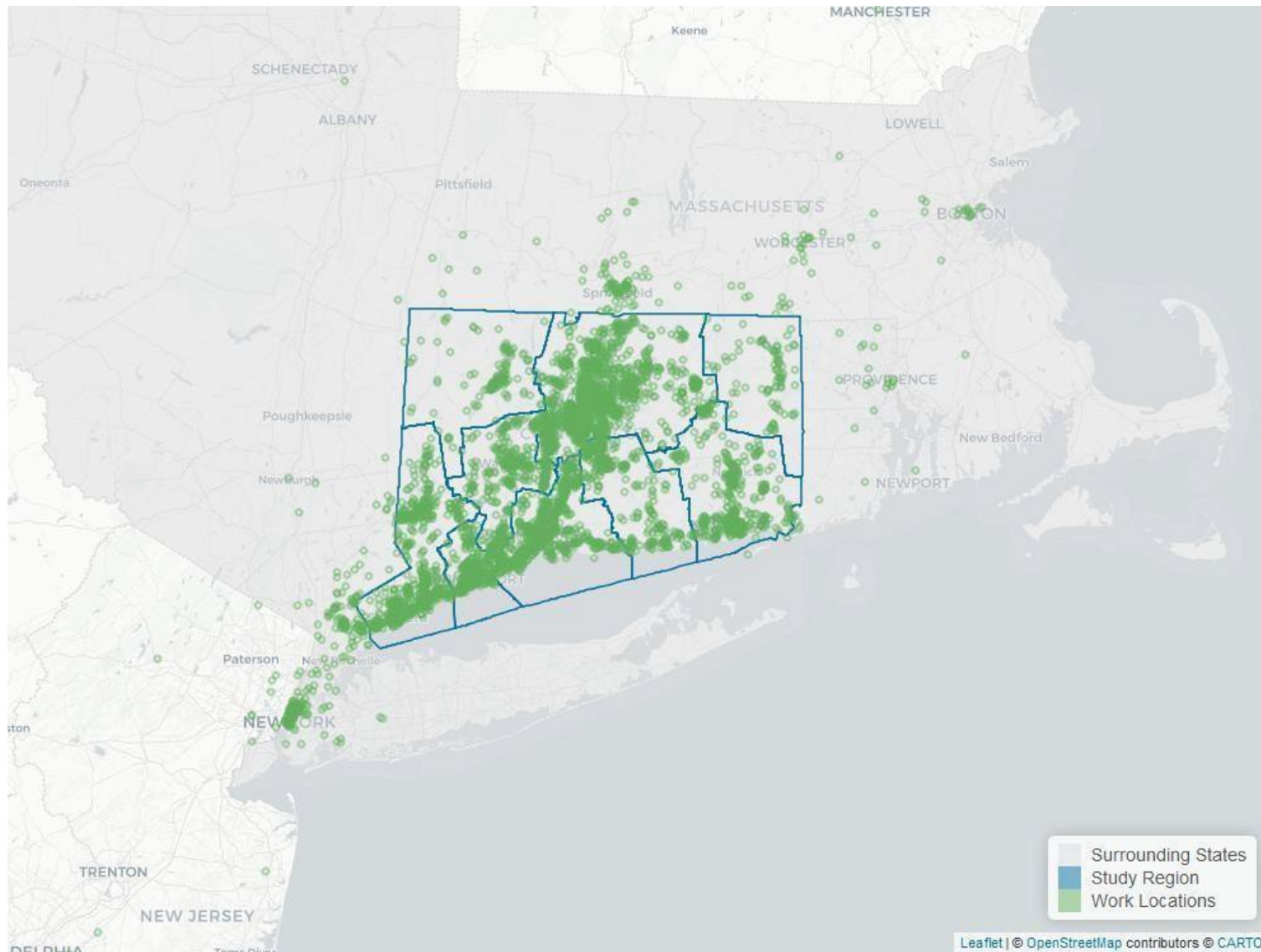


FIGURE 9. WORK LOCATIONS



5.0 PART 3: KEY FINDINGS

Variation in Travel Behavior by Day of Week

- Using the rMove smartphone app and its seven days of travel reporting helped capture a wider variety of behaviors, including travel variation between typical days (Monday through Thursday) and atypical days (Friday and weekend) and variation between workdays. Travel behavior may vary significantly between workdays for various reasons such as for hybrid workers who work remotely some workdays and onsite others.

Employment

- **Commute Frequency:** Approximately 51.9% of participants statewide reported working from home at least occasionally.
- **Full Time Remote Workers:** Approximately 18.0% of residents reported that they typically work from home at least five days per week.

Trip Rate

- The average number of trips taken on weekdays (Mondays – Thursdays) is calculated based on the weighted distribution of each variable. The weighted results indicate that the average Connecticut resident makes 4.01 linked trips on a weekday.

Tour Mode

- Statewide, 80.2% of tours were made by car. This percentage was highest in the Northeastern COG (90.7%) and lowest in the South Central Region COG (75.2%). Walk (or wheelchair) was the second highest tour mode (8.8%) statewide, followed by school bus (4.8%) and transit (4.4%).

Tour Purpose

- Tours consist of linked trips that start and end at home on a given day. The tour purpose defines reasons for residents to leave their home. **Work-related tours** are primarily for commuting to and from work, accounting for 27.5% of all tours.
- **Shopping and errand tours:** These trips include grocery and retail shopping, making up 19.5% of all tours.
- **School-related tours:** These trips are for attending educational institutions, comprising 12.8% of all tours.
- **Loop tours:** These are trips that start and end at home without stopping, such as a bike ride or a walk with a dog. They made up 9.0% of all tours.
- **Escorting:** Trips with a primary purpose to accompany someone else to their activity (e.g., a child to a practice or lesson, a housemate to an appointment) were reported for 12.2% of all tours.

- **Social and recreational tours:** These trips are for socializing, leisure activities, and entertainment, representing 11.6% of all tours.

Vehicle Ownership and Use

- Approximately 8.9% of households statewide did not own a vehicle. This percentage is highest in the Connecticut Metropolitan COG (11.3%) and lowest in the Northwest Hills COG (3.7%).
- Statewide, 90.7% of vehicles owned were internal combustion engines fueled by gasoline (non-hybrid). This percentage is highest in the Northeastern Connecticut COG (94.0%) and lowest in the Western Connecticut COG (86.3%).

Transportation Network Companies (TNC)

- One-in-three Connecticut residents reported using a TNC at least once in the past 12 months (35.2%). However, a small proportion of trips were made by TNC modes overall, comprising an estimated 0.6% of trips on a typical weekday.

Bicycle and Micromobility

- The survey aimed to capture all potential modes of transportation including bicycle and micromobility modes. Connecticut residents were estimated to make an average of 0.6% of all trips on a typical weekday using a bicycle or micromobility option. A total of 2.1% of people across the state reported using bikeshare or micromobility services in the past year at the time they took the survey.

Delivery and Home Services

- Approximately 41.4% of respondents reported receiving deliveries of goods or services on their travel day.

APPENDIX A. QUESTIONNAIRE

The following pages include the original survey questionnaire.

1.0 ACTIVATION

1.0 [ACCESS_CODE]

Please enter your access code.

Programmer: Access code entry

1.1 [MEMBER_1_EMAIL]

Please enter your email so we can send you a new, secure participation code.

Programmer: text box entry, accept valid email responses only

1.2 [PARTICIPATION_CODE]

We just sent your new participation code to **<email>**.

Please enter that code here once you receive it. This may take a few minutes.

*Please keep track of this code. You will use this code any time you need to log back in.

If you do not see your code shortly, please check your spam/junk email folder.

Didn't receive a code? Contact us [hyperlink to form that requests email address, name, and "How can we help?" open response text box]

Programmer: Participation code entry

1.3 [LANGUAGE]

1.4 [TERMS_AND_AGREEMENT]

if rMove

2.0 SIGNUP SURVEY

2.0 [INTRO]

Thank you for your participation!

The purpose of the Connecticut Daily Travel Survey is to understand the travel patterns and needs of residents like you, regardless of how often you travel or what mode you use to get around. Your participation is important to us, and your responses will impact future transportation planning decisions throughout the state of Connecticut.

Programmer: Subsequent text is shown to rMove Web users only.

This survey is conducted by Resource Systems Group, Inc. and CDM Smith for Connecticut DOT.

We are committed to protecting the confidentiality, integrity, and security of your personal information. We take this responsibility seriously. Our privacy documentation is intended to help you understand how we collect and safeguard your information. Please [click here](#) to view our privacy documentation. If you have any questions or concerns, please [contact us](#). You may also visit the survey website at cttravelsurvey.com

By clicking 'Next,' you consent to the survey's privacy documentation provided above.

2.1 [INCENTIVE_TYPE](HH)

Would you like to receive a Visa gift card after completing the survey?

- ☐ Yes, please send me a Visa e-gift card (delivered by email) [hide if call center URL](#)
- ☐ Yes, please send me a Visa gift card (delivered by mail)
- ☐ No, prefer no gift card

2.2 [INCENTIVE_MAIL_ADDRESS](PERSON)

if selected a Visa mailed gift card for incentive type

Where should we mail your Visa gift card after your household completes the survey?

Name: *Programmers: text box entry (require)*

Street Address: *Programmers: text box entry (require)*

Suite, Apt, Unit: *Programmers: text box entry (allow to be null)*

City: *Programmers: text box entry (require)*

State: *Programmers: text box entry (require)*

Zip Code: *Programmers: text box entry (require)*

2.3 [MEMBER_1_NAME](PERSON)

First, we will ask a short set of questions about you and your travel preferences.

Please provide your initials or a nickname.

Programmer: text box entry

2.4 [NUM_VEHICLES](HH)

How many registered motor vehicles are in your household?

Include vehicles available for use (e.g., don't include vehicles away at college, broken down vehicles).

- ☐ 0 (no vehicles in my household)
- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5 or more

2.5 [VEHICLE_DETAILS](VEHICLE)

show if number of vehicles > 0

Please provide the year, make, & model for each vehicle (e.g., 2011 Ford F-150).

Programmer: Show drop downs of year, make, and model for current vehicle database. Include an 'Other' option in each drop down and if 'Other' is selected in any drop down then show text box and ensure that all subsequent drop downs are nulled out if the participant writes in the 'Other' text box

2.6 [FUEL_TYPE](VEHICLE)

Logic: show if number of vehicles > 0

What type of fuel does each vehicle use?

Programmer: Show list of all household vehicles.

- Gas
- Hybrid (HEV)
- Plug-in hybrid (PHEV)
- Electric (EV)
- Diesel
- Flex fuel (FFV)
- Other (e.g., natural gas, bio-diesel)

2.7 [VEHICLE_OWNERSHIP](VEHICLE)

show if number of vehicles > 0

What is the ownership status of each vehicle?

Programmer: Show list of all household vehicles.

- Fully owned (not making payments)
- Owned (making payments)
- Leased
- Employer provided
- Other

2.8 [NUM_PEOPLE](HH)

How many OTHER people live in your household?

Please include all other adults, children, and roommates who normally live with you. Do not include people who are currently living away from home (e.g., away at college, active-duty military).

- 0 (I live alone)
- 1
- 2
- 3
- 4
- 5
- 6

- 7
- 8
- 9
- 10
- 11
- 12 or more people live with me

2.9 [OTHER_MEMBERS_NAMES](PERSON)

if household size is greater than 1

Please provide an initial/nickname for the OTHER people in your household.

This will save you time as you complete the survey.

Programmer: Text box entry

Programmer: Validate so text box count = number of people minus the primary participant taking the signup survey (whose name we already collected).

Programmer: Validate all entries are unique and unique from primary participant taking the signup survey.

2.10 [RELATIONSHIP](PERSON)

if household size is greater than 1

What is each person's relationship to you?

Programmer: Show list of all persons in HH other than the person responding. Any member whose relationship to member 1 is "nonrelative" is considered NOT related for future logic.

- Spouse, partner
- Child, child in-law
- Parent, parent in-law
- Sibling, sibling in-law
- Other relative (grandchild, cousin)
- Nonrelative (friend, roommate, household help)

2.11 [AGE](PERSON)

What is the age range of each person?

Programmer: Show list of all household members

- Under 5 *if not household member 1*
- 5-11 *if not household member 1*
- 12-15 *if not household member 1*
- 16-17 *if not household member 1*
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75-84
- 85 or older

2.12 [EMPLOYMENT](PERSON)

Jobs affect many people's transportation needs.

As of today, what is each person's employment status?

Programmer: Show list of all persons age 16 or older

- Employed full-time (paid)
- Employed part-time (paid)
- Employed, but not currently working (e.g., on leave, furloughed 100%)
- Self-employed
- Unpaid volunteer or intern
- Unemployed and looking for work
- Not employed and not looking for work (e.g., retired, stay-at-home parent, student)

2.13 [NUM_JOBS](PERSON)

if household has 1 or more participating members employed full/part/furloughed/self/volunteer

How many jobs does each person have?

Programmer: Show each person who is employed full/part/furloughed/self/volunteer AND participating

- 1
- 2
- 3
- 4
- 5 or more

2.14 [JOB_TYPE](PERSON)

if household has 1 or more participating members employed full/part/self/volunteer

As of today, which of the following best describes each person's CURRENT work location?

Programmer: if at least one related HH member has more than one job: Please answer for the job where each person works the most hours.

Programmer: Show list of persons age 16+ who are employed full/part/self/volunteer AND related

- Go to one work location ONLY (outside of home)
- Work ONLY from home or remotely (telework, self-employed)
- Telework some days and travel to a work location somedays
- Work location regularly varies (different offices/jobsites)
- Drive/bike/travel for work (driver, sales, deliveries)

2.15 [STUDENT](PERSON)

School schedules affect many people's transportation needs.

As of today, which members age 16 and older are enrolled as a student?

Programmer: Show list of all persons age 16 or older

- Not a student

- Part-time student, currently attending some or all classes in-person
- Part-time student, ONLY online classes
- Full-time student, currently attending some or all classes in-person
- Full-time student, ONLY online classes

2.16 [SCHOOL_TYPE](PERSON)

if household has 1 or more related children age 0-15 or 1 or more participating adult/teen students

As of today, in what type of school is each person enrolled?

If someone is enrolled in school and attending remotely or from home, please select the type of school they are enrolled in.

Programmer: Show list of related persons age 0-15 AND related adult/teen students

- Cared for at home *if age = under 5*
- Daycare outside home *if age = under 5*
- House of friend/relative/babysitter *if age = under 5*
- Preschool *if age = 0-11*
- Elementary school (public, private, charter) *if age = 5-15*
- Middle school (public, private, charter) *if age = 5-15*
- High school (public, private, charter) *if age = 12-24*
- Home school *if age = 0-24*
- Vocational/technical school *if age >= 12*
- 2-year college *if age >= 16*
- 4-year college *if age >= 16*
- Graduate or professional school *if age >= 16*
- Other

2.17 [SECOND_HOME](PERSON)

Programmer: If 1 participating household member (only one person listed below) Do you regularly spend the night at a second home (e.g., another parent or grandparent's house, partner or spouse's home, or a vacation home)?

Programmer: If 2+ participating household members Do any household members (including yourself) regularly spend the night at a second home (e.g., another parent or grandparent's house, partner or spouse's home, or a vacation home)?

Programmer: Show list of all participating household members

- Does not regularly spend night at second home
- Regularly spends night at second home

2.18 [HABITUAL_LOCATIONS]

Now we will ask about the places your household goes the most. We ask this to save you time as you take the survey.

Thanks for your participation. Please click 'Next' to continue.

2.19 [HOME_LOC](HH)

Where is your home located?

Programmer: Geocoder centered over current lat/lon

2.20[SECOND_HOME_LOC](PERSON)

Show if any household member has a second home

Where is each person's second home located?

Programmers: Show list of participating HH members with a second home.

Programmers: Geocoder centered over current lat/lon

2.21 [WORK_LOC](PERSON)

If household has 1 or more participating HH members with "only one work location" or "teleworks some days and travels to a work location some days" for job type

Where is each person's primary workplace located?

Programmer: Show for participating HH members with "only one work location" or "teleworks some days and travels to a work location some days" for job_type

Programmer: Geocoder centered over current lat/lon

2.22 [SCHOOL_LOC](PERSON)

If household has 1 or more participating adult students who attend class in person or children who are not homeschooled or cared for at home

Where is each person's school located?

Programmer: Show list of participating persons age 18+ who are students and attend class in person (based on [student]) AND all related children who are not homeschooled or cared for at home (based on [school_type])

Programmer: Geocoder centered over current lat/lon

2.23 [ETHNICITY](PERSON)

Thanks. These next questions help us understand how well the survey results represent the overall region. What is your ethnicity?

Select all that apply.

Programmer: Ask of member 1 only.

Programmer: If 2+ participating household members We will ask this information about <your/Name's>other household members later in this survey.

- ☐ Not of Hispanic, Latino, or Spanish origin *Programmers: Clears set*
- ☐ Mexican, Mexican American, Chicano
- ☐ Puerto Rican
- ☐ Cuban
- ☐ Another Hispanic, Latino, or Spanish origin
- ☐ Prefer not to answer *Programmers: Clears set*

2.24 [ETHNICITY_OTHER](PERSON)

if responded "Other" ethnicity

You selected 'another Hispanic, Latino, or Spanish origin.' Please tell us more.

Programmer: Text box entry

2.25 [RACE](PERSON)

What is your race?

Select all that apply.

Programmer: Ask of member 1 only.

Programmer: If 2+ participating household members We will ask this information about <your/Name's>other household members later in this survey.

- ☐ African American or Black
- ☐ American Indian or Alaska Native
- ☐ Asian
- ☐ Native Hawaiian or other Pacific Islander
- ☐ White
- ☐ Other race
- ☐ Prefer not to answer *Programmers: Clears set*

2.26 [RACE_OTHER](PERSON)

if responded "Other" race

You selected 'Other race.' Please tell us more.

Programmer: Text box entry

2.27 [GENDER](PERSON)

What is each person's gender?

Programmer: Show list of participating household members

- ☐ Female
- ☐ Male
- ☐ Non-binary
- ☐ Other/prefer to self-describe
- ☐ Prefer not to answer

2.28 [HH_LICENSES](PERSON)

Show if household has only 1 participating HH members age 16+

Do you drive? Please answer yes if you can drive a motor vehicle including a car, personal truck, SUV, van, or motorcycle.

We will use this information to customize which transportation questions you are asked in this survey.

Show if household has more than 1 participating HH members age 16+

Does each person drive? Please answer yes if they can drive a motor vehicle including a car, personal truck, SUV, van, or motorcycle.

We will use this information to customize which transportation questions you are asked in this survey.

Programmer: Show list of participating persons age 16 or older

- ☐ Yes, drives
- ☐ No, does not drive

2.29 [INCOME_DETAILED](HH)

Last year, what was your household's total annual income (from all sources, before taxes/deductions from pay)?

Programmer: If household has any NON-participating members Please exclude income from members of your household who are not related to you (e.g., roommates, household help).

- ☐ Less than \$10,000
- ☐ \$10,000-\$14,999
- ☐ \$15,000-\$24,999
- ☐ \$25,000-\$34,999
- ☐ \$35,000-\$49,999
- ☐ \$50,000-\$74,999
- ☐ \$75,000-\$99,999
- ☐ \$100,000-\$149,999
- ☐ \$150,000-\$199,999
- ☐ \$200,000-\$249,999
- ☐ \$250,000 or more
- ☐ Prefer not to answer

2.30 [PHONE_TYPES](PERSON)

If rMove and household has 2 or more participating persons age 18+ or if rMove for Web ask for all participating persons age 18+

Which persons have a smartphone?

Programmer: Ask for all participating persons age 18+ in HH, except for member 1 in rMove.

- Has an Apple iPhone
- Has an Android phone
- Has other smartphone type
- Does not have a smartphone

2.31 [WEB_RMOVE_DECIDE](HH)

if recruited via rMove for Web AND eligible for rMove (all participating adults have an eligible smartphone) Use differential incentive values if qualifies for differential incentive.

You've qualified to use the smartphone app rMove to complete the survey and receive a higher value gift card.

Would your household like to participate using rMove *<if selected an incentive for <\$20/\$30>* per participating adult?

- Yes, my household would like to participate in the one-week survey using the smartphone app rMove *<if selected an incentive for <\$20/\$30>* per participating adult
- No, my household would like to participate in the one-day survey online or over the telephone *<if selected an incentive for <\$10/\$20>* per household

2.32 [INCENTIVE_OFFERING]

if selected an incentive

Programmer: qualifies for higher differential incentive if income less than \$35,000 or household has 5 or more members.

Programmer: (A1) Text for households with 1 participating member age 18+ who is completing via rMove:

Thank you for your answers so far.

<if qualified for differential in signup You've qualified for a higher value gift card.>

As thanks for your participation, you will receive a <\$20/\$30> gift card after you complete your 7-day travel survey in rMove. You must complete the full survey to receive your gift card.

Programmer: (A2) Text for households with 2 or more participating members age 18+ who are completing via rMove:

Thank you for your answers so far.

< if qualified for differential in signup Your household has qualified for higher value gift cards.>

As thanks for your participation, each participating adult in your household will receive a <\$20/\$30> gift card after ALL adults in your household complete their 7-day travel survey in rMove. You must complete the full survey to receive your gift card.

Programmer: (B1) Text for households with 1 participating member age 18+ who are completing via rMove for Web:

Thank you for your answers so far.

< if qualified for differential in signup You've qualified for a higher value gift card.>

After you report the trips you make on your assigned travel date, you will receive a <\$10/\$20> gift card. You must complete the full survey to receive your gift card.

Programmer: (B2) Text for households with 2 or more participating members age 18+ who signed up via rMove and is NOT eligible for rMove:

Thank you for your answers so far.

< if qualified for differential You've qualified for a higher value gift card.>

After you and your household members report the trips they make on your assigned travel date, you will receive a <\$10/\$20> gift card. You must complete the full survey to receive your gift card.

2.33 [OTHER_MEMBERS_EMAILS](PERSON)

show if 1 or more other participating adults in household and reporting travel in rMove

Programmer: Validate so text box count = number of participating members over age 18

To complete the study *< if selected an incentive and receive your gift card(s)>*, all of the adults in your household listed below must download rMove and complete their surveys.

Please provide an email address for these participating adults, so we can send them instructions <*if selected an incentive* and send their gift card when they complete the survey>.

Programmer: Required text box entry for household-level studies. Optional text box entry for person-level studies.

2.34 [PROXY](PERSON)

if household has children and 2+ participating adults and reporting travel in rMove

Children's trips to and from school, practices, play dates, and other activities are important for transportation planners to understand.

We ask one adult in the household to report about these travel behaviors.

Which adult will report children's trips?

Programmer: Show list of related persons age 18+

2.35 [PHONE_CONTACT](HH)

If reporting travel in rMove for Web

If you would like to receive survey reminders by phone, please provide your phone number.

Programmer: Optional text box entry, max. 10 digits

2.36 [CLOSE]

Thank you! Please select 'Next' to continue.

3.0 SURVEY PLATFORM PROMPTS

3.0 [WEB_PUSH_RMOVE]

if recruited via rMove for Web and reporting travel in rMove

Thank you for your answers so far! You are now signed up to participate. Your Next Steps:

Download the survey app (rMove) today. Search for 'rMove: Travel Survey' in the [Google Play Store](#) or [Apple Store](#)

Programmer: If 2+ participating adults: The following adults in your household must download rMove:

- <Person 1>
- <Person 2>
- <...>
- <Person n>

Log in with the participation access code we emailed you.

Complete the survey:

- rMove will ask about your travel from <start date> to <stop date> - we'll refer to this as your travel period.
- Complete a 'trip survey' about each trip you make.
- Complete a 'daily survey' each day about your general travel habits.
- **Your household must answer all of their surveys in rMove to complete the survey**

Note: Ensure your phone 'Always Allows' rMove to access your location. You can check this in your location services settings after you download the app.

Questions?

Click [here](#) to ask us a question.

3.1 [RMOVE_PUSH_WEB]

if recruited via rMove and not eligible (all participating adults do not have eligible smartphones)

Thank you for your answers so far! You are now signed up to participate. Your Next Steps:

We're asking you *<if 2+ participating hh members (and the other members of your household)>* to keep track of the trips you make for one day on *<start date>* -- we'll refer to this as your 'travel day.'

Starting on *<start date + 1>* - the day after your travel day – log in with the participation code we emailed you. Complete the survey by telling us about your travel the previous day.

Visit the survey website [here](#) and click log in

You may now uninstall the rMove app at any time.

3.2 [WEB_LANDING]

if using web diary

Programmer: If travel date has not passed:

You've been assigned to keep track of the trips you make on *<start date>*. Please return to this website or call *<study phone number>* toll-free to report your trips and complete the survey on *<start date + 1>*.

You will have until *<start date + 7>* to report your trips.

Programmer: if travel date has passed:

To complete the survey please tell us about your household's travel on *<start date>*.

Please click on a person to begin reporting their travel for *<start date>*

Programmer: Show list of participating persons in HH

3.3 [RMOVE_LANDING]

if using rMove diary

Programmer: Respondent sees Dashboard screen, show below text on the dashboard until their travel period begins.

Your travel period is *<START DATE>* - *<END DATE>*.

Before *<START DATE>*, rMove will begin recording the trips you make and will send you notifications when trip surveys are ready. Each day, you'll also be asked to complete a daily survey about your household's general travel habits.

Note: Collecting your trips will use more battery than usual. Please try to keep your phone charged for the best trip collection.

4.0 DAILY SURVEY: CORE QUESTIONS

Programmer: Daily survey core questions are asked on each travel day for participating adults age 18+

4.0 [BEGIN_DAY](DAY)

if rMove

On <traveldate> , where did <you/name> BEGIN <your/their> day?

This question helps to confirm that rMove correctly collected your travel.

- Home
- Someone else's home
- Work *if employment = full/part/self/volunteer*
- **<Your/Their>** other home (e.g., partner, second home) *if has second home (For bMove, if the user geocodes a second home in the signup, we'll show that as an option (including the address). If we don't have a geocoded second home, we show a generic 'other home' option.)*
- Temporary lodging (e.g., hotel, vacation rental)
- Traveling (e.g., red-eye flight)
- Other

4.1 [END_DAY](DAY)

if rMove

On <traveldate> , where did <you/name> END <your/their> day?

This question helps to confirm that rMove correctly collected your travel.

- Home
- Someone else's home
- Work *if employment = full/part/self/volunteer*
- **<Your/Their>** other home (e.g., partner, second home) *if has second home*
- Temporary lodging (e.g., hotel, vacation rental)
- Traveling (e.g., red-eye flight)
- Other

4.2 [NO_TRAVEL](DAY)

if made zero trips

Why didn't <you/name> go anywhere on <traveldate>?

Select all that apply.

- ☐ <I/Name> did make trips on <traveldate> *if rMove Programmers: Clears set*
- ☐ Not scheduled to work/took day off *if employment =full/part/furlough/self/volunteer*
- ☐ Worked at home for pay (e.g., telework) *if employment =full/part/self/volunteer*
- ☐ No reason to leave
- ☐ Weather conditions (e.g., snowstorm)
- ☐ Sick or quarantining (self or others)
- ☐ Waited for visitor/delivery (e.g., plumber)
- ☐ Kids did online/remote/home school *hide if nobody <18 in HH*
- ☐ Scheduled school closure (e.g., holiday) *hide if nobody <18 in HH*
- ☐ No available transportation (e.g., no car, no bus)
- ☐ Other reason

4.3 [TYPICAL](DAY)

Was <your/Name's> travel on <travel day> typical for that day of the week?

- ☐ Yes, it was typical for that day of the week
- ☐ No, it was NOT typical for that day of the week

4.4 [NOT_TYPICAL_SPECIFY](DAY)

if typical = no

You selected, "No, it was NOT typical for that day of the week. Please tell us why.

Programmer: Text box entry

4.5 [TELECOMMUTE_TIME](DAY)

if employment = full/part/self/volunteer

How much time did **<you/name>** spend working at home or teleworking (from anywhere) for pay on **<traveldate>**?

Please estimate for all time teleworked (both during & outside regular business hours).

Programmer: Selection is in 15-minute increments from 0 up to 10+ hours

4.6 [DELIVERY](DAY)

if rMove or (rMove for Web and person 1)

We want to know how delivery and household services contribute to travel.

Programmer: Show if rMove: On <traveldate> , which of the following occurred?

Programmer: Show if rMove for Web: On <traveldate> , which of the following occurred for you?

Select all that apply.

- ☐ Received packages at home (e.g., USPS, FedEx, UPS)
- ☐ Received personal packages at work *if employment = full/part/self/volunteer and job_type = "only one work location" or "teleworks some days and travels to a work location some days"*
- ☐ Received packages at another location (e.g., Amazon locker, package pick-up point)
- ☐ Take-out/prepared food delivered to home
- ☐ Groceries delivered to home
- ☐ Someone came to do work at home (e.g., babysitter, housecleaning, lawn)
- ☐ Other item delivered to home (e.g., appliance)
- ☐ None of the above

4.7 [SCHOOL_DAILY](DAY)

Programmer: Ask with dropdown if household members attend in-person school or daycare at least some of the time.

On <traveldate>, did each student travel to school?

If child attends daycare: If your child attended daycare, please select "yes."

Programmer: Show list of all students.

- Yes
- No

5.0 DAILY SURVEY: DAY 1

Employment & school related questions

Programmer: Asked of participating adults age 18+

5.0 [EMPLOYMENT_SCHOOL]

if employment = full/part/self/volunteer/furlough OR is student

The following questions about work and school will help us understand your transportation needs.

Programmer: If rMove: Please click 'Next' to complete your daily survey.

5.1 [HOURS_WORKED](PERSON)

if household has 1 or more participating members employed full/part/self/volunteer

**As of today, which of the following best describes the number of hours
<you/name> works per week?**

Programmer: if HH member has more than one job: Please answer for the total number of hours worked at all jobs combined.

- ☐ 50 or more hours
- ☐ 40-49 hours
- ☐ 30-39 hours
- ☐ 20-29 hours
- ☐ 10-19 hours
- ☐ Fewer than 10 hours
- ☐ Hours vary greatly from week to week

5.2 [JOB_OCCUPATION](PERSON)

if household has 1 or more participating members employed full/part/self/volunteer

As of today, which of the following best describes <your/name's> CURRENT primary occupation?

Programmer: if HH member has more than one job: Please answer for the job where each person works the most hours.

- ☐ Computer, Engineering, & Science
- ☐ Construction & Extraction

- Education, Legal, Community Service, Arts, & Media
- Farming, Fishing, & Forestry
- Healthcare Practitioners & Technical
- Installation, Maintenance, & Repair
- Management, Business, & Financial
- Military
- Office & Administrative Support
- Production
- Sales/ Sales-related
- Service
- Transportation & Material Moving
- Other
- Don't Know

5.3 [JOB_INDUSTRY](PERSON)

if household has 1 or more participating members employed full/part/self/volunteer

As of today, which of the following best describes <your/name's> CURRENT primary job industry?

Programmer: if HH member has more than one job: Please answer for the job where each person works the most hours.

- Accommodation & Food Services
- Administrative, Support, & Waste Management Services
- Agriculture, Forestry, Fishing, & Hunting
- Arts, Entertainment, & Recreation
- Construction
- Education Services
- Finance & Insurance
- Health Care & Social Assistance
- Information
- Management of Companies & Enterprises
- Manufacturing

- Military
- Mining, Quarrying, & Oil/Gas Extraction
- Other Services
- Professional, Scientific, & Technical Services
- Public Administration
- Real Estate, Rental, & Leasing
- Retail Trade
- Transportation & Warehousing
- Utilities
- Wholesale Trade
- Other
- Don't Know

5.4 [COMMUTE_FREQ](PERSON)

if employment = full/part/self/volunteer and job_type IS NOT "work only from home" or "drive/bike/travel for work"

Currently, how often <do you/does name> typically commute to <your/their> workplace?

- 6-7 days a week
- 5 days a week
- 4 days a week
- 3 days a week
- 2 days a week
- 1 day a week
- 1-3 days a month
- Less than monthly
- Never

5.5 [WORK_FLEX](PERSON)

If employment = full/part/self/volunteer

What amount of flexibility <do you/does name> have in arrival time at primary workplace?

- No flexibility (e.g., always start at a fixed time, though start time may vary depending on day or shift)
- Some flexibility (e.g., can start up to 30 minutes earlier or later than scheduled)
- Complete flexibility (e.g., can set own schedule)

5.6 [TELEWORK_FREQ](PERSON)

If commute_freq is not 6-7 days a week or job_type IS NOT "drive/bike/travel for work"

How many days <do you/does name> work from home or telework? Please only include days where you worked fully remote.

- 6-7 days a week
- 5 days a week
- 4 days a week
- 3 days a week
- 2 days a week
- 1 day a week
- 1-3 days a month
- Less than monthly
- Never *hide if job_type is remotely (telework, self-employed)*

5.7 [WORK_MODE](PERSON)

if commute_freq is not "never" and job_type IS NOT "work only from home" or "drive/bike/travel for work"

Currently, how <do you/does name> typically travel to <your/their> primary workplace?

Please select the method of transportation used for most of the distance.

- Walk (or jog/wheelchair)
- Bicycle
- Drive alone
- Drive or carpool with only household members

- Carpool with at least one person not in household
- Vanpool
- Bus (public transit)
- Train (any rail, subway, monorail)
- Private shuttle bus
- Paratransit
- Taxi or other hired car service (e.g., Uber, Lyft)
- Micromobility (e.g., moped, scooter)
- Other

5.8 [WORK_MODE_OTHER]

If selected other in work_mode

You selected 'Other' for the method of transportation you typically use to travel to your primary workplace. Please specify.

Programmer: Text box entry

5.9 [TELEWORK_FREQ_PRE_COVID](PERSON)

Before March 2020, how many days per week did <you/name> work from home or telework (instead of going to work that day)?

- 6-7 days a week
- 5 days a week
- 4 days a week
- 3 days a week
- 2 days a week
- 1 day a week
- 1-3 days a month
- Less than monthly
- None

5.10 [SCHOOL_FREQ](PERSON)

if adult student

Currently, how often **<do you/does name>** travel to school?

- ☐ 6-7 days a week
- ☐ 5 days a week
- ☐ 4 days a week
- ☐ 3 days a week
- ☐ 2 days a week
- ☐ 1 day a week
- ☐ 1-3 days a month
- ☐ Less than monthly
- ☐ Never

5.11 [REMOTE_CLASS_FREQ](PERSON)

if adult student and school_freq <> 6-7 days

Currently, how often **<do you/does name>** attend classes online? Please only include days where you do not attend any classes in person.

- ☐ 6-7 days a week
- ☐ 5 days a week
- ☐ 4 days a week
- ☐ 3 days a week
- ☐ 2 days a week
- ☐ 1 day a week
- ☐ 1-3 days a month
- ☐ Less than monthly
- ☐ Never

5.12 [SCHOOL_MODE](PERSON)

if adult student and school_freq <> never

How **<do you/does name>** typically travel to and from school?

Please select the method of transportation used for most of the distance.

Programmer: Match to trip survey mode list.

- School bus *if school_type is high school*
- Walk (or jog/wheelchair)
- Bicycle
- Drive alone
- Drive or carpool with only household members
- Carpool with at least one person not in household
- Vanpool
- Bus (public transit)
- Train (any rail, subway, monorail)
- Private shuttle bus
- Paratransit
- Taxi or other hired car service (e.g., Uber, Lyft)
- Micromobility (e.g., moped, scooter)
- Other

6.0 DAILY SURVEY: DAY 2

Typical Travel

Programmer: Asked of participating adults age 18+

6.0 [TYPICAL_TRAVEL]

The following questions will help us understand the travel options you use.

Programmer: If rMove: Please click 'Next' to complete your daily survey.

6.1 [SHARE](PERSON)

Which of the following, if any, **<have you/has name>** used in the past 12 months?

Select all that apply.

- ☐ Uber, Lyft, or other smartphone-app ride service
- ☐ Carshare (e.g., Zipcar)
- ☐ Peer-to-peer car rental (e.g., Turo)
- ☐ Bikeshare or bike rental service
- ☐ Vanpool
- ☐ Scooter share (e.g., Bird, Lime)
- ☐ Moped share (e.g., Scoot)
- ☐ None of the above *Programmers: Clears set*

6.2 [TNC_FREQ](PERSON)

if uses smartphone-app ride services

How often **<do you/does name>** use Uber, Lyft, or a similar app-based ride service?

Please answer based on what you do currently.

- ☐ 6-7 days a week
- ☐ 5 days a week
- ☐ 4 days a week
- ☐ 3 days a week

- 2 days a week
- 1 day a week
- 1-3 days a month
- Less than monthly

6.3 [CARSHARE_FREQ](PERSON)

if uses carshare

How often <do you/does name> use carshare (e.g., Zipcar)?

Please answer based on what you do currently.

- 6-7 days a week
- 5 days a week
- 4 days a week
- 3 days a week
- 2 days a week
- 1 day a week
- 1-3 days a month
- Less than monthly

6.4 [PEERRENT_FREQ](PERSON)

if uses peer-to-peer car rental

How often <do you/does name> use a peer-to-peer car rental (e.g., Turo)?

Please answer based on what you do currently.

- 6-7 days a week
- 5 days a week
- 4 days a week
- 3 days a week
- 2 days a week
- 1 day a week
- 1-3 days a month

- Less than monthly

6.5 [BIKESHARE_FREQ](PERSON)

if uses bikeshare

How often <do you/does name> use a bicycle from a bikeshare program?

Please answer based on what you do currently.

- 6-7 days a week
- 5 days a week
- 4 days a week
- 3 days a week
- 2 days a week
- 1 day a week
- 1-3 days a month
- Less than monthly

6.6 [VANPOOL_FREQ](PERSON)

if uses vanpool

How often <do you/does name> travel by vanpool?

Please answer based on what you do currently.

- 6-7 days a week
- 5 days a week
- 4 days a week
- 3 days a week
- 2 days a week
- 1 day a week
- 1-3 days a month
- Less than monthly

6.7 [SCOOTSHARE_FREQ](PERSON)

if uses scooter share

How often <do you/does name> use a scooter from a scooter share program?

Please answer based on what you do currently.

- ☐ 6-7 days a week
- ☐ 5 days a week
- ☐ 4 days a week
- ☐ 3 days a week
- ☐ 2 days a week
- ☐ 1 day a week
- ☐ 1-3 days a month
- ☐ Less than monthly

6.8 [MOPEDSHARE_FREQ](PERSON)

if uses moped share

How often <do you/does name> use a moped from a moped share program?

Please answer based on what you do currently.

- ☐ 6-7 days a week
- ☐ 5 days a week
- ☐ 4 days a week
- ☐ 3 days a week
- ☐ 2 days a week
- ☐ 1 day a week
- ☐ 1-3 days a month
- ☐ Less than monthly

6.9 [TRANSIT_FREQ](PERSON)

How often <do you/does name> use transit (e.g., bus, train)?

Please answer based on what you do currently.

- ☐ 6-7 days a week
- ☐ 5 days a week
- ☐ 4 days a week
- ☐ 3 days a week
- ☐ 2 days a week
- ☐ 1 day a week
- ☐ 1-3 days a month
- ☐ Less than monthly
- ☐ Never

6.10 [PARTICIPATE](PERSON)

<Are you/Is name> willing to participate in future transportation surveys (like this one)?

- ☐ Yes
- ☐ No

7.0 DAILY SURVEY: DAY 3

Vehicle-related questions

Programmer: Asked of participating adults age 18+

7.0 [VEHICLE_BEHAVIOR]

if household has 1+ vehicles and person drives

The following questions will help us understand your household's driving habits.

Programmer: if rMove Please click 'Next' to complete your daily survey.

7.1 [VEHICLE](PERSON)

if household has 1+ vehicles and person drives

What vehicle <do you/does name> drive the most?

- ☐ <HHvehicle1>
- ☐ <HHvehicle2>
- ☐ ...
- ☐ <HHvehicle10>
- ☐ A carshare vehicle (e.g., ZipCar)
- ☐ Other vehicle
- ☐ None (<I do/Name does> not drive a vehicle)

7.2 [HOME_VEHICLE_PARK](PERSON)

if household has vehicles and person drives; if rMove or (rMove for Web and person 1).

Where do you typically park your household vehicle(s) at home?

- ☐ Home driveway/garage
- ☐ Parking lot/garage
- ☐ On-street parking

7.3 [HOME_VEHICLE_PARK_PAY](PERSON)

if household has vehicles and person drives; if rMove or (rMove for Web and person 1).

Do you pay to park your vehicle at home (include parking costs that are bundled with rental cost)?

- Yes
- No

7.4 [EV_TYPICAL_CHARGE](PERSON)

if fuel type of primary vehicle driven is electric or PHEV

Where <do you/does name> charge <your/their> electric vehicle?

Please select all locations used in the last three months.

- ☐ At home
- ☐ At work
- ☐ At a commute location (e.g., Park and Ride lot, parking garage)
- ☐ At a shopping location (e.g., grocery store, shopping mall)
- ☐ At a public location (e.g., hospital, library, government building)
- ☐ At a hotel/inn
- ☐ Other

7.5 [EV_PURCHASE](PERSON)

if household has 1 or more vehicles and fuel type of primary vehicle driven is not electric

<Have you/Has name> considered purchasing a fully electric vehicle?

Examples of fully electric vehicles include cars made by Tesla, a Chevy Bolt, or a Nissan Leaf.

- Yes, <I have/Name has> considered purchasing a fully electric vehicle and may purchase one in the next few years
- Yes, <I have/Name has> considered purchasing a fully electric vehicle, but <am/is> NOT likely to purchase one in the next few years
- No, <I have/Name has> not considered purchasing a fully electric vehicle
- Yes, <I have/Name has> already purchased a fully electric vehicle but no longer <own/owns> it, or <do/does> not drive it as <my/their> primary vehicle

8.0 DAILY SURVEY: DAY 4

Detailed demographic questions

Programmer: Asked of participating adults age 18+

8.0 [DETAILED_DEMOGRAPHICS]

The following questions will help us understand how closely the survey results match the overall region and how travel options affect people differently.

Programmers: if rMove Please click 'Next' to complete your daily survey.

8.1 [RESIDENCE_TYPE](HH)

if rMove or (rMove for Web and person 1)

What type of place is your current residence?

- ☐ Single-family house (detached house)
- ☐ Duplex or Townhouse (attached house)
- ☐ Multi-family house (3 or fewer apartments)
- ☐ Building with 3 or fewer apartments/condos
- ☐ Building with 4 or more apartments/condos
- ☐ Senior or age-restricted apartments/condos
- ☐ Manufactured home/mobile home/trailer
- ☐ Dorm, group quarters, or institutional housing
- ☐ Other (e.g., boat, RV, van)

8.2 [INCOME_FOLLOWUP](HH)

Show question if "prefer not to answer" was selected for income in the pre-survey. If rMove or (rMove for Web and person 1).

As we conduct this survey in your region, we want to understand if all types of people are represented.

From these general categories, what was your household's total annual income last year before taxes or other deductions from pay?

Programmer: if household has any non-related household members: Please exclude income from members of your household who are not related to you (e.g., roommates, household help).

- Under \$25,000
- \$25,000-\$49,999
- \$50,000-\$74,999
- \$75,000-\$99,999
- \$100,000-\$199,999
- \$200,000 or more
- Prefer not to answer

8.3 [DISABILITY](PERSON)

<Do you/Does Name> have a disability or illness that affects **<your/their>** ability to travel?

- Yes
- No
- Prefer not to answer

8.4 [EDUCATION](PERSON)

What is the highest level of education **<you have/Name has>** completed?

- Less than high school
- High school graduate/GED
- Some college
- Vocational/technical training
- Associate degree
- Bachelor's degree
- Graduate/post-graduate degree
- Prefer not to answer

8.5 [ETHNICITY](PERSON)

What is **<your/Name's>** ethnicity?

Select all that apply.

Programmer: Do not ask of member 1 (was asked of member 1 in the signup survey).

- ☐ Not of Hispanic, Latino, or Spanish origin *Programmers: Clears set*
- ☐ Mexican, Mexican American, Chicano
- ☐ Puerto Rican
- ☐ Cuban
- ☐ Another Hispanic, Latino, or Spanish origin
- ☐ Prefer not to answer *Programmers: Clears set*

8.6 [ETHNICITY_OTHER](PERSON)

if responded "Other" ethnicity

You selected 'another Hispanic, Latino, or Spanish origin.' Please tell us more.

Programmer: Text box entry

8.7 [RACE](PERSON)

What is <your/Name's> race?

Select all that apply.

Programmer: Do not ask of member 1 (was asked of member 1 in the signup survey).

- ☐ African American or Black
- ☐ American Indian or Alaska Native
- ☐ Asian
- ☐ Native Hawaiian or other Pacific Islander
- ☐ White
- ☐ Other race
- ☐ Prefer not to answer *Programmers: Clears set*

8.8 [RACE_OTHER](PERSON)

if responded "Other" race

You selected 'other race.' Please tell us more.

Programmer: Text box entry

9.0 DAILY SURVEY: DAY 5

Bicycle-use questions

Programmer: Asked of participating adults age 18+

9.0 [BICYCLE_USE]

The following questions will help us understand the travel options you use.

Programmers: if rMove: Please click 'Next' to complete your daily survey.

9.1 [NUM_BICYCLES](HH)

if rMove or (rMove for Web and person 1)

Programmer: if household size = 1: How many bicycles do you own?

Programmer: if household size > 1: How many bicycles do you and your household members own?

- ☐ 0 (no bicycles in household)
- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5 or more

9.2 [BICYCLE_TYPE](HH)

show if number of bicycles > 0

What types of bicycle(s) do you and your household members own?

Select all that apply.

- ☐ Standard bicycle
- ☐ Electric bicycle
- ☐ Other

9.3 [BIKE_FREQ](PERSON)

How often **<do you/does name>** use a bicycle outside?

Please answer based on what you do currently.

- ☐ 6-7 days a week
- ☐ 5 days a week
- ☐ 4 days a week
- ☐ 3 days a week
- ☐ 2 days a week
- ☐ 1 day a week
- ☐ 1-3 days a month
- ☐ Less than monthly
- ☐ Never

9.4 [MICROMOBILITY_DEVICES](HH)

if rMove or (rMove for Web and person 1)

Which of the following micromobility devices do you use?

Select all that apply.

- ☐ Scooter
- ☐ Moped
- ☐ Skateboard or rollerblades
- ☐ Other
- ☐ None *Programmers: Clears set*

10.0 DAILY SURVEY: DAY 7

Asked of related adults age 18+

10.0 [FEEDBACK]

if rMove

Thank you for participating! Please provide any feedback you have about the survey experience by clicking 'More' on your dashboard and selecting 'Give us feedback.'

10.1 [FEEDBACK_WEB]

if rMove for Web

Thank you for participating! Please provide any feedback you have about the survey experience below.

Programmer: Optional text entry box.

11.0 DAILY SURVEY COMPLETE SCREEN

11.0 [DAY_END]

Show if rMove

Programmers: if made trips on travel day or confirmed they didn't make trips:

Thank you. rMove's goal is to show **all** trips made.

Did rMove miss a trip? To add trips, return to your travel roster for this day and click the + button in the bottom right of the screen.

Press 'Next' to finish this survey.

Programmers: if indicated they traveled in the no_travel question, but currently don't have trips in their roster:

You indicated that you made trips on **<travel_date>**. Press 'Next' to add your trips for this day.

12.0 REMOVE FOR WEB DIARY

12.0 [WEB_PROXY]

To begin, who is completing this survey for **<name>**?

Programmer: List of all participating persons age 18+ in household

12.1 [BEGIN_DAY](DAY)

Thanks. Now, let's start building **<name's>** travel day.

The travel day began at 3:00 a.m. on **<traveldate>** and ended at 3:00 a.m. on **<traveldate + 1>**.

Where was **<name>** when the travel day BEGAN?

- Home (**<address>**)
- Work (**<address>**) *if employment = full/part/self/volunteer*
- Someone else's home
- **<Your/Their>** other home (e.g., other parent, partner, second home) *if has second home*
- Temporary lodging (e.g., hotel, vacation rental, campground)
- Traveling at 3AM (e.g., red-eye flight) *if selected: popup "Since <you were/name was> traveling, please answer with the last place <you /name > stopped <BEFORE/AFTER> 3:00 AM (even if it was a short stop such as to get gas)."*
- Other

12.2 [END_DAY](DAY)

Where was **<name>** when the travel day ENDED?

- Home (**<address>**)
- Work (**<address>**) *if employment = full/part/self/volunteer*
- Someone else's home
- **<Your/Their>** other home (e.g., other parent, partner, second home) *if has second home*
- Temporary lodging (e.g., hotel, vacation rental, campground)
- Traveling at 3AM (e.g., red-eye flight) *if selected: popup "Since <you were/name was> traveling, please answer with the last place <you /name > stopped <BEFORE/AFTER> 3:00 AM (even if it was a short stop such as to get gas)."*
- Other

12.3 [STOP_ROSTER]

Please list, in order, all the stops **<name>** made on **<traveldate>**.

Click the + to add each stop.

Tip: Please just list the names of your stops for now. We will ask for locations/addresses later.

12.4 [STOP_ROSTER_CONFIRM]

All stops listed?

Have you added all the stops from the travel day?

Frequently missed stops include:

- A short stop in the middle of other activities (e.g., quick trip for lunch)
 - A brief stop on the way to somewhere else (e.g., gas, ATM, drive-thru restaurant)
 - Dropping someone off on the way to somewhere else (e.g., spouse at park-and-ride lot, child at a friend's house)
-
- No, add more
 - Yes, all done

12.5 [TIMES](TRIP)

if web survey

When was **<name> at each place?**

Please enter the arrival and departure time for each stop.

Programmer: Clock entry from 3AM-3AM, in 1-minute increments. Subsequent times must not be earlier than previous times.

12.6 [TRIP_DETAILS]

if web survey

Thanks for telling us about **<name's> stops. Now we'd like to ask about **<name's>** travel between those stops.**

Please click on each trip below to provide details.

13.0 TRIP SURVEY

13.0 [STOP_DEFINE]

Programmer: Link to this page when information hyperlink about stops is clicked.

What is a stop?

A stop is any time you traveled more than 100 feet and conducted an activity at a different address. Examples include:

- Arriving at school or work
- Getting a coffee on the way to work
- Dropping someone off or picking someone up
- Using a drive-thru

What is NOT a stop?

- Going to another place inside the same building (like a different store within the same mall or a different doctor's office in the same hospital)
- Going to the end of the driveway to get the mail
- Walking around your yard/property

What if I changed vehicles?

If you changed vehicles of one type to another, this IS A STOP (e.g., driving a car to a bus stop and switching from a car to a bus).

What if I pick up someone or drop someone off?

If you pickup or drop-off a member of your group, you should record this as a stop.

Examples:

- Dropping or picking up a child from school or day care
- Picking up a spouse from work
- Dropping off children at a game or afterschool program

13.1 [STOP_DESTINATION](TRIP)

if rMove

Did you stop here?

Programmer: Add information hyperlink: What's a stop?

- Yes, I stopped

- No, I was still traveling
- No, I didn't make this trip at all

13.2 [STOP_DETECTED]

if rMove

We found some stops you may have made along the way.

Programmer: Add information hyperlink: What's a stop?

Please choose which stops to keep.

Programmer: List of potential stops based on speed

13.3 [STOP_ADDED]

if rMove

Do you need to add any more stops along the way?

Programmer: Add information hyperlink: What's a stop?

Programmer: Counter input 0-9

13.4 [STOP_LOCATION](TRIP)

if stop_added > 0

Where did you stop?

Use the arrows and slider to move the marker. When the marker is at the point closest to the stop you want to add, click 'Next.'

Programmer: Trip trace slider

13.5 [CONFIRM](TRIP)

if trip details are prepopulated or proxy trip survey

We guessed at the details of your trip. Please select 'Confirm all' or 'Edit details' at the bottom of the list, then click 'Next'

- Confirm all
- Edit details

13.6 [MODE](TRIP)

How did **<you/Name>** travel on this trip?

If **<you/Name>** used multiple modes or changed modes during your trip, please select all modes used.

- ☐ Walk (or jog/wheelchair)
- ☐ Household vehicle (or motorcycle) *hide if 0 vehicle in HH*
- ☐ Other vehicle (e.g., friend's car, rental, carshare, work car)
- ☐ Uber/Lyft, taxi, or car service
- ☐ Bus, shuttle, or vanpool
- ☐ Rail (e.g., train, subway)
- ☐ Bicycle or e-bicycle
- ☐ Micromobility (e.g., scooter, moped, skateboard)
- ☐ Medical transportation service
- ☐ Other

13.7 [TRANSIT_ACCESS](TRIP)

if mode = bus or rail

How did **<you/Name>** get to the transit stop?

- ☐ Transferred from another bus
- ☐ Transferred from other transit (e.g., rail, air)
- ☐ Walked (or jogged/wheelchair)
- ☐ Drove and parked my own household's vehicle (or motorcycle)
- ☐ Drove and parked another vehicle (or motorcycle)
- ☐ Got dropped off in my own household's vehicle (or motorcycle)
- ☐ Got dropped off in another vehicle (or motorcycle)
- ☐ Uber/Lyft, taxi, or car service
- ☐ Bicycle
- ☐ Micromobility (e.g., scooter, moped, skateboard)
- ☐ Other

13.8 [TRANSIT_EGRESS](TRIP)

If mode = bus or rail

How did <you/Name> exit the transit stop?

- ☐ Transferred to another bus
- ☐ Transferred to other transit (e.g., rail, air)
- ☐ Walked (or jogged/wheelchair)
- ☐ Drove my own household's vehicle (or motorcycle)
- ☐ Drove another vehicle (or motorcycle)
- ☐ Got picked up in my own household's vehicle (or motorcycle)
- ☐ Got picked up in another vehicle (or motorcycle)
- ☐ Uber/Lyft, taxi, or car service
- ☐ Bicycle
- ☐ Micromobility (e.g., scooter, moped, skateboard)
- ☐ Other

13.9 [MODE_OWN](TRIP)

if mode or transit_access or transit_egress = HH vehicle

What vehicle did <you/Name> use on this trip?

Select all that apply.

- ☐ <HHvehicle1>
- ☐ <HHvehicle2>
- ☐ ...
- ☐ Other vehicle in household
- ☐ Other motorcycle in household

13.10 [MODE_AUTO](TRIP)

if mode or transit_access or transit_egress = other vehicle

What vehicle did <you/Name> use on this trip?

Select all that apply.

- ☐ Car from work *if employed full/part/self/volunteer*
- ☐ Friend/relative/colleague's car
- ☐ Rental car
- ☐ Carpool match (e.g., Waze Carpool)
- ☐ Carshare service (e.g., Zipcar)
- ☐ Peer-to-peer car rental (e.g., Turo)
- ☐ Other vehicle (not my household's)
- ☐ Other motorcycle (not my household's)

13.11 [VEHICLE_PARK_LOC](TRIP)

if mode or transit_access or transit_egress = HH vehicle or other vehicle

Programmer: Do not ask for proxy trip survey.

Where did **<you/Name>** park?

- ☐ Home driveway/garage (yours or someone else's)
- ☐ Parking lot/garage
- ☐ On-street parking
- ☐ Park & Ride lot
- ☐ Didn't park (e.g., waited, drop-off, drive-thru, gas)
- ☐ Other

13.12 [VEHICLE_PARK_TYPE](TRIP)

if vehicle_park_loc = lot/garage, on-street, or park and ride lot

Programmer: Do not ask for proxy trip survey.

How did **<you/Name>** pay to park here?

- ☐ Free parking (no cost at all)
- ☐ Used a parking pass (any type)
- ☐ Paid via cash, credit card, or ticket(s)
- ☐ Parking reservation service (e.g., SpotHero, ParkMobile)

- Another person paid or was reimbursed
- Not sure/don't remember
- Other

13.13 [VEHICLE_PARK_PAY](TRIP)

if vehicle_park_type is not free parking

Programmer: Do not ask for proxy trip survey.

How much did it cost to park here?

Round to the nearest dollar.

- \$: *Numeric entry for dollars up to 999*
- Not sure/don't remember

13.14 [EV_CHARGE_STATION](TRIP)

if used household electric vehicle on trip

Programmer: Do not ask for proxy trip survey.

Could <you/Name> charge <your/their> electric vehicle here (e.g., home charging, charging stations)?

- No
- Yes, and <I/Name> did NOT charge the vehicle here before <my/their> next trip
- Yes, and <I/Name> charged the vehicle here before <my/their> next trip
- Don't know

13.15 [EV_CHARGE_STATION_LEVEL](TRIP)

if EV charge stations were at destination

Programmer: Do not ask for proxy trip survey.

What level charging stations were here?

Select all that apply.

- ☐ Level 1 (2-5 miles of range per 1 hour of charging)
- ☐ Level 2 (10-20 miles of range per 1 hour of charging)

- ☐ Level 3/DC Fast (60+ miles of range per 1 hour of charging)
- ☐ Don't know

13.16 [EV_CHARGE_STATION_DECISION](TRIP)

if used EV charge station at destination and destination is not home/work/school location

Programmer: Do not ask for proxy trip survey.

What is **<your/Name's>** level of agreement with this statement?

I decided to stop here because there were electric vehicle charging stations.

- ☐ Agree
- ☐ Neutral
- ☐ Disagree

13.17 [MODE_TAXI](TRIP)

if mode or transit_access or transit_egress = taxi

What type of taxi or ride service did **<you/Name>** use on this trip?

Select all that apply.

- ☐ Regular taxi (e.g., Yellow Cab)
- ☐ Uber, Lyft, or other smartphone-app ride service
- ☐ Other hired car service (e.g., black car, limo)

13.18 [TNC_TYPE](TRIP)

if mode_taxi = Uber/Lyft

Programmer: Do not ask for proxy trip survey.

What type of smartphone-app ride service did **<you/Name>** use on this trip?

- ☐ Pooled (e.g., UberPool, Lyft Shared)
- ☐ Regular (e.g., UberX, UberXL, Lyft, LyftXL)
- ☐ Premium (e.g., UberBlack, Lyft Lux)
- ☐ Don't know

13.19 [TAXI_TYPE](TRIP)

if mode or transit_access or transit_egress = taxi

Programmer: Do not ask for proxy trip survey.

Who paid for the trip?

- <I/Name> paid the fare <myself/themselves> (no reimbursement)
- Employer paid (<I am/Name is> reimbursed) *if employed full/self/part/volunteer*
- Split/shared fare with other(s)
- Someone else paid 100% (all of fare)
- Other

13.20 [TAXI_PAY](TRIP)

if taxi_type = I paid, employer paid, split/shared

Programmer: Do not ask for proxy trip survey.

How much was the total fare for the ride?

Round to the nearest dollar.

Please include any tip.

- \$: *Numeric entry for dollars up to 999*
- Don't know

13.21 [MODE_BUS](TRIP)

if mode or transit_access or transit_egress = bus

What bus did <you/Name> use on this trip?

Select all that apply.

- ☐ Local bus
- ☐ Express/commuter bus
- ☐ Rapid transit bus (BRT)
- ☐ School bus *if age < 18 or adult student*
- ☐ University/college shuttle/bus
- ☐ Employer-provided shuttle/bus *if employed*

- ☐ Other private shuttle/bus (e.g., a hotel's, an airport's)
- ☐ Vanpool
- ☐ Paratransit/Dial-A-Ride
- ☐ Intercity bus (e.g., Greyhound)
- ☐ Other bus

13.22 [MODE_RAIL](TRIP)

if mode or transit_access or transit_egress = rail

What train/rail did <you/Name> use on this trip?

Select all that apply.

- ☐ Subway
- ☐ Commuter rail (e.g., Metro North)
- ☐ Light rail
- ☐ Intercity rail (e.g., Amtrak)
- ☐ Cable car or streetcar
- ☐ Other rail

13.23 [TRANSIT_TYPE](TRIP)

if mode = bus (except school bus) or rail

Programmer: Do not ask for proxy trip survey.

How did <you/Name> pay the transit fare?

- ☐ Used transit pass (any type)
- ☐ Cash, credit card, or ticket(s)
- ☐ Used a transfer from a previous transit trip *if accessed transit by another transit*
- ☐ Free (no cost at all)
- ☐ Other
- ☐ Don't know

13.24 [TRANSIT_PAY](TRIP)

if transit_type = cash, credit card, or ticket(s)

Programmer: Do not ask for proxy trip survey.

How much did the transit fare cost?

Round to the nearest dollar.

- \$: *Numeric entry for dollars up to 999*
- Not sure/don't remember

13.25 [MODE_BIKE](TRIP)

if mode or transit_access or transit_egress = bicycle

What bicycle did <you/Name> use on this trip?

Select all that apply.

- ☐ Standard bicycle (my household's)
- ☐ Electric bicycle (my household's)
- ☐ Borrowed bicycle (e.g., a friend's)
- ☐ Bike-share - standard bicycle
- ☐ Bike-share - electric bicycle
- ☐ Other rented bicycle

13.26 [MODE_SCOOTER](TRIP)

if mode or transit_access or transit_egress = micromobility

What micromobility device (e.g., scooter, moped, skateboard) did <you/Name> use on this trip?

Select all that apply.

- ☐ Personal scooter or moped (not shared)
- ☐ Scooter-share (e.g., Bird, Lime)
- ☐ Moped-share (e.g., Scoot)
- ☐ Skateboard or rollerblade
- ☐ Segway
- ☐ Other

13.27 [MODE_OTHER](TRIP)

if mode or transit_access or transit_egress = other

Which of the following did <you/Name> use on this trip?

Select all that apply.

- ☐ Airplane/helicopter
- ☐ Vehicle ferry (took vehicle on board)
- ☐ Other public ferry or water taxi
- ☐ Other boat (e.g., kayak)
- ☐ Golf cart
- ☐ ATV
- ☐ Snowmobile
- ☐ Other

13.28 [MODE_OTHER_SPECIFY](TRIP)

if mode_other = other

You selected 'Other.' Please tell us more.

Programmer: Text box entry

13.29 [HH_TRAVELERS](TRIP)

if HH size > 1

Which household members traveled with <you/Name> on this trip?

Please include anyone that started the trip with <you/Name> and traveled with <you/Name>.

Select all that apply.

- ☐ Just me
- ☐ <hh_member1>
- ☐ <hh_member2>
- ☐ ...
- ☐ <hh_member13>

13.30 [NON_HH_TRAVELERS](TRIP)

Programmer: if HH size > 1:

How many other people (not in your household) were traveling specifically with <you/Name> for the whole trip?

Programmer: if HH size = 1:

How many other people were traveling specifically with you for the whole trip?

Programmer: if mode is taxi/ride service or bus :

Please do NOT include taxi/bus drivers or passengers <you don't/Name doesn't> know.

Please do NOT include anyone <you/Name> met at <your/Name's> destination.

- ☐ 0
- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5+

13.31 [VEHICLE_DRIVER](TRIP)

if mode/transit_access/transit_egress = HH vehicle or other vehicle and (travel party = 2+ except if other travelers are household children under 16)

Programmer: Show for proxy trip survey if proxy drives

<Were you/Was Name> the driver or passenger?

- ☐ Driver
- ☐ Passenger
- ☐ Both (switched drivers during trip)

13.32 [HOV_TRIP](TRIP)

if mode/transit_access/transit_egress = HH vehicle or other vehicle and travel party = 2+

Programmer: Do not ask for proxy trip survey logic

Did <you/name> use an HOV lane for any part of this trip?

- ☐ Yes
- ☐ No
- ☐ Don't remember

13.33 [TOLL_TRIP](TRIP)

if mode/transit_access/transit_egress = HH vehicle or other vehicle

Did **<you/name>** travel on a toll road for any part of this trip?

- ☐ Yes
- ☐ No
- ☐ Don't remember

13.34 [TOLL_PAY_TRIP](TRIP)

if toll_trip = yes

How much did the toll cost?

Round to the nearest dollar.

- ☐ \$: *Numeric entry for dollars up to 999*
- ☐ Not sure/don't remember

13.35 [CONFIRM_HOME](TRIP)

if destination within 150m radius of reported home lat/lon

Did this trip end at home?

- ☐ Yes
- ☐ No

13.36 [CONFIRM_SECOND_HOME](TRIP)

if destination within 150m radius of reported second home lat/lon

Did this trip end at a second home?

- ☐ Yes
- ☐ No

13.37 [CONFIRM_PRIMARY_WORK](TRIP)

if destination within 150m of reported work lat/lon

Programmer: if rMove:

Did this trip end at work?

Programmer: if rMove for Web:

Did this trip end at <your work/work for Name> ?

- ☐ Yes
- ☐ No

13.38 [CONFIRM_PRIMARY_SCHOOL](TRIP)

if destination within 150m of reported school lat/lon

Programmer: if rMove:

Did this trip end at school?

Programmer: if rMove for Web:

Did this trip end at <your school/school for Name> ?

- ☐ Yes
- ☐ No

13.39 [CONFIRM_DROPOFF_WORK](TRIP)

if destination within 150m of other HH member's reported work (primary or secondary) lat/lon

It looks like <you/name> stopped at a household member's work.

What did <you/Name> do at this stop?

- ☐ Pick someone up
- ☐ Drop someone off
- ☐ BOTH pick up AND drop off
- ☐ Accompany someone only (e.g., go along for the ride)
- ☐ Other activity at workplace only (e.g., attend meeting, pick-up or drop-off item)

- Went somewhere other than the workplace

13.40 [CONFIRM_DROPOFF_SCHOOL](TRIP)

if destination within 150m of other HH member's reported school lat/lon

It looks like <you/name> stopped at a household member's school.

What did <you/Name> do at the school?

- Pick someone up
- Drop someone off
- BOTH pick up AND drop off
- Accompany someone only (e.g., go along for the ride)
- Other activity at school only (e.g., attend meeting, pick-up or drop-off item)
- Went somewhere other than the school

13.41 [PURPOSE](TRIP)

if not confirmed habitual location

For all trips except loop trips **Why did <you/Name> make this stop?**

Programmer: For loop trips only **Why did <you/Name> make this trip?**

- Went home
- Went to work, work-related, volunteer-related *if employment = full/part/self/volunteer*
- Attended school/class
- Dined out, got coffee or take-out
- Dropped off, picked up, or accompanied another person
- Changed or transferred mode (e.g., waited for bus or exited bus)
- Appointment, shopping, or errands (e.g., gas)
- Social, leisure, religious, entertainment activity
- Exercise or recreation (e.g., gym, jog, bike, walk dog)
- Went to another residence (e.g., someone else's home, second home)
- Went to temporary lodging (e.g., hotel, vacation rental)
- Other reason *Programmers: Ask follow-up open-end on other*

13.42 [PURPOSE_WORK](TRIP)

if purpose = work/work-related and destination is not reported work location

Why did <you/Name> make this stop?

- Went to work-related activity (e.g., meeting, delivery, worksite)
- Volunteering
- Other work-related *Programmers: Ask follow-up open-end on other*

13.43 [PURPOSE_SCHOOL](TRIP)

if purpose = school/class and destination is not reported school location

Why did <you/Name> make this stop?

- Attend daycare or preschool *if school_type = daycare or preschool*
- Attend K-12 school *if school_type = K-12 school*
- Attend college/university *if school_type = college/university or graduate/professional school*
- Attend vocational education class *if school_type = vocational education*
- Attend other type of class (e.g., cooking class, field trip) *Programmers: Ask follow-up open-end on other*

13.44 [PURPOSE_ERRAND](TRIP)

if purpose = Appointment/shopping/errands

Why did <you/Name> make this stop?

- Grocery shopping
- Other routine shopping (e.g., pharmacy)
- Got gas
- Medical visit (e.g., doctor, dentist)
- Errand without appointment (e.g., post office)
- Errand with appointment (e.g., haircut)
- Shopping for major item (e.g., furniture, car)

- Other *Programmers: Ask follow-up open-end on otherho*

13.45 [PURPOSE_LEISURE](TRIP)

if purpose = Social/religious/leisure activity

Why did <you/Name> make this stop?

- Social activity (e.g., visit friends/relatives)
- Family activity (e.g., watch child's game)
- Leisure/entertainment/cultural (e.g., cinema, museum, park)
- Religious/civic/volunteer activity
- Other *Programmers: Ask follow-up open-end on other*

13.46 [PURPOSE_DROP](TRIP)

if purpose = pick-up/drop off

Why did <you/Name> make this stop?

- Pick someone up
- Drop someone off
- BOTH pick up AND drop off
- Accompany someone only (e.g., go along for the ride)
- Other activity only (e.g., attend meeting, pick-up or drop-off item) *Programmers: Ask follow-up open-end on other*

13.47 [PURPOSE_OTHER](TRIP)

if purpose = other on first or second level

Can you tell us more about why <you/Name> made this stop?

Programmer: Text box entry

14.0 PROXY SURVEY

if rMove: Shown to adult proxy reporter on random Tu, We, Th of travel period – One survey is created for each related person reported by proxy (each related child under age 18)

if rMove for Web: Shown for related children under age 18

14.0 [PROXY_INTRO]

if child who is not cared for at home or homeschooled

Please answer the following questions based on <Name's> current school or daycare schedule. Click 'Next' to begin.

14.1 [SCHOOL_FREQ](PERSON)

if child who attends school or daycare

Currently, how often does <Name> travel to school?

Programmer: If child attends daycare: If your child attends a daycare, please answer for how often they attend currently.

- ☐ 6-7 days a week
- ☐ 5 days a week
- ☐ 4 days a week
- ☐ 3 days a week
- ☐ 2 days a week
- ☐ 1 day a week
- ☐ 1-3 days a month
- ☐ Less than monthly
- ☐ Never

14.2 [REMOTE_CLASS_FREQ](PERSON)

if child who is not cared for at home or attending daycare and school_freq<=6 or 7 days

Currently, how often <does name> attend classes online? Please only include days where they do not attend school in person.

- 6-7 days a week
- 5 days a week
- 4 days a week
- 3 days a week
- 2 days a week
- 1 day a week
- 1-3 days a month
- Less than monthly
- Never

14.3 [SCHOOL_MODE](PERSON)

if child who attends school or daycare

School and daycare schedules affect many people's transportation needs.

How does <Name> typically travel to/from school or daycare?

Please select the method of transportation used for most of the distance.

- School bus
- Walk (or jog/wheelchair)
- Household vehicle (or motorcycle)
- Other vehicle (e.g., friend's car, rental, work car)
- Uber/Lyft, taxi, or car service
- Bus, shuttle, vanpool, or Paratransit
- Rail (e.g., train, subway)
- Bicycle or e-bicycle
- Micromobility (e.g., scooter, moped, skateboard)
- Other

14.4 [BEGIN_DAY](DAY)

if rMove

On <traveldate>, where did <name> BEGIN their day?

- Home

- Someone else's home
- Work *if employment = full/part/self/volunteer*
- Their other home (e.g., other parent, second home) *if has second home*
- Temporary lodging (e.g., hotel, vacation rental)
- Traveling (e.g., red-eye flight)
- Other

14.5 [END_DAY](DAY)

if rMove

On **<traveldate>**, where did **<name>** END their day?

- Home
- Someone else's home
- Work *if employment = full/part/self/volunteer*
- Their other home (e.g., other parent, second home) *if has second home*
- Temporary lodging (e.g., hotel, vacation rental)
- Traveling (e.g., red-eye flight)
- Other

14.6 [ATTEND_SCHOOL](DAY)

Programmers: Ask if person attends in-person school or daycare at least some of the time AND school was not selected as a purpose on travel day thus far for a trip added to this child's roster (copied trips are not checked).

On **<traveldate>**, did **<name>** travel to school?

Select all that apply.

Programmer: If child attends daycare: If your child attends a daycare, please answer if <name> attended the daycare.

Programmer: First two options are select all that apply.

- ☐ Yes, **<Name>** traveled to school on **<travel date>**
- ☐ Yes, **<Name>** traveled to another location for school (e.g., friend's house, parent's work) on **<travel date>**

- ☐ No, <Name> did not travel for school on <travel date> *Programmers: Clears set*
- ☐ Don't know *Programmers: Clears set*
- ☐ Prefer not to answer *Programmers: Clears set*

14.7 [ATTEND_SCHOOL_NO](DAY)

if did not attend school or daycare on travel day

Why didn't <Name> attend school on <travel date> ?

Select all that apply.

- ☐ <Name> was sick or quarantining
- ☐ <Name> attended class online from home
- ☐ <Name> attended class online from another location (e.g., friend's)
- ☐ School was scheduled to be closed (e.g., vacation, holiday)
- ☐ School was closed or adjusted due to weather event (e.g., snow delay)
- ☐ Other
- ☐ Don't know *Programmers: Clears set*
- ☐ Prefer not to answer *Programmers: Clears set*

14.8 [MADE_TRAVEL](DAY)

if using rMove and has zero trips for the day (at this point) and did not say they went to school/daycare in attend_school and begin_day = end_day and begin_day <> other.

On <travel date>, did <Name> go anywhere or make any trips?

- ☐ Yes, <Name> made trips on <travel date>
- ☐ No, <Name> did not go anywhere or make trips on <travel date>
- ☐ Don't know
- ☐ Prefer not to answer

14.9 [NO_TRAVEL](DAY)

if using rMove and made_travel is no or don't know OR if using rMove for Web and reported zero trips and did not say they went to school/daycare in attend_school

Why didn't <Name> go anywhere on <traveldate>?

Select all that apply.

- ☐ <Name> may have made trips, but I don't know when or where
- ☐ Not scheduled to work/took day off *if employment = full/part/furlough/self/volunteer*
- ☐ Worked at home for pay (e.g., telework, self-employed) *if employment = full/part/self/volunteer*
- ☐ No reason to leave home
- ☐ Weather conditions (e.g., snowstorm)
- ☐ Sick or quarantining (self or others)
- ☐ Waited for visitor/delivery (e.g., plumber)
- ☐ <Name> did online/remote/home school
- ☐ Scheduled school closure (e.g., holiday)
- ☐ No available transportation (e.g., no car, no bus)
- ☐ Other reason

14.10 [PROXY_MADE_TRIPS]

if using rMove and indicated child made trips in made_travel or no_travel

You indicated that <Name> made trips on <travel date>.

Press 'Next' to add any remaining trips for <Name>.

14.11 [PROXY_MADE_SCHOOL_TRIPS]

if using rMove and indicated child made trips in attend_school

You indicated that <Name> traveled to school on <travel date>.

Click 'Next' to add trips to and from school for <Name>.

15.0 REMOVE FOR WEB CLOSE

if rMove for Web

15.0 [END]

Thank you for your participation! You have completed all your surveys.

if household status is not complete

Next, please complete the survey for the remaining members of your household.

if household status is complete

You may now close this browser window.

APPENDIX B. PRINT MATERIALS

The following pages include copies of the original print invitation materials.

Invitation Letter – Front



State of Connecticut Department of Transportation
2800 Berlin Turnpike, P.O. Box 317546 | Newington, Connecticut 06131-7546

<City name resident>
<Street Address 1>
<Street Address 2>
<City, CT < #####>

<Letter Date>

The Connecticut Daily Travel Survey values your participation in collecting vital information about residents' day-to-day travel for transportation investments throughout the region. By taking part, you will help us understand how local roads, highways, sidewalks, trains, and buses are used today, and how they can be improved to make travel better in the future. We want to hear from you even if you don't travel often. Your voice can shape the future of your community.

RSG, a professional transportation consultant, is conducting this statewide survey on behalf of the Connecticut Department of Transportation (CTDOT). All collected information will be held in the strictest confidence and your privacy is protected. None of your personal information will be shared with third parties.

Get started by following the enclosed instructions. For more information concerning the Connecticut Daily Travel Survey, please see the reverse side of this letter for answers to Frequently Asked Questions.

Thank you for your important contribution to improving transportation in Connecticut.

Best regards,

Kimberly Lesay
Bureau Chief
Policy and Planning

GET STARTED TODAY

OPTION 1



Download the smartphone app, **rMove™**, and sign up

OR

OPTION 2



Sign up at
portal.ct.gov/travelsurvey
or call **888-657-5051**

Receive \$20 per adult
after all adults complete
the 7-day survey.

Receive \$10 per
household after completing
the 1-day survey.



INVITATION ACCESS CODE

PASSWORD123

Learn more at **portal.ct.gov/travelsurvey** or by calling **888-657-5051**

Invitation Letter – Back



FREQUENTLY ASKED QUESTIONS

What do I get for participating?

You will receive a gift card once all members of your household have reported their travel and completed their surveys. If your household participates using the smartphone app (rMove) each participating adult will receive a gift card (e.g., a household with two adults receives two gift cards). Households that report their travel online or by calling in will receive a single gift card.

What is this survey about and what's its purpose?

We want to learn how, when, where, and why people travel in and around the state. We're asking you to log your travel to help us understand statewide transportation patterns. By participating, you can help us plan for future transportation improvements in your community.

Why should I participate?

Your participation ensures that households like yours are represented in our transportation plans. Your input has a big impact because only a limited number of households are invited to participate in the survey.

What if I don't travel much?

Any amount of travel (even if you don't make any trips) will help us improve statewide transportation planning. Don't forget that short trips, such as walking the dog, count too. Deliveries to you, such as take-out or groceries, are also important.

What if my transportation habits during the survey aren't my "typical" habits?

That's okay, we still encourage you to participate.

How was I selected to participate?

Invited households were selected at random from all households in the state of Connecticut.

I was invited to use the survey smartphone app, rMove. How does it work?

After you download rMove and sign up, rMove will log your trips for one week while you go about your daily life. Each day you'll be asked to complete a short daily survey about your travel habits as well as a trip survey about each trip you make.

How much time does it take to participate?

It takes about 10 minutes to sign up for the survey. Once you sign up, we'll give you instructions to log your travel and complete the survey. Households that log their travel for seven days in the smartphone app, rMove, will spend about 5-10 minutes each day reporting their travel. Households that log their travel online or over the phone will spend about 10 minutes per household member reporting their travel for one day.

Who should sign up?

Please have only one household member complete the initial sign-up. Once your household is signed up, you will have the option to take the survey using an app for a week or a web browser for one day. All household members need to participate in the survey to be eligible for gift cards. If using the app, please have all household members download it and use the participation code that was emailed. If your household chooses to take the one-day survey, one household member will fill out the survey for your entire household.

How is my personal privacy protected?

We are committed to protecting the confidentiality, integrity, and security of your personal information. We take this responsibility seriously. Survey responses are confidential and only reported in the aggregate. Our Privacy Policy is intended to help you understand how we collect and safeguard your information. To read the survey's full privacy documentation, visit CTTravelSurvey.com/privacy-policy.

Who is sponsoring this survey?

This survey is sponsored by the Connecticut Department of Transportation (CTDOT).

Learn more at portal.ct.gov/travelsurvey or by calling 888-657-5051

Paper Insert – Front

English: Participate in the travel survey and receive a gift card as a thank you. To sign up call (888) 657-5051, press "1," leave your phone number, and a representative will call you back.

Español: Participe en la encuesta sobre viajes y reciba una tarjeta de regalo a modo de agradecimiento. Para inscribirse, llame al (888) 657-5051, presione "2" y deje su número de teléfono y el idioma que prefiere. Un representante le devolverá la llamada con un intérprete de español.

中文: 参与旅行调查，并收到一张礼品卡作为感谢。要注册，请拨打 (888) 657-5051，按"3"，然后留下您的电话号码和首选语言。代表将会给您回电，并提供中文翻译帮助。

Italiano: Partecipi al sondaggio sui viaggi e riceverà un buon regalo in segno di ringraziamento. Per iscriversi chiami il numero (888) 657-5051, quindi prema "3" e lasci un messaggio indicando il suo numero di telefono e la lingua che preferisce. Un consulente la richiamerà avvalendosi della collaborazione di un interprete che parla italiano.

Português: Participe da pesquisa sobre viagens e receba um vale-presente como agradecimento. Para se cadastrar, disque (888) 657-5051, pressione "3" e indique o seu número de telefone e idioma preferido. Um(a) representante ligará para você com um(a) intérprete de português.

Polskiego: Weź udział w ankiecie dotyczącej podróży i otrzymaj kartę podarunkową w ramach podziękowania. Aby się zarejestrować, wystarczy zadzwonić pod numer (888) 657-5051, nacisnąć „3” i podać swój numer telefonu oraz preferowany język. Nasz przedstawiciel skontaktuje się z Tobą telefonicznie w towarzystwie tłumacza języka polskiego.

Paper Insert – Back

Русский: Примите участие в опросе о способах передвижения и получите в знак благодарности подарочную карту. Чтобы зарегистрироваться, позвоните по номеру телефона (888) 657-5051, нажмите цифру 3 и оставьте свой номер телефона, а также укажите предпочитаемый язык. Представитель перезвонит Вам вместе с переводчиком с/на русский язык.

Kreyòl Ayisyen: Patisipe nan sondaj vwayaj la epi resevwa yon kat kado kòm remèsiman. Pou w enskri, rele nan (888) 657-5051, peze "3", epi kite nimewo telefòn ou ak lang prefere ou. Yon reprezantan ap tounen rele w avèk yon entèprèt Kreyòl Ayisyen.

العربية: شارك في الاستبيان الخاص بحركة النقل واحصل على بطاقة هدايا تعبيرًا عن شكرنا لك. للاشتراك، اتصل بالرقم (888) 657-5051، واضغط على رقم "3"، ثم اترك رقم هاتفك ولغتك المفضلة. سيعاود أحد الممثلين الاتصال بك مع مترجم اللغة العربية.

Français: Participez à l'enquête sur les voyages et recevez une carte cadeau en remerciement. Pour vous inscrire, appelez le (888) 657-5051, appuyez sur « 3 » et indiquez votre numéro de téléphone et la langue de votre choix. Un représentant vous rappellera avec un interprète en français.

हिंदी: यात्रा सर्वेक्षण में भाग लें और धन्यवाद स्वरूप एक गफिट कार्ड प्राप्त करें। शामिल होने के लिए (888) 657-5051 पर कॉल करें, "3" दबाएं और अपना फोन नंबर और पसंदीदा भाषा छोड़ दें। एक प्रतिनिधि आपको एक दुभाषिया के साथ हद्दी में कॉल करेगा।

한국어: 여행 설문조사에 참여하시고 감사의 의미로 드리는 기프트 카드를 받으세요. 등록하시려면 (888) 657-5051번으로 전화하여 "3"번을 누르고 휴대폰 번호와 선호하시는 언어를 남겨 주세요. 담당자가 한국어 통역사와 함께 다시 전화 드릴 것입니다.

Việt: Tham gia làm khảo sát du lịch và nhận thẻ quà tặng thay lời cảm ơn. Để đăng ký, vui lòng gọi (888) 657-5051, nhấn số "3" và để lại số điện thoại cũng như ngôn ngữ ưa thích của bạn. Người đại diện sẽ gọi lại cho bạn cùng với thông dịch viên tiếng Việt.

Envelope



State of Connecticut Department of Transportation
2800 Berlin Turnpike, P.O. Box 317546 | Newington, Connecticut 06131-7546

YOU'RE INVITED! Complete a survey about how you travel and receive a gift card as a thank you.

Postcard – Front



Postcard – Back



State of Connecticut Department of Transportation
2800 Berlin Turnpike, P.O. Box 317546 | Newington, Connecticut 06131-7546



Go online:
portal.ct.gov/travelsurvey



Call toll-free:
888-657-5051

OR

Scan:



Your access code is:

PASSWORD123

Help us improve transportation in your community. No matter how you travel, we want to hear from you! Complete the travel survey and we will send you a gift card as a thank you. Sign up for the survey online or by calling toll-free 888-657-5051.

ESPAÑOL Ayúdenos a mejorar el transporte en su comunidad. Independientemente de cómo viaje, queremos obtener sus comentarios. Complete la encuesta sobre viajes y le enviaremos una tarjeta de regalo a modo de agradecimiento. Inscríbase en la encuesta por Internet o llamando a la línea gratuita 888-657-5051.

<City name resident>
<Street Address 1>
<Street Address 2>
<City, CT <#####>