

NHTS GLOSSARY:

ABBREVIATIONS, TRAVEL CONCEPTS AND GLOSSARY OF TERMS

ABBREVIATIONS

AAPOR	American Association for Public Opinion Research
CASRO	Council of American Survey Research Organizations
CATI	Computer Assisted Telephone Interviewing
CBSA	Core Based Statistical Area
CMSA	Consolidated Metropolitan Statistical Area
CPS	Current Population Survey
CSA	Combined Statistical Area
DOT	Department of Transportation
FHWA	Federal Highway Administration
FIPS	Federal Information Processing Standards
FTA	Federal Transit Administration
HH	Household
HHM	Household Member
ID	Identification Number
METDIV	Metropolitan Division
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
NHTS	National Household Travel Survey
NHTSA	National Highway Traffic Safety Administration
NPTS	National Personal Transportation Survey
PMSA	Primary Metropolitan Statistical Area
PMT	Person Miles of Travel
POV	Privately Operated Vehicle
PSU	Primary Sampling Unit
RDD	Random Digit Dialing
RTI	Research Triangle Institute
SAS	Statistical Analysis System
TRC	Telephone Research Center
VMT	Vehicle Miles of Travel
WRA	Westat Remote Access

TRAVEL CONCEPTS

PERSON TRIP **DEFINITION** - A trip by one person in any mode of transportation. This is the most basic and universal measure of personal travel. Each record in the Travel Day file in the NHTS dataset represents one person trip.

EXAMPLES - Two household members travelling together in one car are counted as two person trips. Three household members walking to the store

together are counted as three person trips.

WHEN TO USE - The unit of person trips must be used when comparing travel by various modes (e.g., private vehicles, public transportation, walking, school bus, air, etc.). It is the appropriate unit of measure when the topic of analysis is the number of people moving, as opposed to vehicles (e.g., “The High Occupancy Vehicle (HOV) lanes carry 42 percent of all person trips to the central city.”).

HOW TO COMPUTE - Because the person trip is the basic unit of measure on the Travel Day file, to obtain total person trips, the user should sum the weighted travel day records using the derived variable WITRDFIN.

**PERSON
MILES OF
TRAVEL (PMT)**

DEFINITION - The number of miles traveled by each person on a trip. The purpose is to account for all MILES traveled by all people.

EXAMPLES - Two people travelling together take a six-mile subway trip to the airport. That trip results in 12 person miles of travel (the sum of all the miles traveled by all the people who traveled). A ten-mile van trip with a driver and three passengers results in 40 person miles of travel (4 people each traveling 10 miles).

WHEN TO USE - As with person trips, person miles must be used when analyzing travel by the various modes of transportation. It is the appropriate measure when the topic of analysis is the *miles traveled by people*, not vehicles.

ALIAS – The term “Person Miles” is often called “Passenger Miles”, particularly in the transit and airline industries.

HOW TO COMPUTE- Multiply each weighted person trip (WITRDFIN) by the trip distance in miles (TRPMILES).

WARNING - When computing TRPMILES, be sure to exclude entries of:

- 1 appropriate skip,
- 7 miles refused,
- 8 miles not known, and
- 9 miles not ascertained.

VEHICLE TRIPS

DEFINITION - A trip by a single privately operated vehicle (POV) regardless of the number of persons in the vehicle.

EXAMPLES - Two people travelling together in a car would be counted as one vehicle trip. Four people going to a restaurant in a van is considered one vehicle trip.

NHTS MODE RESTRICTIONS - To be considered a vehicle trip in NHTS, the trip must have been made in a privately operated vehicle, namely a household-based car, van, sport utility vehicle, pickup truck, other truck, recreational vehicle, motorcycle or other POV. The vehicle does not need to be owned by anyone in the household (e.g., a trip made in a company owned car still counts as a vehicle trip even though the car is not technically a privately owned vehicle).

Trips made in other highway vehicles, such as buses, streetcars, taxis, and school buses are collected in the NHTS, but these are shown as person trips not vehicle trips. The design of the NHTS is such that it does not serve as a source for non-POV trips, vehicle trips in modes such as buses, because there is no way to trace the movement of the bus fleet throughout the day. Those interested in vehicle trips by public vehicles (e.g., buses, taxis, etc.) need to use a data source that relies on reports from the fleet operators of those vehicles. The National Transit Database (NTD) of the Federal Transit Administration (FTA) is one such source.

WHEN TO USE - The unit of vehicle trips is most appropriately used when the topic of analysis is **POV travel**. An example would include evaluating trip purpose. You may find that, “the trip purpose for 20 percent of all POV trips is commuting to and from work.”

HOW TO COMPUTE - The variable DRVR_FLG was created to allow the data user to select the vehicle trip records from the travel day file. The typical manner of computing vehicle trips from the NHTS file is to impose two limits on the full universe of Travel Day trips:

- travel mode must be POV (TRPTRANS = 01 -07^a), and
- only the driver’s trip is captured (DRVR_FLG = 01).

The second limitation (DRVR_FLG = 01) is to insure that the trip is counted only once. Remember that the NHTS Travel Day file is a person trip file, so if three household members went somewhere together by car, that trip is reflected in three travel day trip records. To ensure that it is only counted once as a vehicle trip, the driver’s record is used.

To obtain the total of all vehicle trips, sum all weighted trips that meet the two conditions above.

^a The 2009 NHTS collected HH information on golf carts/electric vehicles used by the HH. These vehicles are identified by TRPTRANS=08 and can be used if of interest to a particular research area; however, they are not considered in counts of Vehicle Trips and VMT in the findings reported by FHWA because they are not typically licensed for use on public streets and highways. .

**VEHICLE
MILES OF
TRAVEL (VMT)**

DEFINITION - One vehicle mile of travel is the movement of one privately operated vehicle (POV) for one mile, regardless of the number of people in the vehicle.

EXAMPLES - When one person drives a car 12 miles to work, 12 vehicle miles of travel have been made (number of vehicles times the number of miles traveled). If two people travel three miles by pickup, three vehicle miles of travel have been made.

SAME MODE RESTRICTIONS - For NHTS data, vehicle miles are restricted to the same POVs as vehicle trips (see above), that is a household based car, van, sport utility vehicle, pickup truck, other truck, recreational vehicle, or other POV. .

WHEN TO USE - Vehicle miles of travel (VMT) is a very commonly used measure of highway travel. This measure is particularly important when analyzing highway capacity, congestion and air quality.

HOW TO COMPUTE - Multiply each weighted vehicle trip by the distance. In terms of NHTS variables, this would look like $DRVR_FLG = 01$ times $WTTRDFIN$ times $TRPMILES$.

WARNING - When computing $TRPMILES$, be sure to exclude entries of:

- 1 appropriate skip,
- 7 miles refused,
- 8 miles not known, and
- 9 miles not ascertained.

**VEHICLE
OCCUPANCY**

DEFINITION - For NHTS data, vehicle occupancy is computed as person miles of travel per vehicle mile (referred to as the travel method). Note that the other commonly used definition of vehicle occupancy is persons per vehicle trip (referred to as the trip method).

COMMENTS - Because longer trips often have higher occupancies, the travel method generally yields a higher rate than the trip method. The calculation of the travel method requires that trip miles be reported, thus it is calculated on a slightly smaller number of trips than the trip method.

HOW TO COMPUTE - The four variables that may be used in the computation are described earlier in this section. Just remember to limit the denominator to person trips or person miles in POVs.

GLOSSARY

This glossary provides the most common terms used in the NHTS and definitions of those terms. These definitions are provided to assist the user in the interpretation of the NHTS data.

Adult An adult is defined as a person 18 years or older.

Block Group A subdivision of a Census tract that averages 1,000 to 1,100 people, and approximately 400-500 housing units. The source used for the 2009 NHTS was TeleAtlas MatchMaker (derived from the Census 2000 definition)

Census Region and Division The Census Bureau divides the states into four regions and nine divisions. Note that the divisions are wholly contained within a region (region lines do not split division lines). The regions and their component divisions are:

Northeast Region

- New England Division: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont
- Middle Atlantic Division: New Jersey, New York, Pennsylvania

North Central Region

- East North Central Division: Illinois, Indiana, Michigan, Ohio, Wisconsin
- West North Central Division: Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota

South Region

- South Atlantic Division: Delaware, Florida, Georgia, Maryland, North Carolina, South Carolina, Virginia, West Virginia
- East South Central Division: Alabama, Kentucky, Mississippi, Tennessee
- West South Central Division: Arkansas, Louisiana, Oklahoma, Texas

West Region

- Mountain Division: Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah, Wyoming
- Pacific Division: Alaska, California, Hawaii, Oregon, Washington

For the 2009 NHTS the source used for the 2000 Census Region was:
<http://www.census.gov/geo/www/cob/rg2000.html>

The source used for the 2000 Census Division was:

<http://www.census.gov/geo/www/cob/dv2000.html>

Census Tract

A small subdivision of a county, containing approximately 4,000 persons. Tracts can range in population from 2,500 to 8,000. The geographic size of the tract may vary considerably, depending on population density. Tracts were designed to be homogeneous in regard to population characteristics, economic status and living conditions when they were first delineated. Since the first tracts were delineated for the 1890 Census, today's tracts may be far from homogeneous. The source used for the 2009 NHTS was TeleAtlas MatchMaker (derived from the Census 2000 definition)

**Combined
Statistical Area
(CSA)**

Census states that combined statistical areas (CSAs) are groupings of adjacent metropolitan and/or micropolitan statistical areas that have social and economic ties as measured by commuting to work, but at lower levels than are found among counties within individual metropolitan and micropolitan statistical areas. Combined statistical areas can be characterized as representing larger regions that reflect broader social and economic interactions, such as wholesaling, commodity distribution, and weekend recreation activities, and are likely to be of considerable interest to regional authorities and the private sector. The source used for the 2009 NHTS was 2003 Metropolitan and Micropolitan Statistical Areas: Cartographic Boundary Files. File cs99_03c.shp from <http://www.census.gov/geo/www/cob/mmsa2003.html>

**Consolidated
Metropolitan
Statistical Area
(CMSA)**

A large metropolitan complex of 1 million or more population, containing two or more identifiable component parts designated as primary metropolitan statistical areas (PMSAs). For example, the Boston CMSA is composed of six PMSAs.

**Core Based
Statistical Area
(CBSA)**

Census states that each metropolitan or micropolitan statistical area that make up the collective CBSA consists of a core area containing a substantial population nucleus, together with adjacent communities having a high degree of economic and social integration with that core. Metropolitan statistical areas contain at least one U.S. Census Bureau-defined urbanized area of 50,000 or more population; micropolitan statistical areas contain at least one Census Bureau-defined urban cluster of at least 10,000 and less than 50,000 population. The source used for the 2009 NHTS was 2003 Metropolitan and Micropolitan Statistical Areas: Cartographic Boundary Files. File cb99_03c.shp from <http://www.census.gov/geo/www/cob/mmsa2003.html>

Destination

The destination is the point at which there is a break in travel, except if the break is only to change vehicles or means of transport. For example, when a person leaves home and walks to the subway and then takes the train to work, the destination is work, not the subway AND work. However, if this person were to stop for coffee before going to the office, the coffee shop is a

destination (origin was home) and work a separate destination (origin was the coffee shop).

Driver	A driver is a person who operates a motorized vehicle, whether licensed or not. If more than one person drives on a single trip, the person who drives the most miles is classified as the principal driver.
Employed	A person is considered employed if (s)he worked for pay or profit in the week before the interview, either full time or part time.
Education Level	The number of years of regular schooling completed in graded public, private, or parochial schools, or in colleges, universities, or professional schools, whether day school or night school. Regular schooling advances a person toward an elementary or high school diploma, or a college, university, or professional school degree. In the NHTS, education level is collected for those 18 and older.
Household (HH)	A group of persons whose usual place of residence is a specific housing unit; these persons may or may not be related to each other. The total of all U.S. households represents the total civilian non-institutionalized population. A household does not include group quarters (e.g., 10 or more persons living together, none of whom are related).
Household Income	<p>Household income is the money earned by all family members in a household, including those temporarily absent. Annual income consisted of the income earned 12 months preceding the interview. Household income includes monies from all sources, such as wages and salary, commissions, tips, cash bonuses, income from a business or farm, pensions, dividends, interest, unemployment or workmen's compensation, social security, veterans' payments, rent received from owned property (minus the operating costs), public assistance payments, regular gifts of money from friends or relatives not living in the household, alimony, child support, and other kinds of periodic money income other than earnings. Household income excludes in-kind income such as room and board, insurance payments, lump-sum inheritances, occasional gifts of money from persons not living in the same household, withdrawal of savings from banks, tax refunds, and the proceeds of the sale of one's house, car, or other personal property.</p> <p>The HH income question was asked until an adult HHM responded to that question. However, in 2009, if they told us the total HH income did not include the contributions made by all HHMs there was no additional follow-up to retrieve the missing income data.</p>
Household	Household members include all people, whether present or

Member (HHM) temporarily absent, whose usual place of residence is in the sample unit, including those individuals deployed overseas in any U.S. military operation. HHMs also include people staying in the sample unit who have no other usual place of residence elsewhere.

Household Vehicle A HH vehicle is a motorized vehicle that is owned, leased, rented or company-owned and available to be used regularly by HHMs. HH vehicles include vehicles used solely for business purposes or business-owned vehicles, so long as they are driven home and can be used for the home to work trip, (e.g., taxicabs, police cars, etc.). HH vehicles include all vehicles that were owned or available for regular use by members of the household on the travel day, even though a vehicle may have been sold before the interview. If a vehicle was added to the HH fleet between the recruitment interview and the travel day it was added to the count of HH vehicles during the retrieval interview. Vehicles excluded from HH vehicles are those that were not working and were not expected to be working, and vehicles that were purchased or received after the designated travel day.

Means of Transportation A mode of travel used for going from one place (origin) to another (destination). A means of transportation includes private and public modes, as well as walking.

The following transportation modes are included in the NHTS data.

Private Vehicle – a stipulation for being a private vehicle is that the vehicle is privately owned or operated.

- Car. Includes cars and station wagons. Leased and rented cars are included if they are privately operated and not used for picking up passengers in return for fare.
- Van. Includes vans or minivans designed to carry 5 to 13 passengers, or to haul cargo.
- Sport Utility Vehicle. Includes vehicles that are a hybrid of design elements from a van, a pickup truck and a station wagon. Examples include a Ford Explorer, Jeep Cherokee, or Nissan Pathfinder.
- Pickup Truck. Includes vehicles with an enclosed cab that usually accommodates 2-3 passengers, and has an open cargo area in the rear. Late model pickups often have a back seat that allows for total seating of 4 -6 passengers. Pickup trucks usually have the same size of wheel-base as a full-size station wagon. This category also includes pickups with campers.
- Other Truck: This category consists of all trucks other than pickup trucks (e.g., dump trucks, trailer trucks, etc.).
- RV or Motor Home: An RV or motor home includes a self-powered

recreational vehicle that is operated as a unit without being towed by another vehicle (e.g., a Winnebago motor home).

- **Motorcycle:** This category includes large, medium, and small motorcycles and mopeds.
- **Golf Cart:** This includes all electric or gas operated vehicles designed for use on a golf course, but whose use has recently extended to use within smaller, often gated, communities.
- **Other POV:** A privately owned or operated vehicle that cannot be classified into one of the categories above (e.g., snowmobiles).

Public Transportation, as used in FHWA publications and analysis of NHTS data, typically includes the following that are indicated in bold below, mass transit bus, commuter bus, commuter train, subway/elevated rail, and streetcar/trolley.

- **Bus:** The bus category includes:
 - **mass transit systems**, these are local public transit buses that are available to the general public,
 - **commuter buses**, these are buses used for short-distance public transport purposes (e.g., city bus or public bus), school buses, and
 - shuttle buses, these are buses that shuttle passengers from one fixed place to another (e.g., airport shuttles),
 - charter/tour buses, these are private buses operating on a fixed schedule between population centers, and
 - city to city buses, these are buses that run from one urban center to the other (e.g., Greyhound).
- **Train:** This category includes:
 - Amtrak and intercity trains that run on heavy passenger rail that from one urban center to another,
 - **Commuter** trains and passenger trains.
 - **Subway and elevated rail** (also known as rail rapid transit) is a high capacity system operated on a fixed rail or guide way system on a private right of way, and
 - **Trolley/streetcars** are vehicles that run on a fixed rail system powered by electricity obtained from an overhead power distribution system.

Other Modes

- **Taxi.** Taxis include the use of a taxicab by a passenger for fare, including limousines. The taxi category does not include rental cars if they are privately operated.

- Ferry. This includes travel by passenger line ferries.
- Airplane. Airplanes include commercial airplanes and smaller planes that are available for use by the general public in exchange for a fare. Private and corporate planes and helicopters are also included.
- Bicycle. This category includes bicycles of all speeds and sizes that do not have a motor.
- Walk. This category includes walking and jogging.
- Special Transit for People with Disabilities. This includes things like “Dial-A-Ride”.
- Other. Includes any type of transportation not previously listed, (e.g. skate boards, roller blades, sailboats, cruise ships, etc).

Metropolitan Division

A Metropolitan Statistical Area containing a single core with a population of at minimum 2.5 million may be subdivided into areas known as Metropolitan Divisions. The source used for the 2009 NHTS was 2003 Metropolitan and Micropolitan Statistical Areas: Cartographic Boundary Files. File md99_03c.shp from <http://www.census.gov/geo/www/cob/mmsa2003.html>

Metropolitan Statistical Area (MSA)

Except in the New England States, a Metropolitan Statistical Area is a county or group of contiguous counties which contains at least one city of 50,000 inhabitants or more, or “twin cities” with a combined population of at least 50,000. In addition, contiguous counties are included in an MSA if, according to certain criteria, they are socially and economically integrated with the central city. In the New England States, MSA’s consist of towns and cities instead of counties. The source used for the 2009 NHTS was 1999 Metropolitan Areas: Cartographic Boundary Files. File ma99_99.shp from <http://www.census.gov/geo/www/cob/ma1999.html>.

Motorized Vehicle

Motorized vehicles are all vehicles that are licensed for highway driving.

Occupancy

Occupancy is the number of persons, including driver and all passenger(s) regardless of age in a vehicle. NHTS occupancy rates are generally calculated as person miles divided by vehicle miles.

Origin

Origin is the starting point of a trip.

Passenger

A passenger is any occupant of a motorized vehicle, other than the driver.

Person Miles of Travel (PMT)

PMT is a primary measure of person travel and is described in the **Travel Concepts** section at the beginning of this Glossary.

Person Trip

A person trip is a trip by one or more persons in any mode of transportation

and is described in the **Travel Concepts** section.

POV

A privately-owned vehicle or privately-operated vehicle. This is a vehicle that is **not** available to the public for a fee, such as a bus, subway, taxi, etc.

Public Transportation

See **Mode of Transportation**

Travel Day

A travel day is a 24-hour period beginning at 4:00 a.m. and continuing to 3:59 a.m. the next day and is designated as the reference period for studying trips and travel by members of a sampled HH.

Travel Day Trip

A travel day trip is defined as any time the respondent went from one address to another by any means. However, a separate trip is not counted in two instances:

1. When the sole purpose for the trip is to get to another vehicle or mode of transportation in order to continue to the destination (e.g., driving to the subway station to take the train to work).
2. Travel within a shopping center, mall or shopping areas of 4-5 blocks is to be considered as travel to one destination.

Travel Day Trip Purpose

A trip purpose is the main reason that motivates a trip. There are 36 travel day trip purposes used in the 2009 NHTS.

Trip purposes were collected using a From-To approach. For each trip, the origin and destination are on the file in specific terms if reported by the respondent (e.g. from work to Bob's Beef Pit). The 36 trip reasons are defined below. The numbers in parentheses represent the value of WHYTO (trip purpose) in the dataset.

1. To Home (01). Represents a trip to the respondents' primary residence.
2. Go to Work (11). This is the first trip to the work location on travel day.
3. Return to Work (12). A trip to work that is not the first trip to the workplace on the travel day (e.g., returning to work after lunch).
4. Attend Business Meeting/Trip (13). Represents a work related trip whose purpose is to attend a business meeting.
5. Other Work Related (14). A work related trip whose purpose is not specified.
6. Go to School as a Student (21). Represents a trip whose purpose is to go to school as a student.
7. Go to Religious Activity (22). Represents a trip whose purpose is to go to a place to attend a religious activity.
8. Go to Library, School Related (23). Represents a trip whose purpose is

- to go to the library as part of a school related activity.
9. Go to Daycare/Before or After School Care (24). Represents a trip whose purpose is to attend day care or a supervised before or after school care program.
 10. Other School/Religious Activity (20). Represents school and religious activities that are not captured in WHYTO 21-24 above.
 11. Medical/Dental Services (30). Represents a trip made to obtain medical, dental, or mental health treatment, or other related professional services.
 12. Buy Goods: groceries/clothing/hardware store (41). Represents a shopping trip whose purpose is to purchase commodities for use or consumption elsewhere. This purpose also includes all shopping trips even if nothing is purchased.
 13. Buy Services: video rentals/dry cleaning/post office/car service/bank (42). This category includes the purchase of services other than medical/dental or other professional services.
 14. Buy Gas (43). Represents a trip made specifically to get gas.
 15. Shopping/Errands (40). Represents shopping and errand trips that are not captured in WHYTO 41-43 above.
 16. Go to the Gym/Exercise/Play Sports (51). Represents a trip made for exercise, to engage in exercise or to participate in a sport.
 17. Rest or Relaxation/Vacation (52). Represents a trip made for the purpose of relaxing or taking a vacation, but does not include visiting family.
 18. Visit Friends/Relatives (53). Represents the social/recreational trip whose purpose is to visit with family and friends.
 19. Go out/Hang out: entertainment/theater/sports event/go to bar (54). Represents trips whose purpose is entertainment related or hanging out with friends. Typically this event takes place in a public venue.
 20. Visit Public Place: historical site/museum/park/library (55). Represents a trip purpose that is educational or enlightening.
 21. Social/Recreational (50). This category includes social and recreational trips that are not captured in WHYTO 51-55 above.
 22. Use Professional Services: attorney/accountant (61). Represents a trip made for to engage professional services other than for medical/dental purposes.
 23. Attend Funeral/Wedding (62). Represents a trip whose purpose is to attend a funeral or a wedding.
 24. Use Personal Services: grooming/haircut/nails (63). Represents a trip for personal services such as to get a massage or get a haircut.
 25. Pet Care: walk the dog/vet visits (64).
 26. Attend Meeting: PTA/home owner's association/local government (65). Represents a trip purpose to attend a non-work related meeting, such as a community meeting.
 27. Family Personal Business/Obligations (60). Represents a trip for

- personal business but is not captured in WHYTO 61-65 above.
28. Pickup Someone (71). Represents a trip whose purpose was to pick up a passenger.
 29. Take and Wait (72). Represents a trip made to take someone to a destination and then wait with or for them at the destination and then depart together.
 30. Drop Someone Off (73). Represents a trip whose purpose was to drop off a passenger (but not wait for them).
 31. Transport Someone (70). Represents trips with a passenger that are related to picking up or dropping off someone but is not captured in WHYTO 71-73 above.
 32. Social Event (81). Represents a trip whose purpose is to attend a social event but eating a meal is not a key component of the event.
 33. Get/Eat Meal (82). Represents a trip whose primary purpose is to get and eat a meal.
 34. Coffee/Ice Cream/Snacks (83). Represents a trip whose purpose is to get/eat a snack or drink, something less than a meal.
 35. Meals (80). Represents a trip whose purpose is to eat or get a meal but is not captured in WHYTO 81-83 above.
 36. Other (97). Represents a trip purpose not captured by any of the specific WHYTO categories described above.

For more on trip purpose coding and variables, see Derived Variables Descriptions

Urbanized Area

An urbanized area consists of the built up area surrounding a central core (or central city), with a population density of at least 1,000 persons per square mile. Urbanized areas do not follow jurisdictional boundaries thus it is common for the urbanized area boundary to divide a county.

For the 2009 NHTS, Urban Areas were calculated two ways.

- Variable URBAN uses the 2000 Urbanized Areas: Cartographic Boundary Files. File ua00_d00.shp from <http://www.census.gov/geo/www/cob/ua2000.html>. Two codes are used: 0 = Not in Urban Area, 1 = in Urban Area
- Variable URBAN1 uses the 2000 Urbanized Areas: Cartographic Boundary Files. File ua00_d00.shp from <http://www.census.gov/geo/www/cob/ua2000.html>. Three codes are used: 0 = Not in Urban Area, 1 = in Urban Cluster, 2 = in Urban Area, 3 = in area surrounded by urban areas.

Vehicle

In the 2009 NHTS, the term vehicle includes autos, passenger vans, sport utility vehicles, pickups and other light trucks, RV's, motorcycles, mopeds, and golf carts owned or available to the household for regular use.

Vehicle Miles of Travel (VMT)	VMT is a unit to measure vehicle travel made by a private vehicle, such as an automobile, van, pickup truck, or motorcycle and is described in the Travel Concepts section at the beginning of this Glossary.
Vehicle Occupancy	Vehicle occupancy is the number of persons, including driver and passenger(s) in a vehicle. See Travel Concepts section.
Vehicle Trip	A trip by a single privately-operated vehicle (POV) regardless of the number of persons in the vehicle and is described in the Travel Concepts section.
Vehicle Type	<p>For purposes of the 2009 NHTS, each vehicle is classified as one of the following:</p> <ol style="list-style-type: none"> 1. Automobile (including station wagon) 2. Van 3. Sport Utility Vehicle (SUV) 4. Pickup Truck (including pickup with camper) 5. Other Truck 6. RV or Motor Home 7. Motorcycle 8. Golf Cart 97. Other <p>See Means of Transportation for definitions of these vehicle types. Much of the analysis conducted using the NHTS data limits vehicle types considered to privately operated vehicles (POVs) because other vehicles that the respondent may have rode in (e.g., bus) were not tracked throughout the entire day.</p>
Worker	See Employed .