



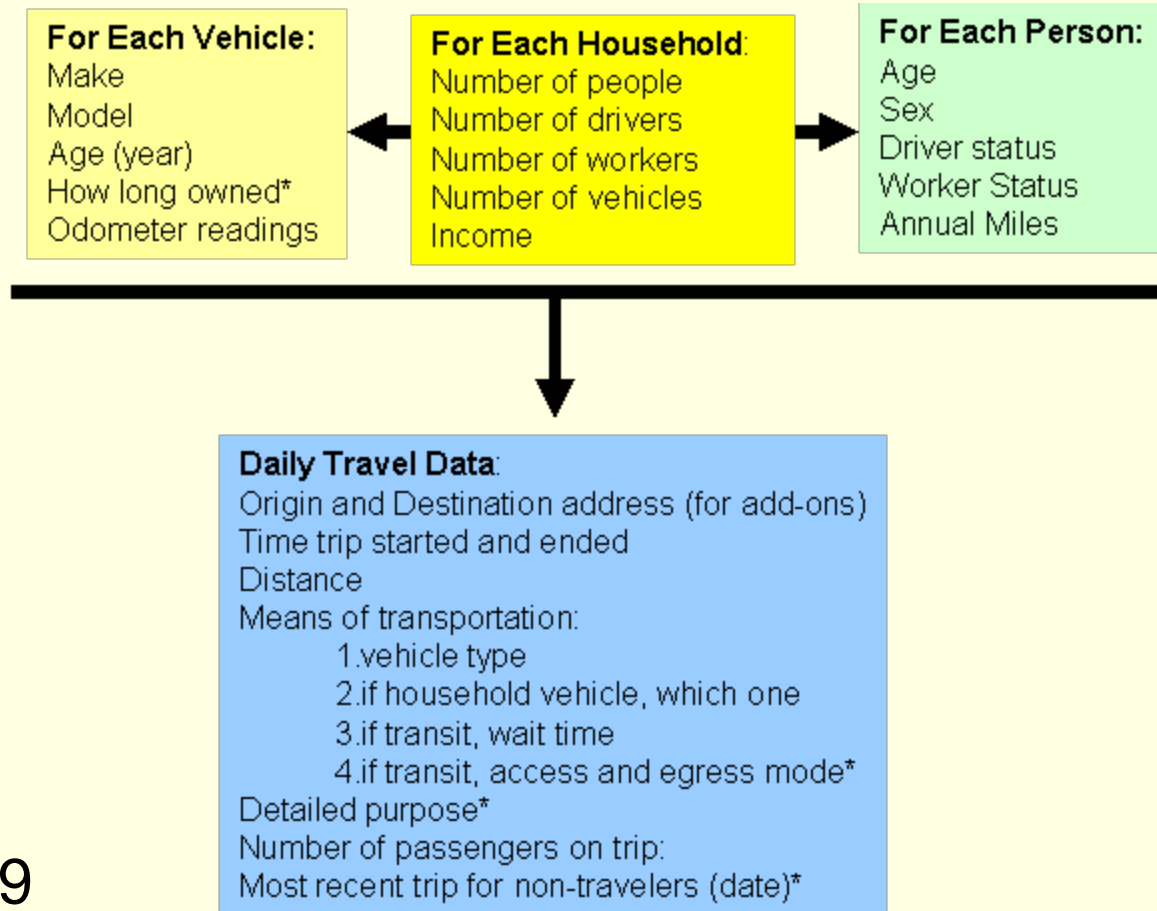
Fourth International Conference on
Women's Issues in Transportation

Driving Miss Daisy: Women as Passengers

Nancy McGuckin, Travel Behavior Associates

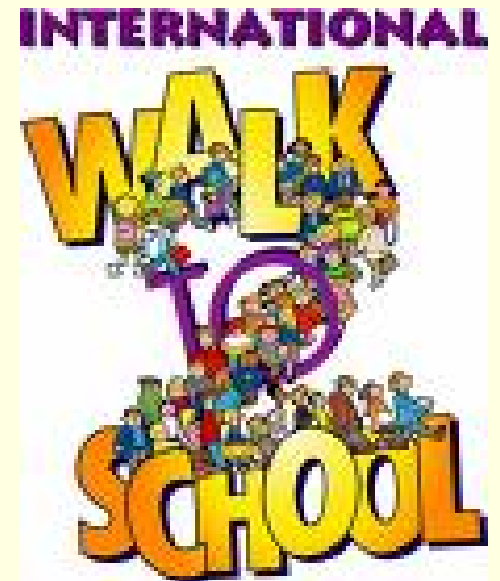
About the data source: 2009 NHTS

- Over 150,000 households
- Over 300,000 people
- Over one-million travel day trips
- 20 State and MPO add-ons
- RDD and CPO sample
- 40 years of travel data—1969 to 2009



New data items of interest include:

- Whether non-drivers ever drove
- Whether non-travelers would like to get out more, and date of their last trip
- Work at home/flexible arrival times
- New section detailing children's travel to school (Safe Routes to School)
- Internet shopping and deliveries
- Enhanced geographic descriptors for land-use/transport analysis
- Case study data (from add-ons):
 - Expanded disability questions
 - Details of walk and bike activity
 - Residential choice



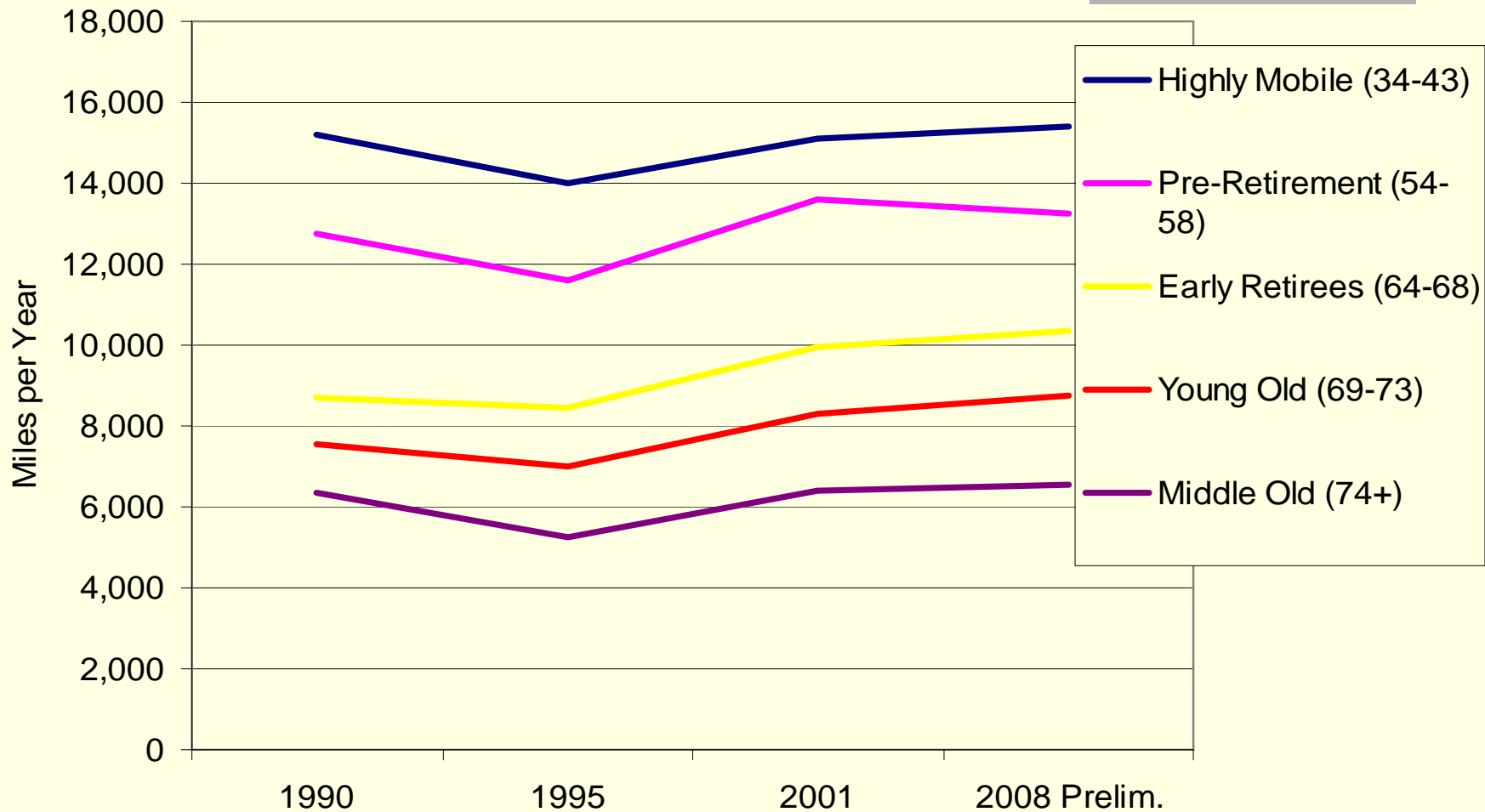
New perspectives on women's travel (from preliminary 2009 NHTS):

- Women 65+ are traveling at historically high rates
- Baby boomer women (50-65) seem to be closing the gap between men and women's vehicle travel rates
- Women continue to travel more miles in multi-occupant vehicles, and occupancy rises with age
- Driving cessation doubles each decade after age 65, and women have twice the rates of men
- Older women who don't drive have very low mobility and wish to get out more



As people age they drive fewer miles...

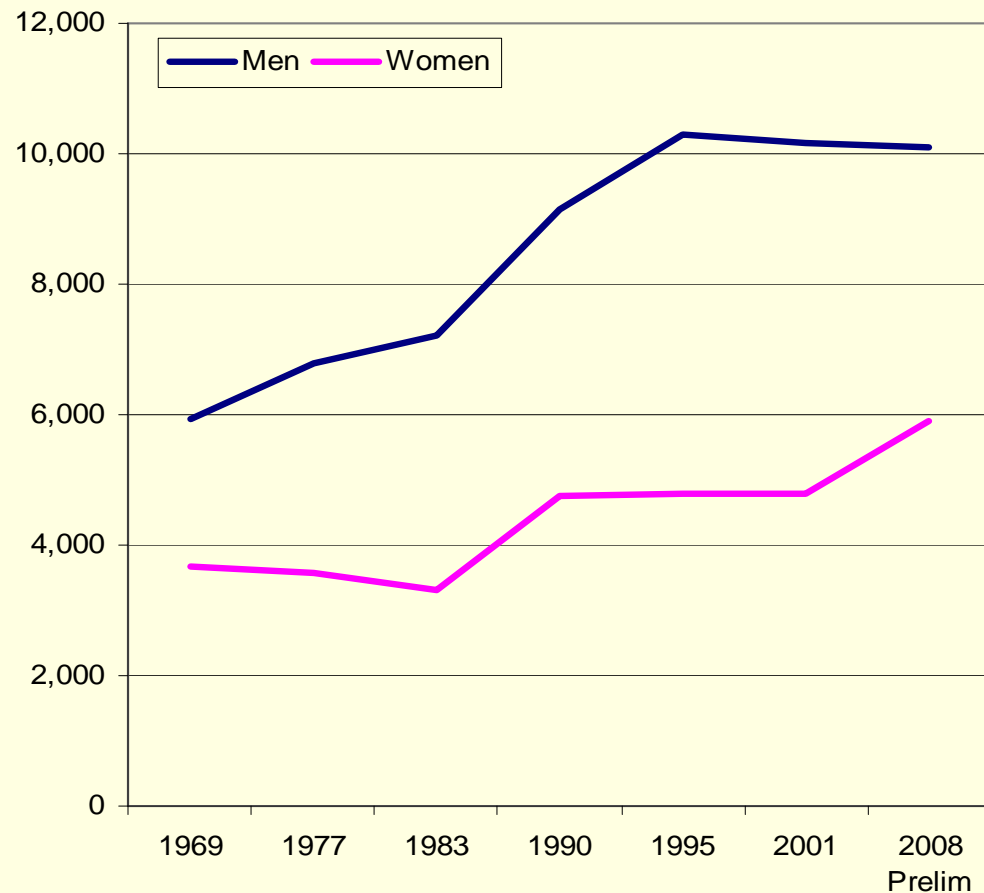
Annual VMT per Driver by Age Class



But women drivers aged 65 and older are traveling at historically high rates...

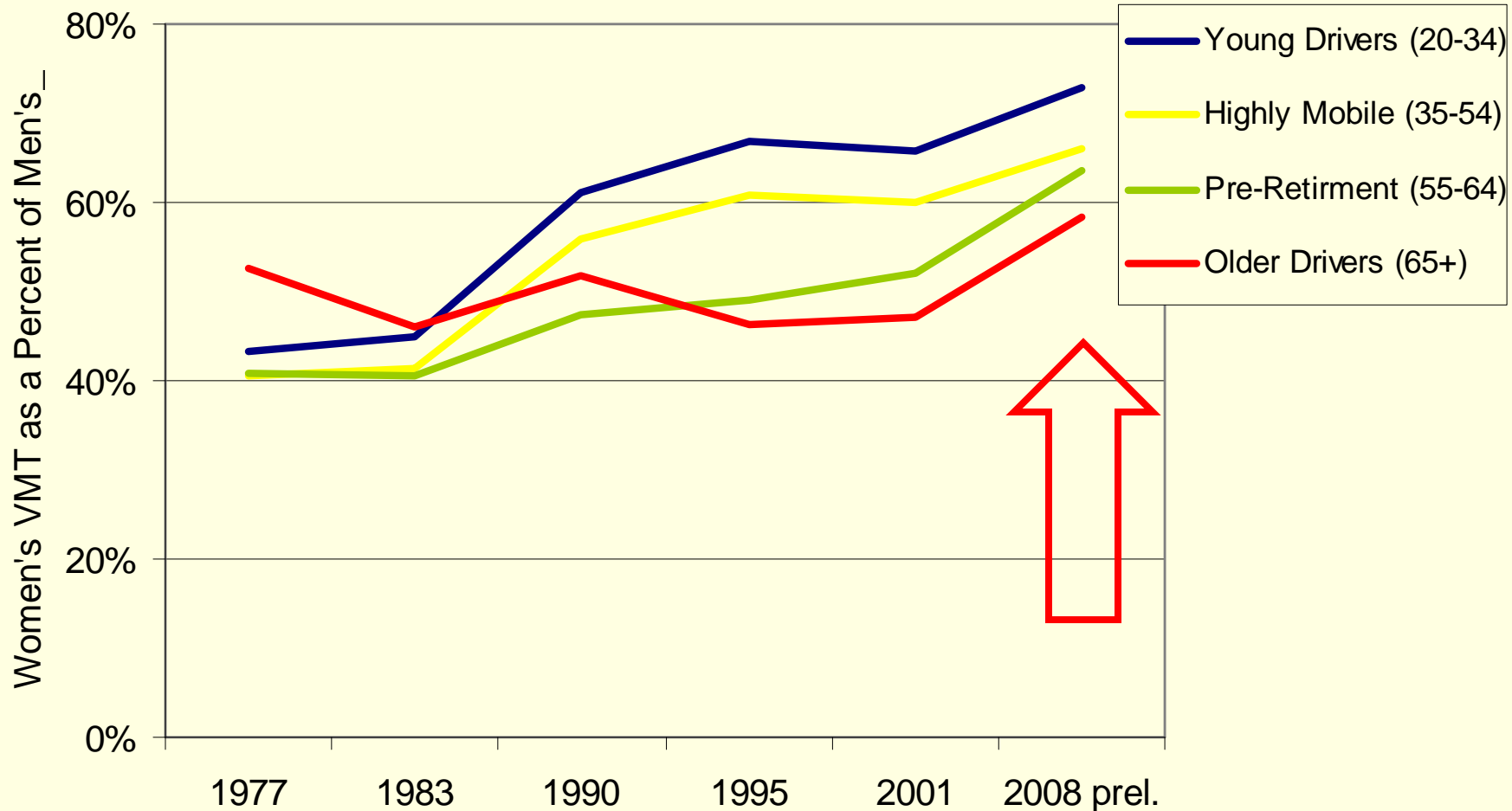
- Men's vehicle travel seems to be leveling off
- While women's vehicle travel continues to grow
- Younger cohorts have different travel than current elderly

Annual VMT per Driver for Ages 65 and Older

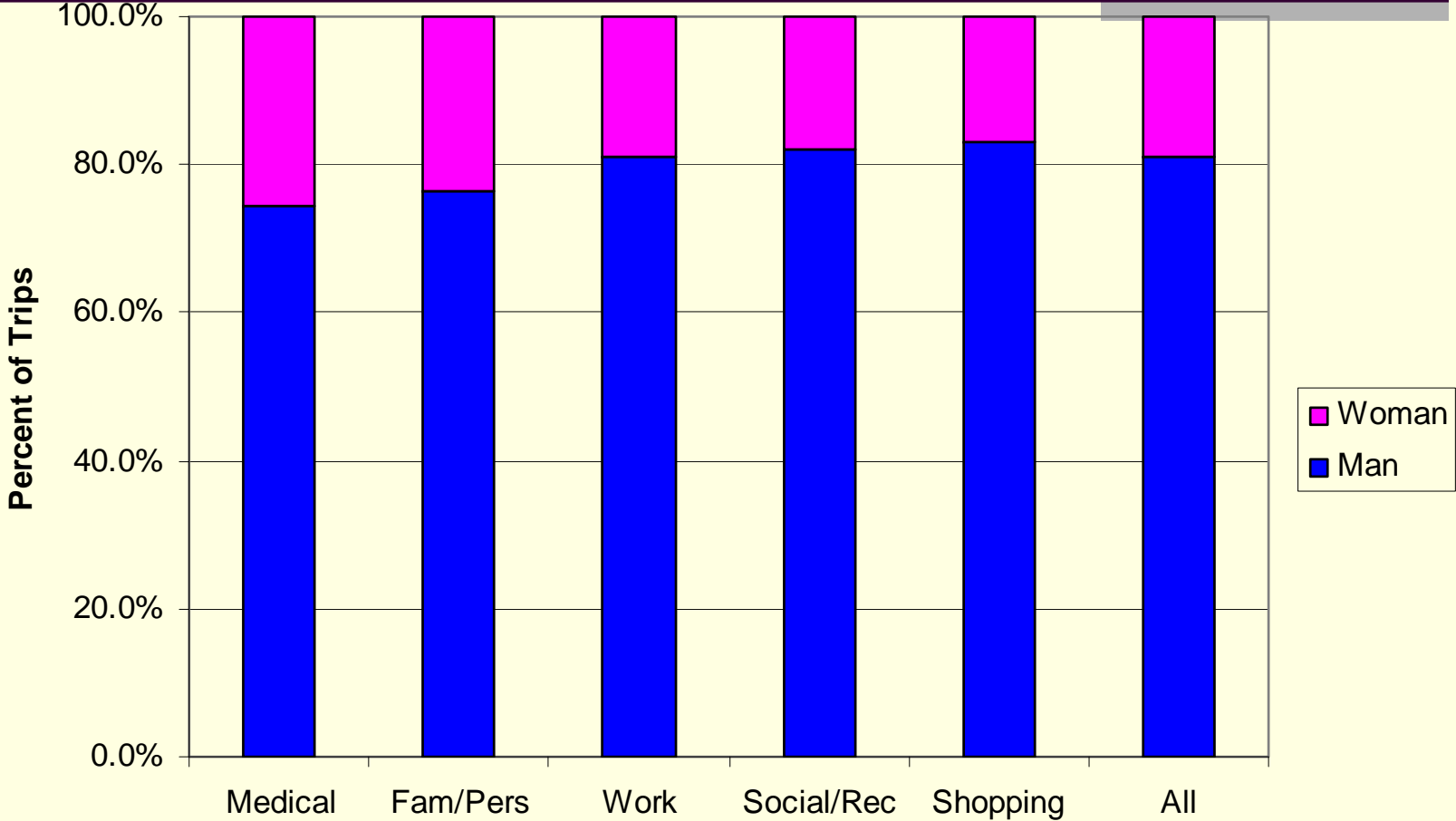


Source: NHTS data series

Early indications are that new cohorts of older women may be narrowing the gap between men and women's vehicle travel...

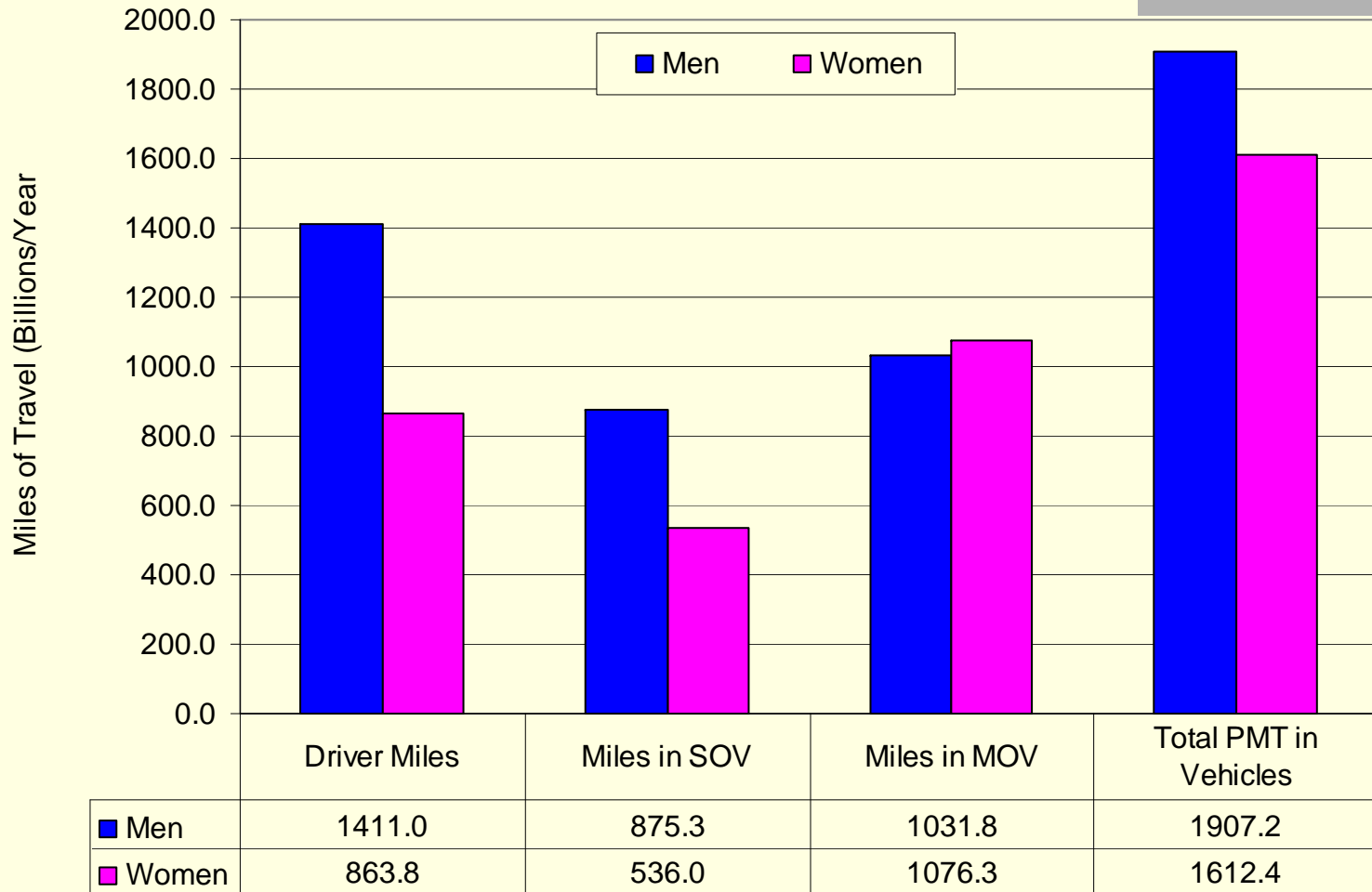


Interestingly, women of all ages 'let' men drive on shared trips....

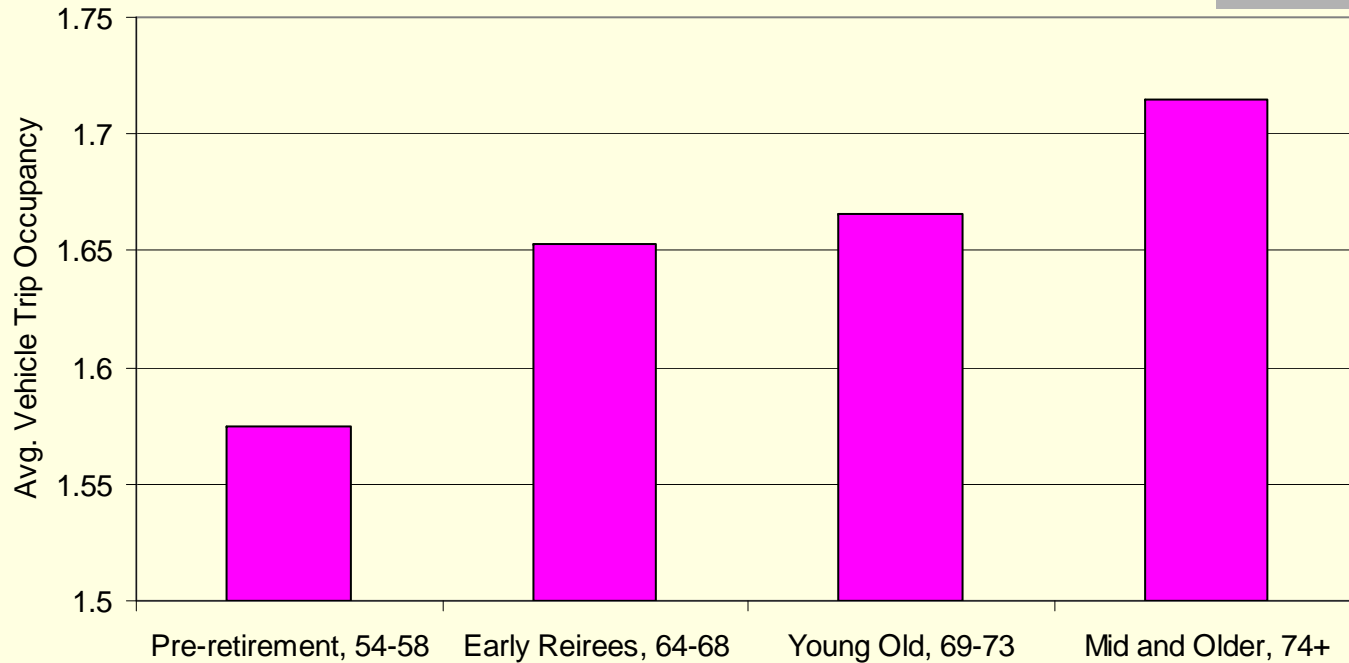


Source 2001 NHTS: who is driving when a husband and wife travel together

While women *drive* fewer miles they travel *more* vehicle miles in multi-occupant trips...



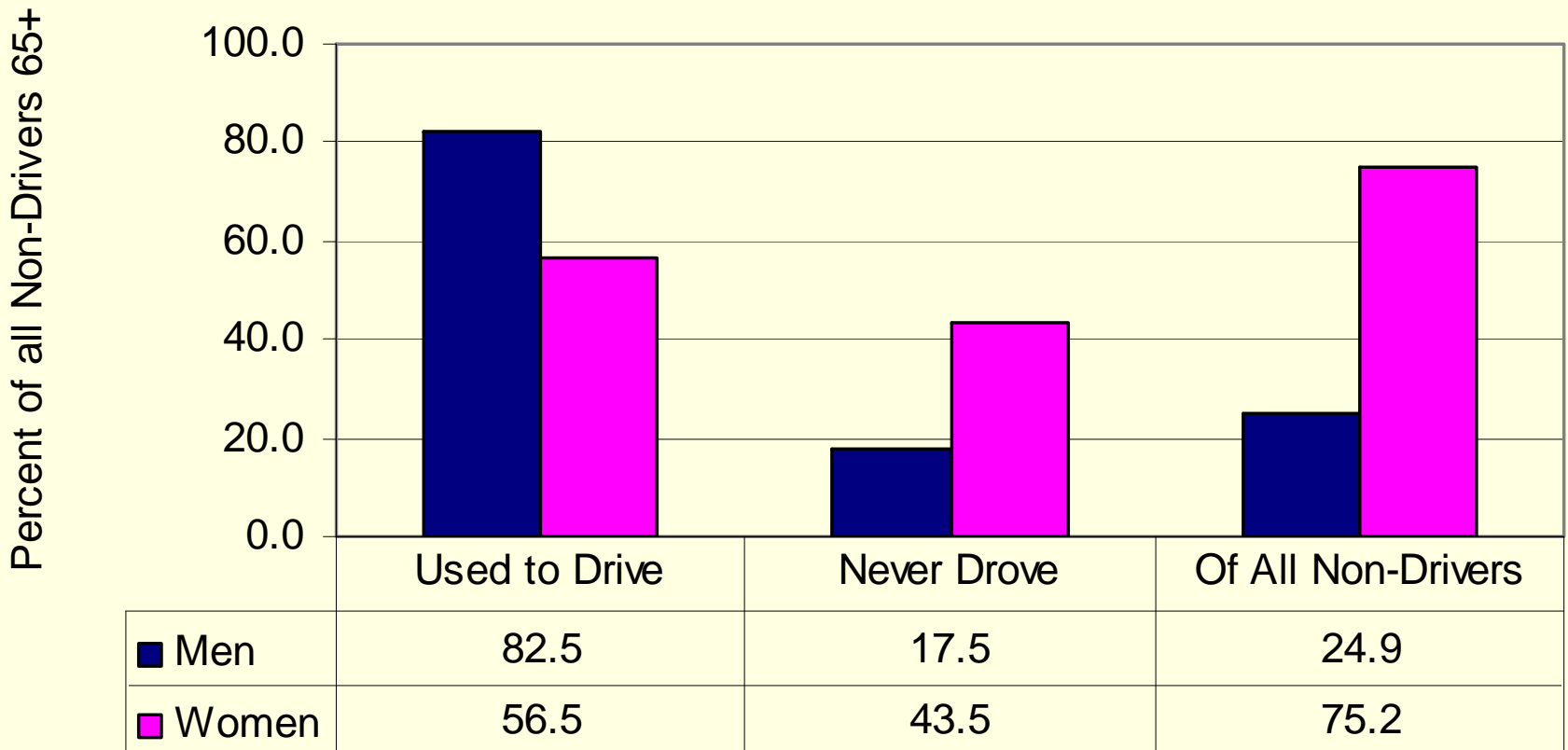
As women age, they more often drive with others...



Source: 2009 NHTS, women driving on vehicle trips

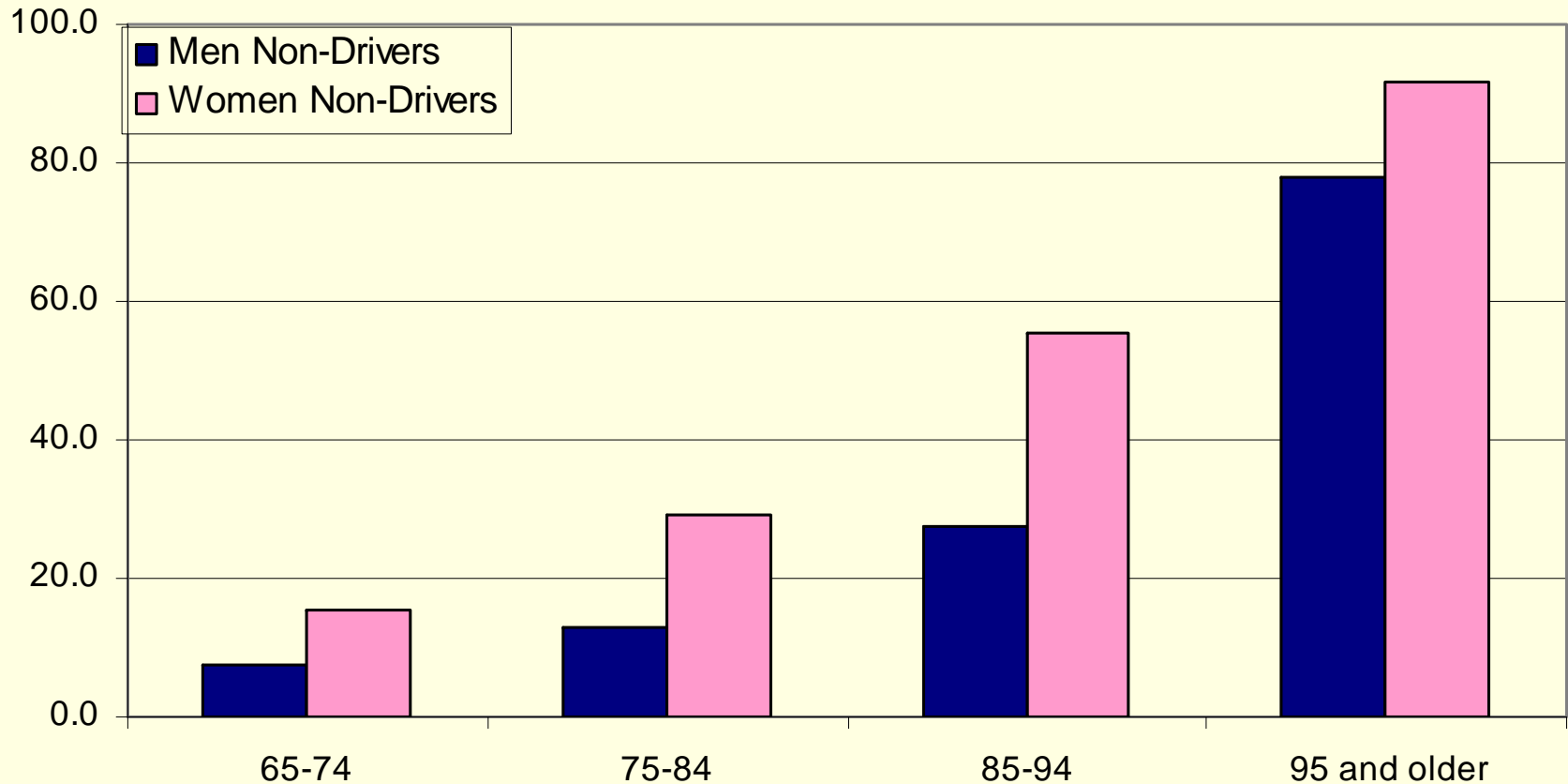
And some interesting research has linked this to safer driving...

Of all non-drivers over 65, three-quarters are women ...



But increasing longevity means many seniors will age past driving...

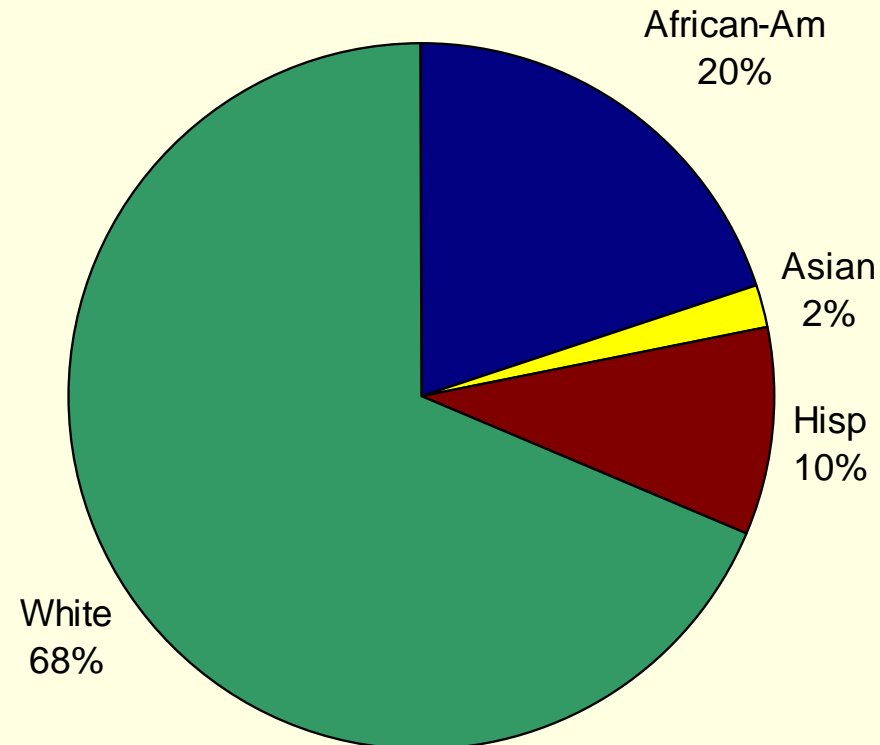
Percent Non-Drivers within Age Group



Older Women Non-Drivers

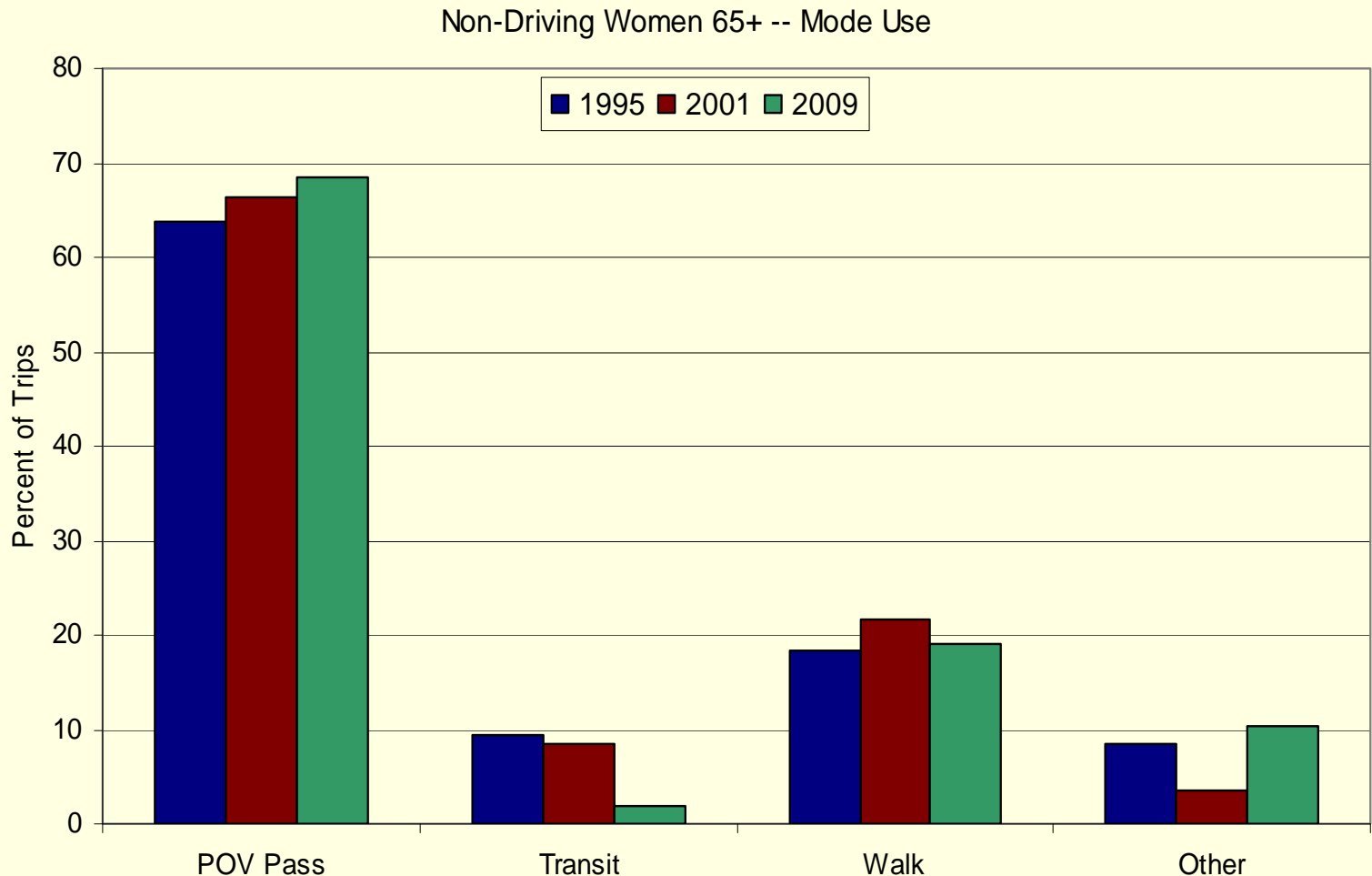
- Over a quarter of women 65 and older do not drive
- Nearly half live with no other driver in the household, inc. 40% who live alone
- These women are highly dependant on family and friends for rides

Distribution of Non-Driving Women by Race/Ethnicity



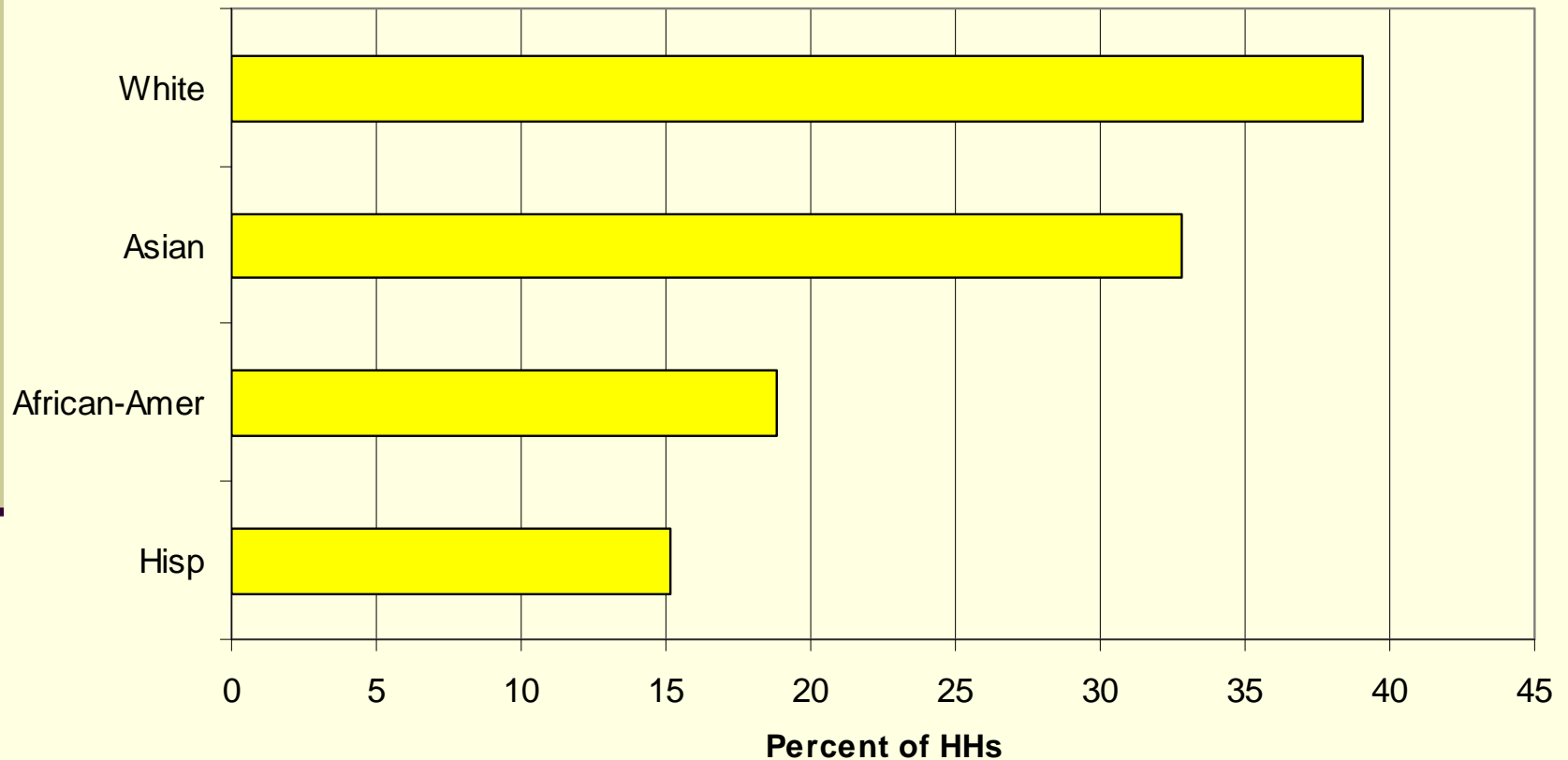
Source: 2009 NHTS

Trends in travel by non-driving women 65+ show a growing reliance on POV...



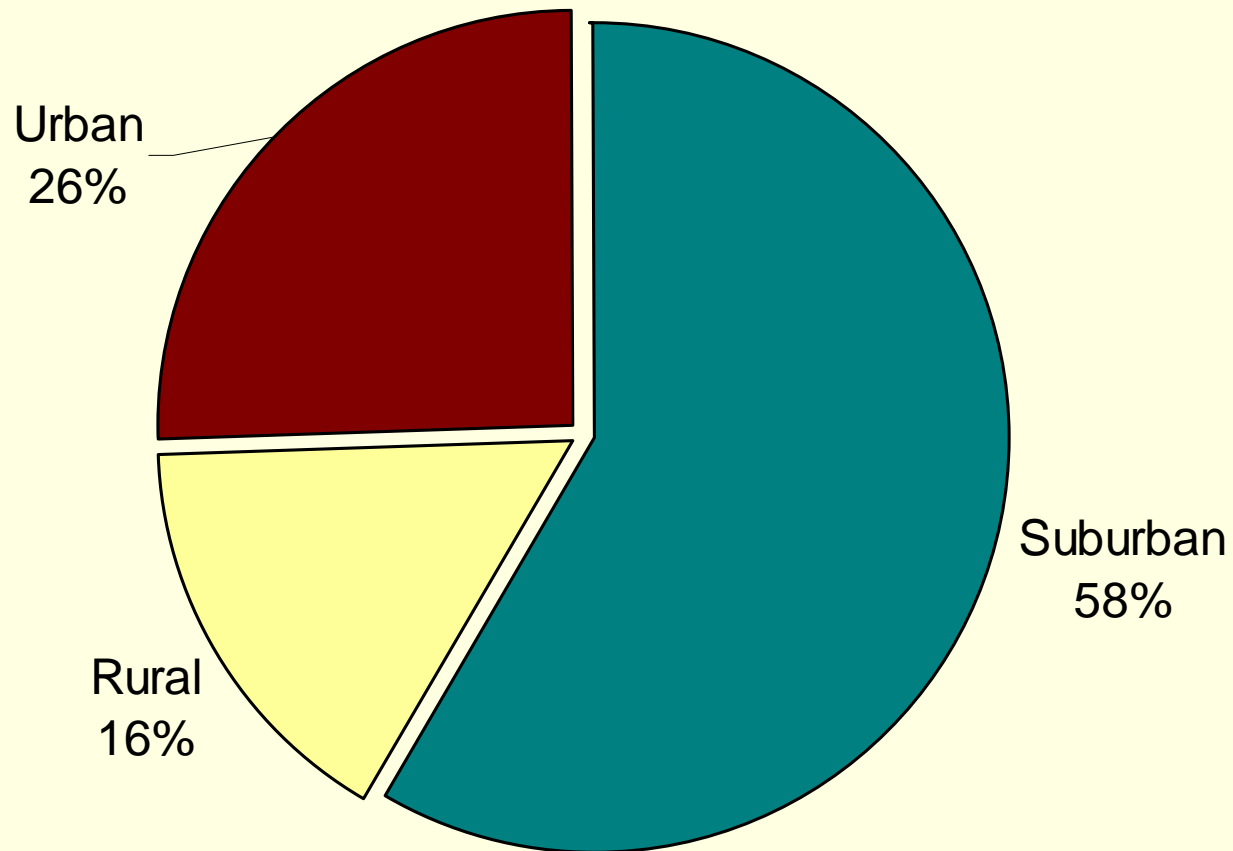
Many older non-driving women do not have access to transit...

Percent of Households with a Non-Driving Women 65+ Located More than 1/2 Mile from Closest Bus line

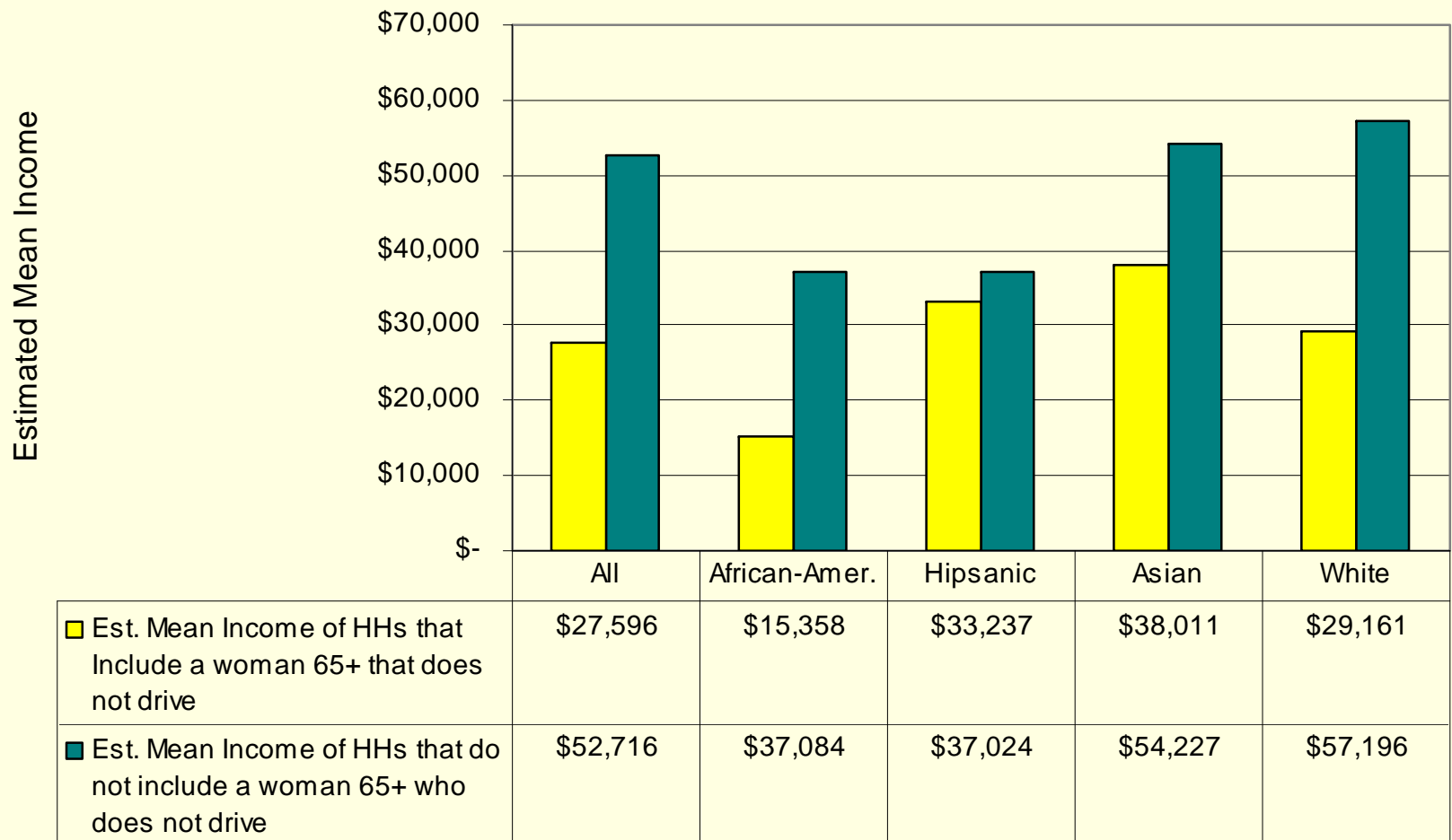


The majority live in the suburbs...

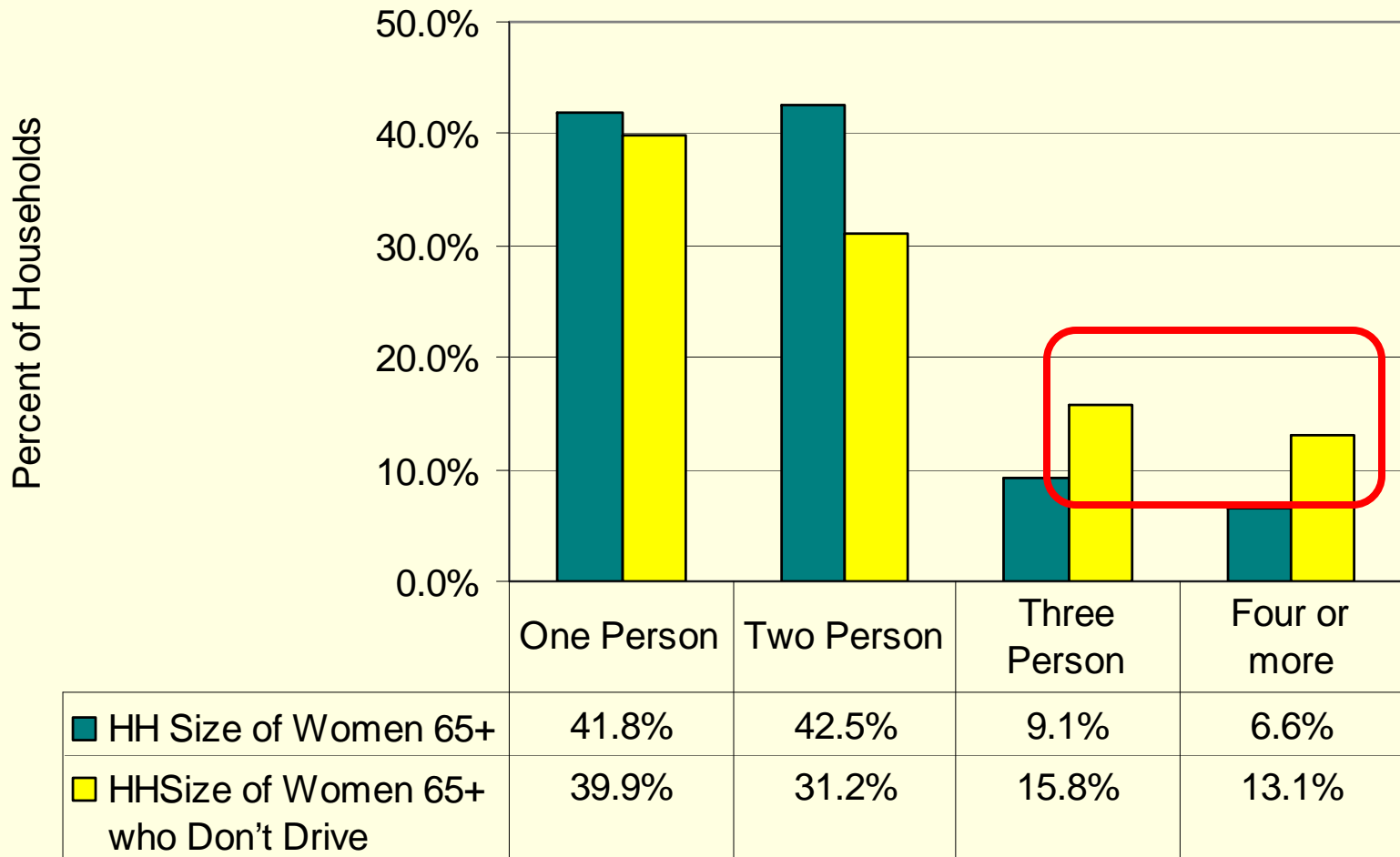
Where Non-Driving Older Women Live



Non-Driving older women live in poorer households...



Although non-drivers tend to live in larger families...



Nearly half live in households with no other drivers...

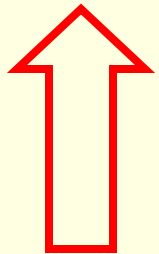
Are there Drivers in Households of Non-Driving Women 65+?

Within Household Size:	One Person HH	Two Person	Three Person	Four or more	All
No Drivers in HH	100.0%	17.6%	7.8%	6.6%	47.5%
At least one Driver in HH	0.0%	82.4%	92.2%	93.4%	52.5%
Percent of All	39.9%	31.2%	15.8%	13.1%	100.0%

So many older women who don't drive depend heavily on non-household members...

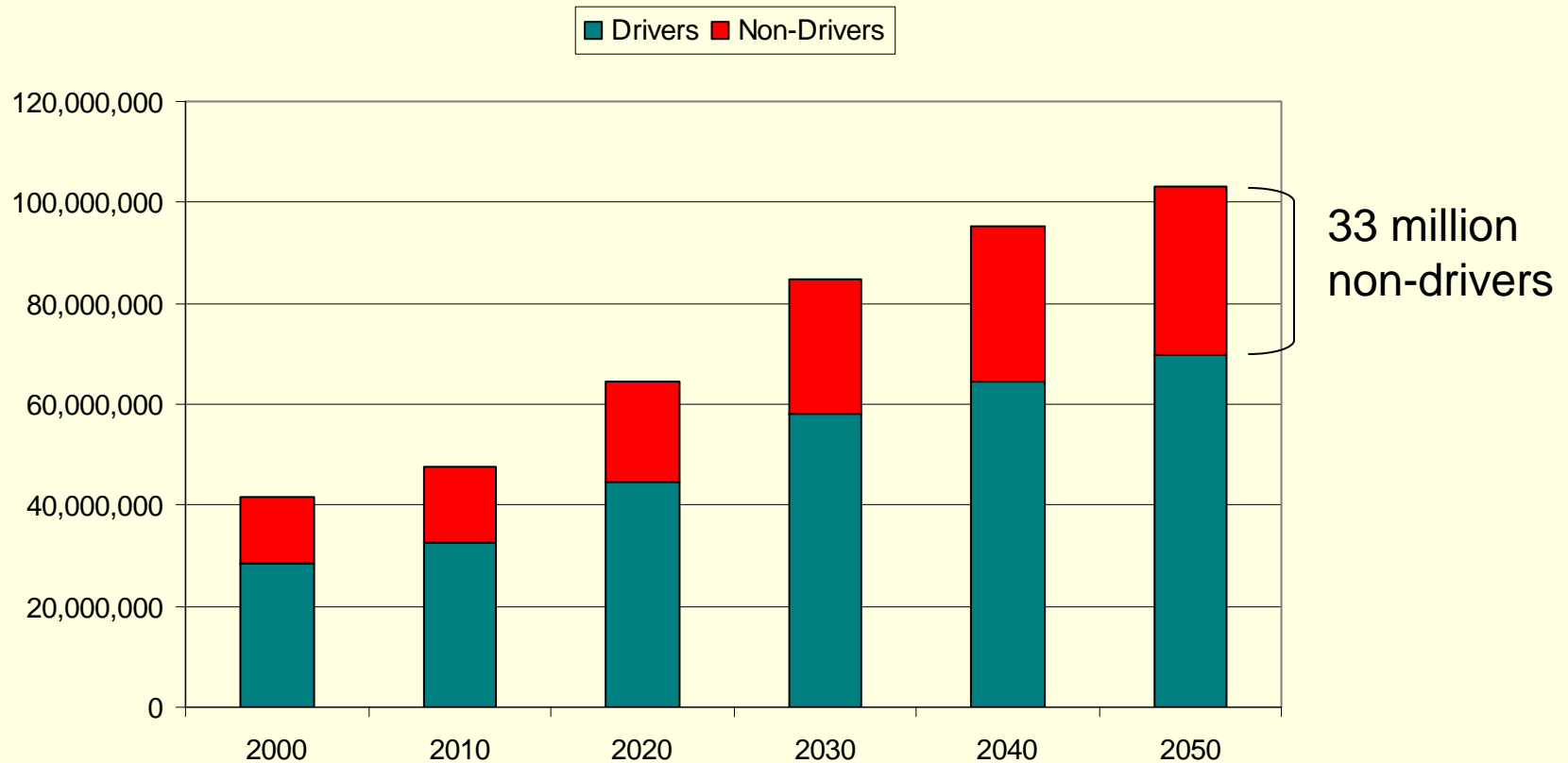
Vehicle Occupancy Characteristics of Women 65 and older

	Women Drivers as Drivers	Women Drivers as Passengers	Non-Driver Pass Trips
Single Person (SOV)	76.9%	--	--
All Family Members	9.9%	78.5%	62.4%
Non-Family members	13.2%	19.5%	36.5%



Suburbanization + Aging in place + Cohort growth = Massive planning challenge

Cohort Growth in Drivers and Non-Drivers 65+



Source: 2009 NHTS and US Census projections

A picture in words:

If there is a face of the isolated non-driving older woman she is a suburban white woman, who lives alone after her husband has died or divorced

She has never taken transit and/or lives too far from transit

Call and ride service is scary: they tell her she has to schedule a three hour window for pick-up at the destination and she is afraid to be out for so long.

She's too frail to walk or places are too far. The sidewalk is uneven and she is afraid she will fall.

She depends on her friends and relatives for ride (but hates to ask).



What to do? Some ideas...

- Plan for non-drivers as part of the built environment
- Include providing transport to non-driving elders as part of high school community service hours
- Expand taxi voucher systems to help provide door to door service
- Special demand-response 24-hour 'senior shuttle' in suburban communities
- Extending driving years through in-vehicle and ITS technology

