

ASA
Aging in America Conference

Trends in Older American's Travel

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Why study the travel behavior of older Americans?



- Quantify older people's travel rates for safety analysis (including pedestrian)
- Examine vehicle type and use by older drivers
- Outline Livability and walkability programs/policies
- Inform public transit operations
- Plan community initiatives (e.g. to increase physical activity)
- Estimate needs for services (such as at-home service providers)
- Forecast long-term trends for policy and planning initiatives

What influences travel behavior in older Americans?

- Workforce participation and volunteer activities
- Drivers licensure rates and availability of vehicles
- Access to transit and other modes (such as taxi)
- Location factors (such as nearby shopping and restaurants or high crime rates)
- Family obligations and household characteristics
- Health/mobility status of the individual

*Older people
move in and out
of mobility*



Fully Mobile:
Driving/Walking/Transit

Limited Mobility:
Reduce driving,
Drive only in daytime
Ask other for rides
Use Taxis/Paratransit

No Mobility:
Temporary disability
Permanent 'shut-in'

Selected Findings: Overall Trends in Travel



Overall, travel rates seems to be leveling off after decades of increases

Travel by people 65 and older still shows small but significant increases

Possibly due to higher workforce participation in older age groups, especially whites

Traditional roles in driving persist, but men's travel may be declining while women's stays the same or increases

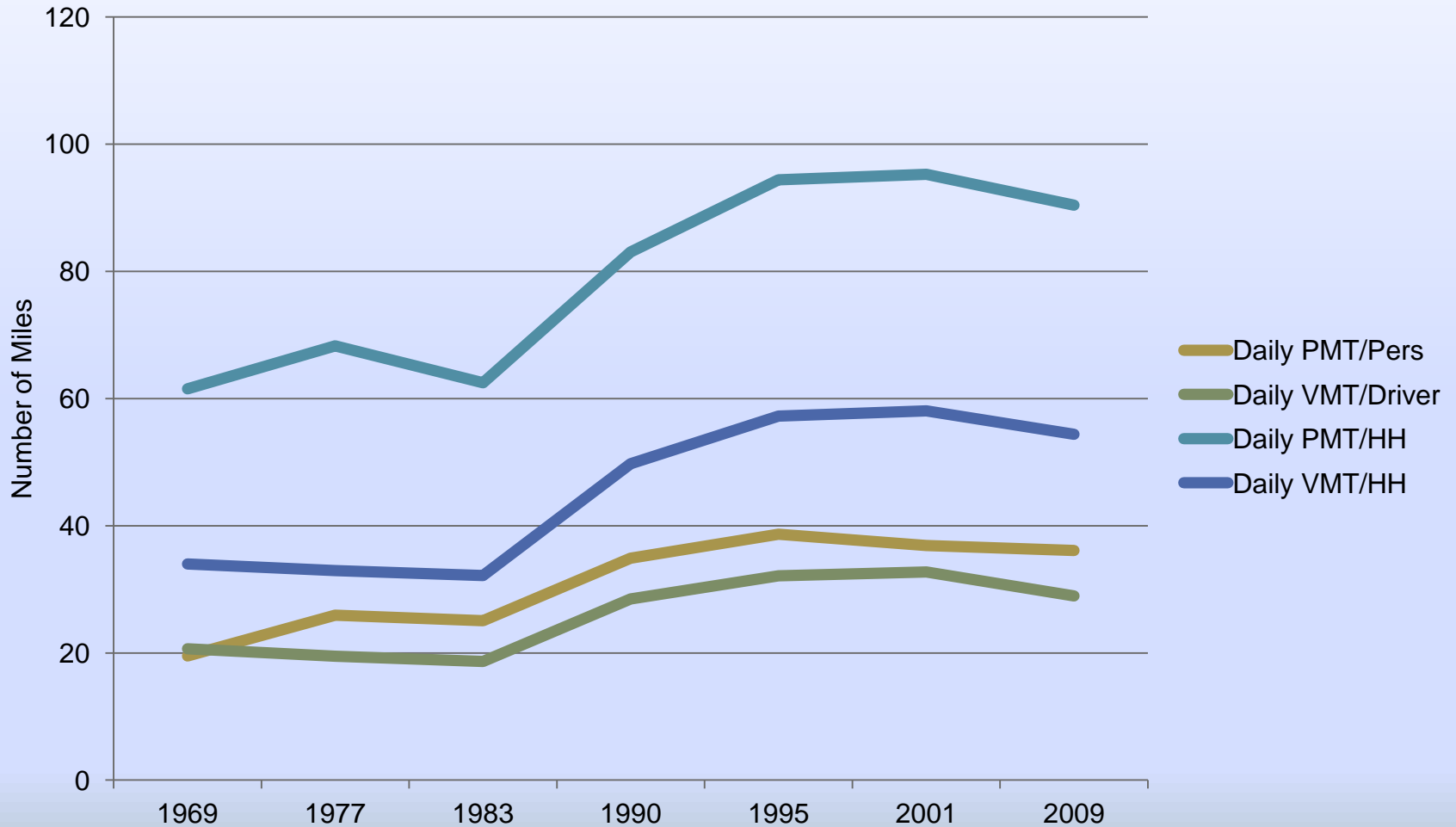


Selected Findings: Mobility and Un-Met Mobility

- Currently many older non-drivers live in the suburbs, far from alternatives and depend on family and friends
- Older drivers have high disability rates, and both disability and non-driving rates increases with age
- Many older citizens who have given up driving would like to get out more
- As important as mobility trends are these growing un-met mobility needs

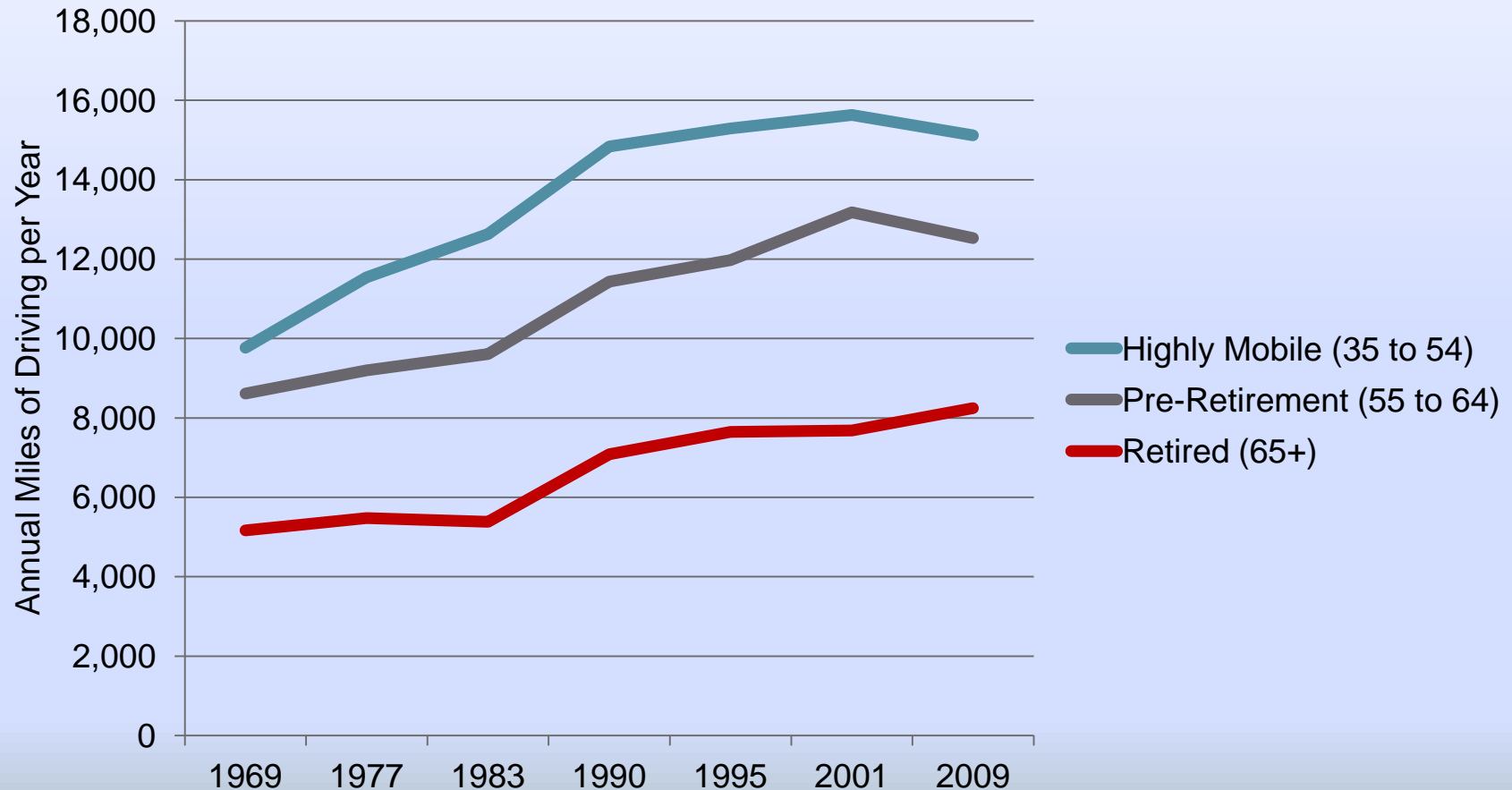


Overall, travel indicators such as person and vehicle miles, are leveling off:

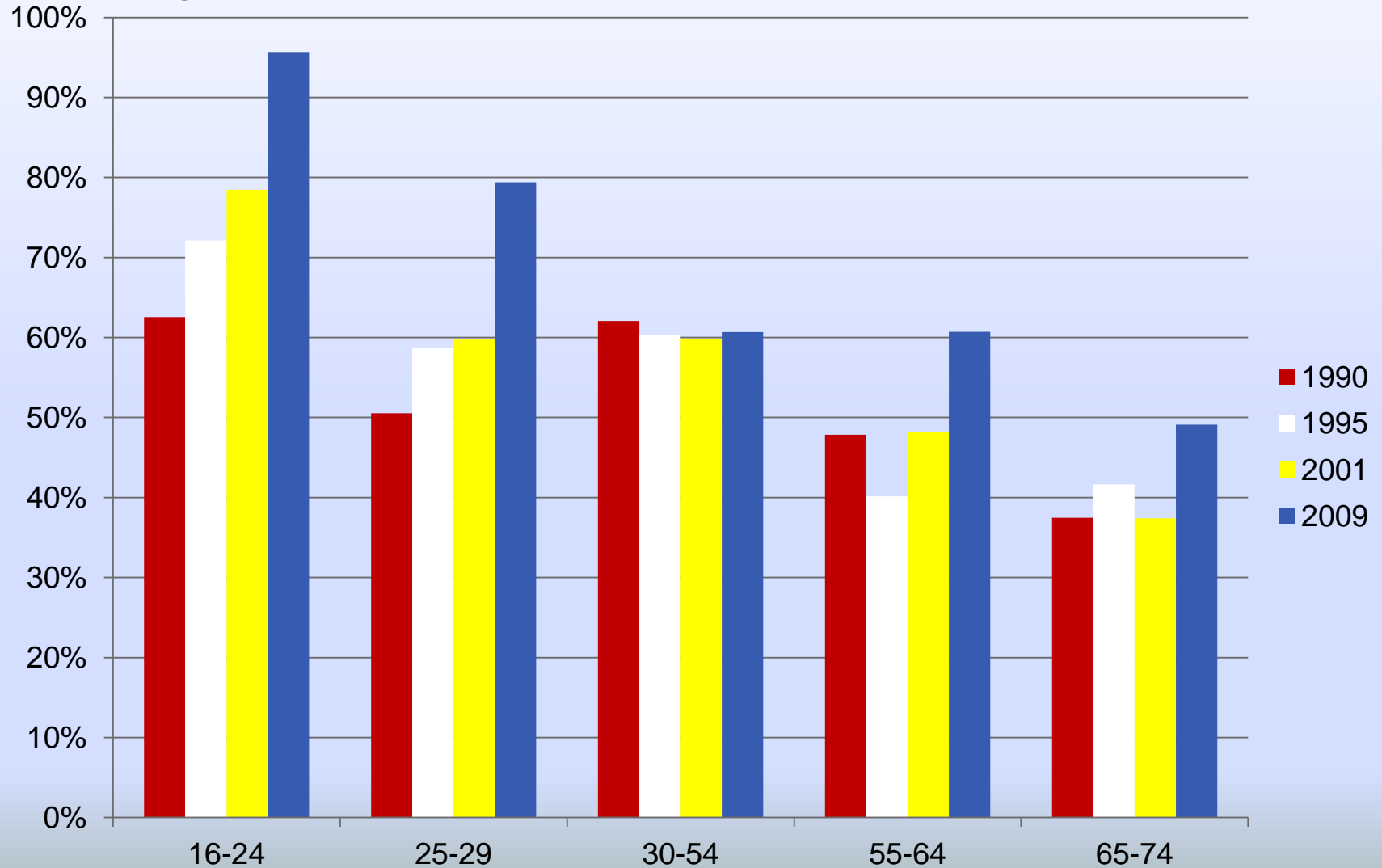


While travel rates overall may have peaked, driving by 65+ is still increasing...

Trends in Driving by Selected Age Groups



As a result of declines in men's travel, women are driving closer to men's rates...



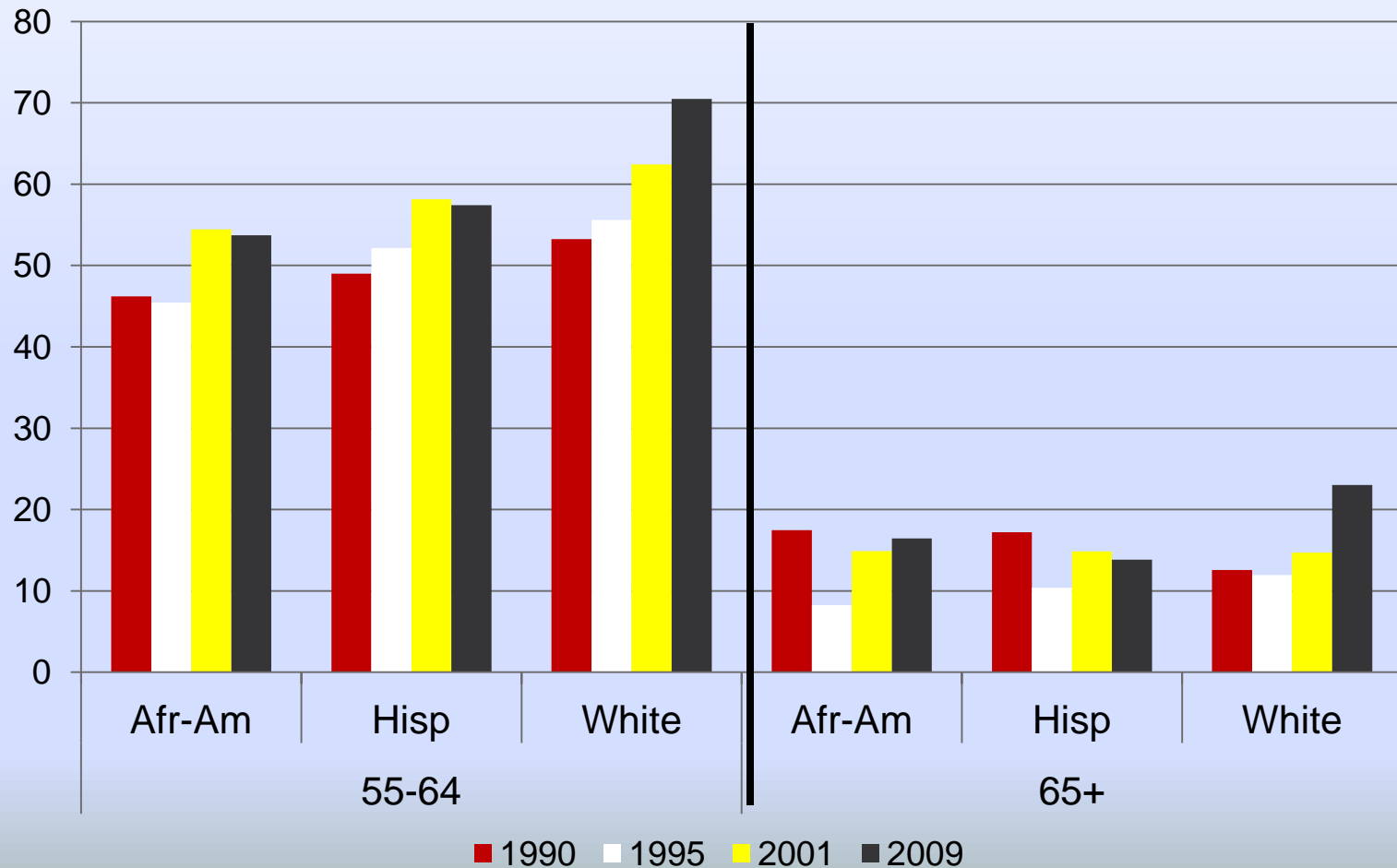
Source: McGuckin's analysis of 2009 NHTS, Men and Women 16+

Historic high workforce participation by 55 and older...



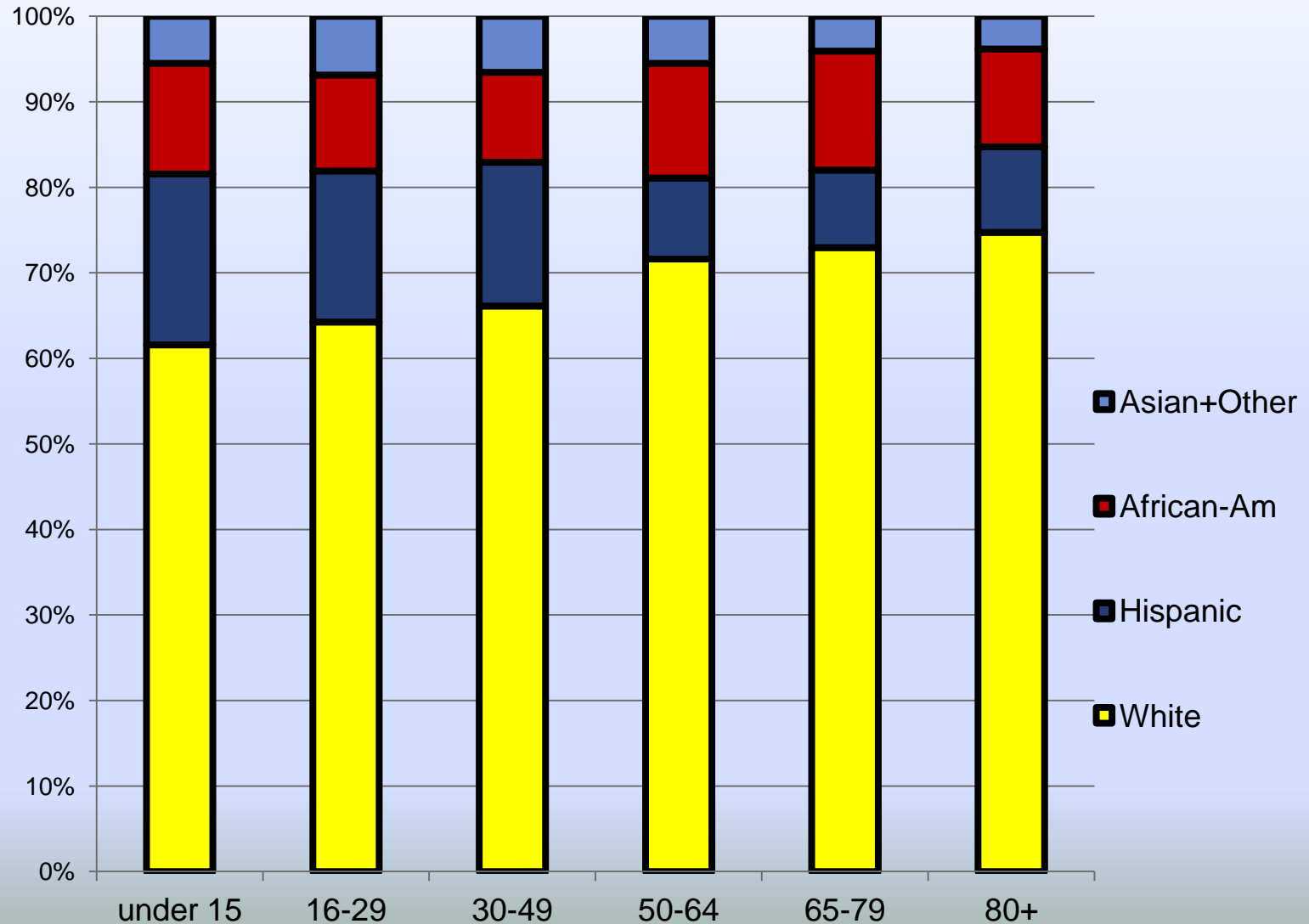
Older Whites are more likely to continuing in the workforce than African Americans and Hispanics..

Workforce Participation of Older Americans



Source: McGuckin's analysis of NHTS data series

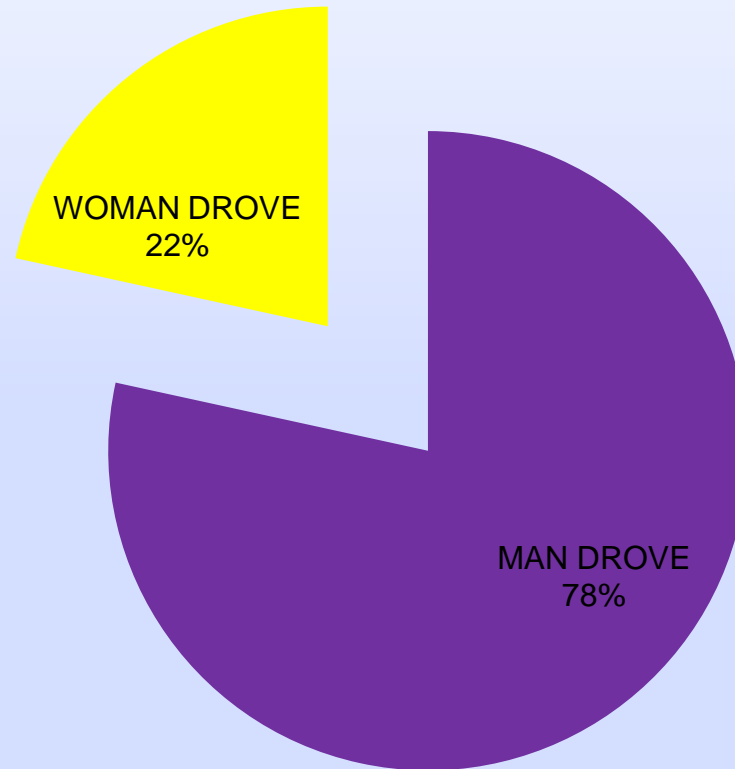
The population of drivers and workers in the future will be more diverse...



Source: McGuckin's analysis of 2009 NHTS

Traditionally, when a married couple travel together the man is more likely to drive....

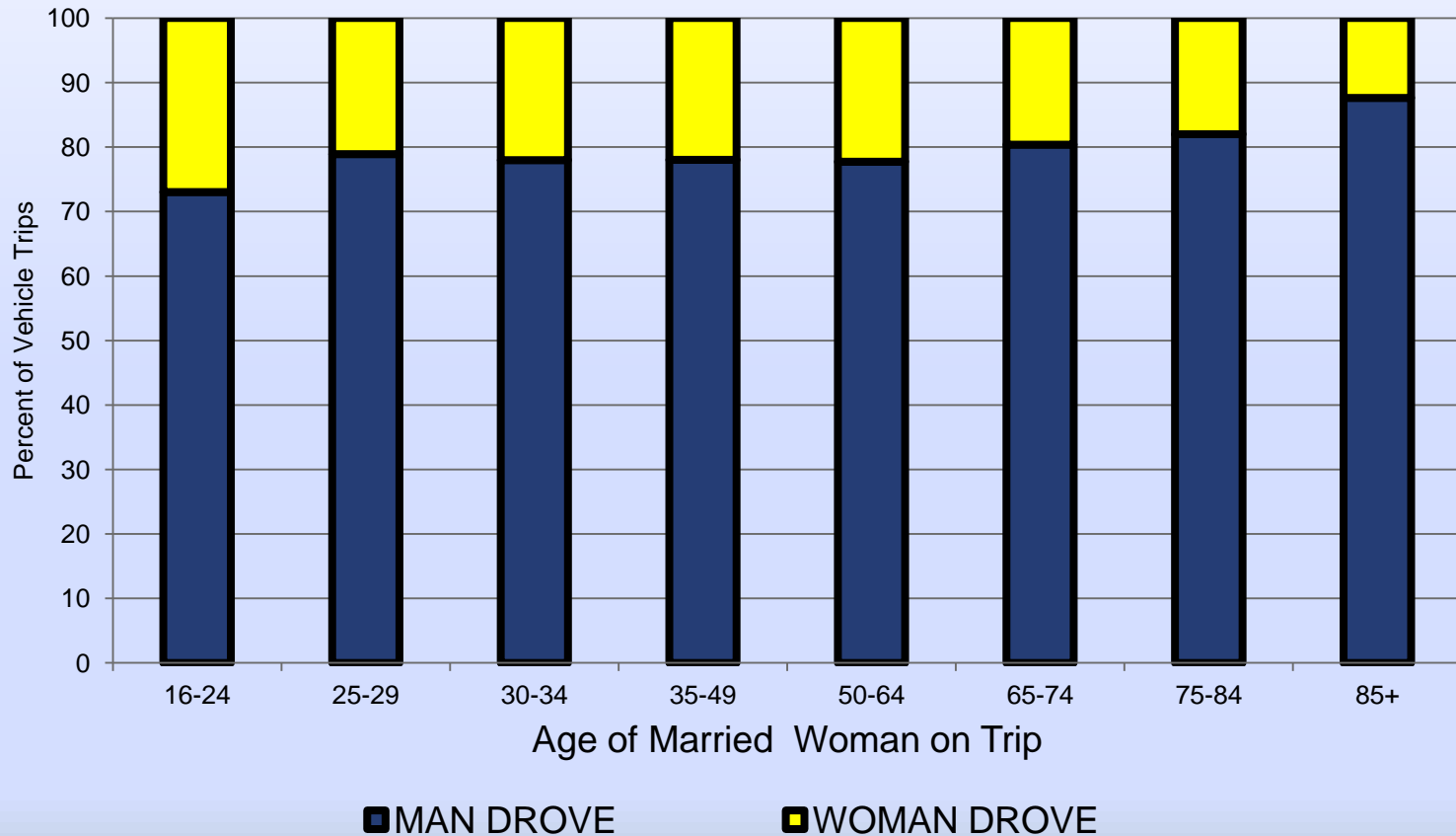
Who Drives When a Couple Travels Together?



You would think that might differ by age....

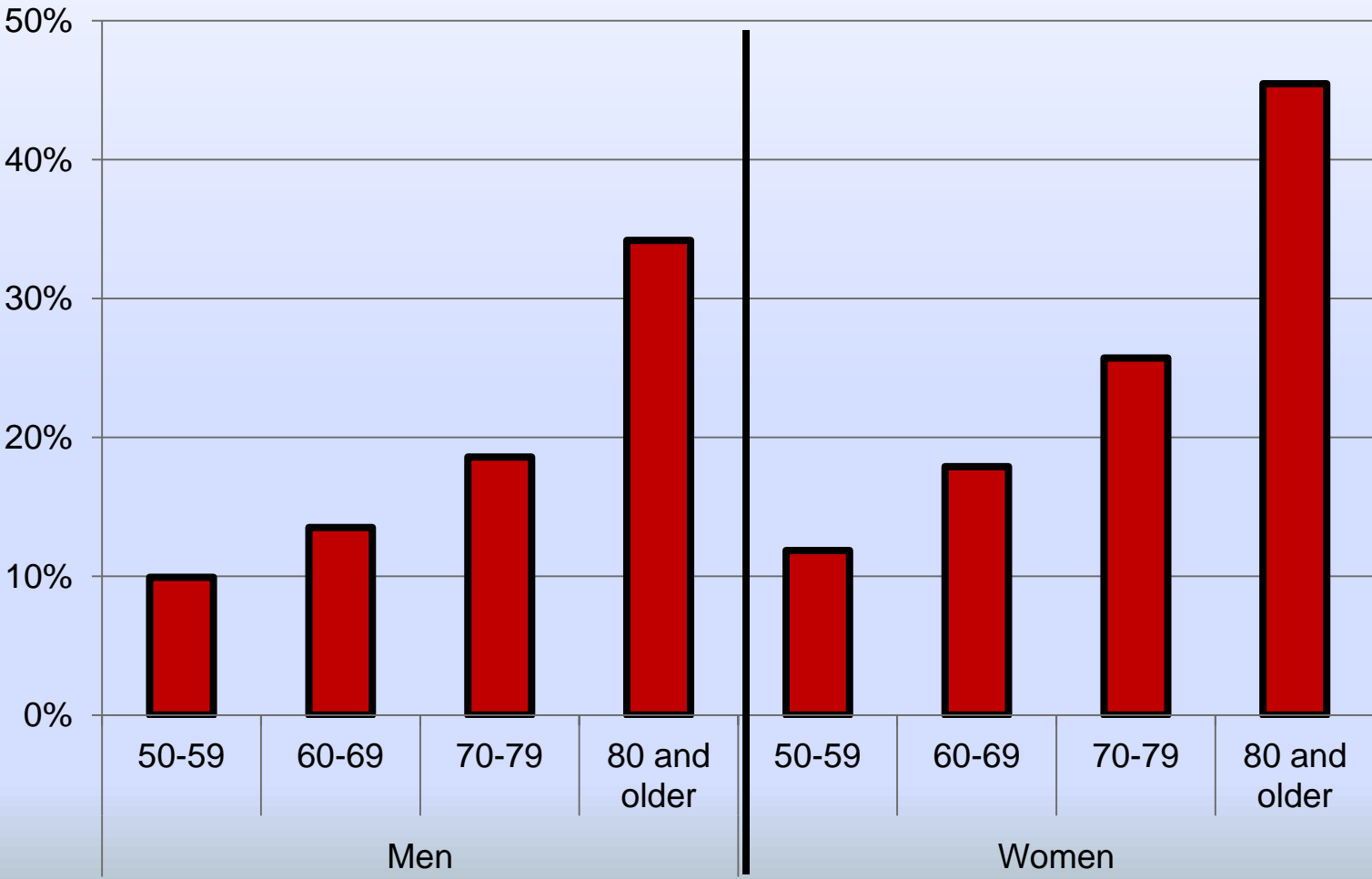
But even younger women 'let' their husbands drive...

Who Drives When a Couple Travels Together?

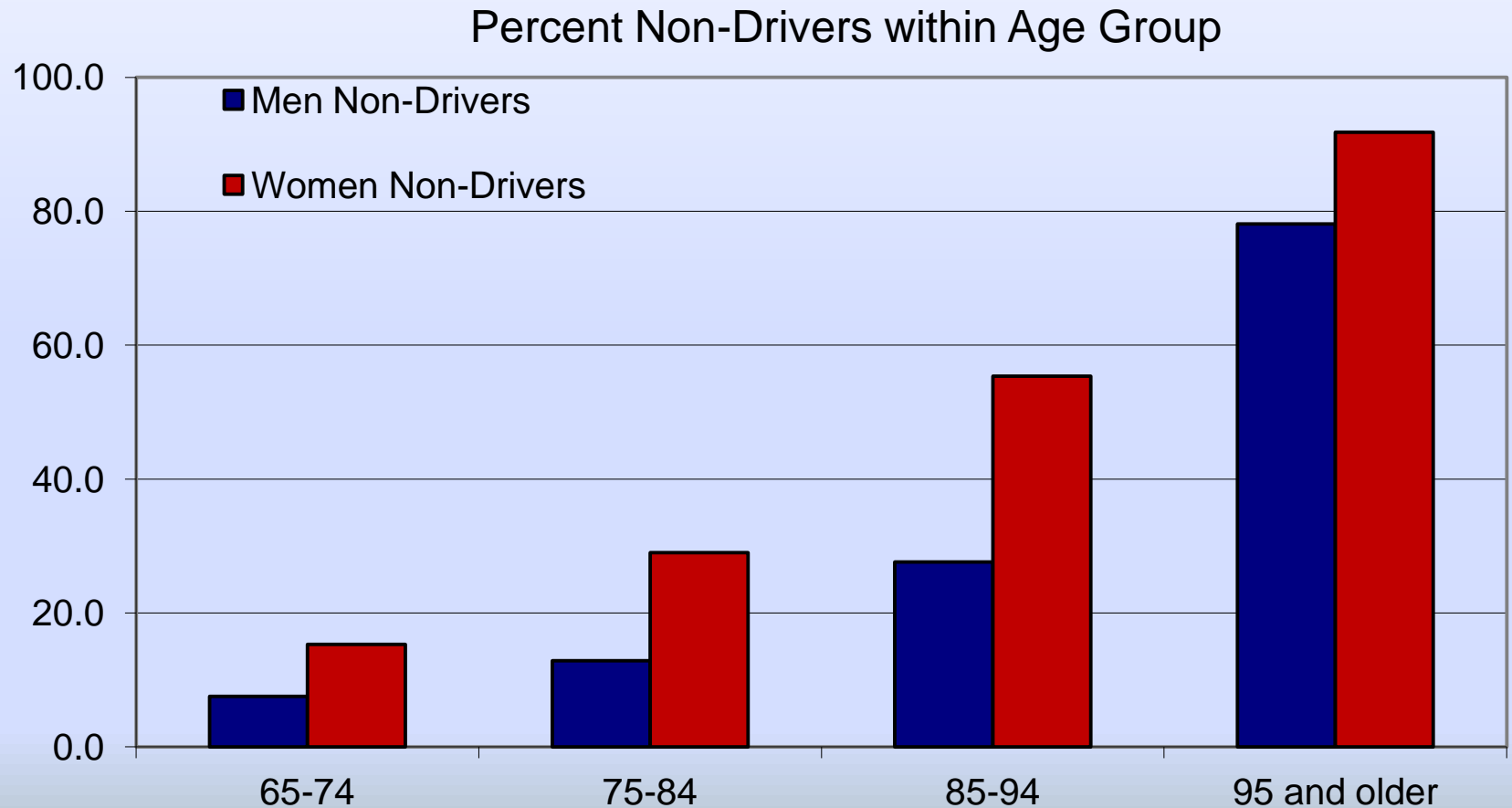


As people age they are more likely to have a disability that makes it hard to travel...

Percent with a Disability that makes travel difficult

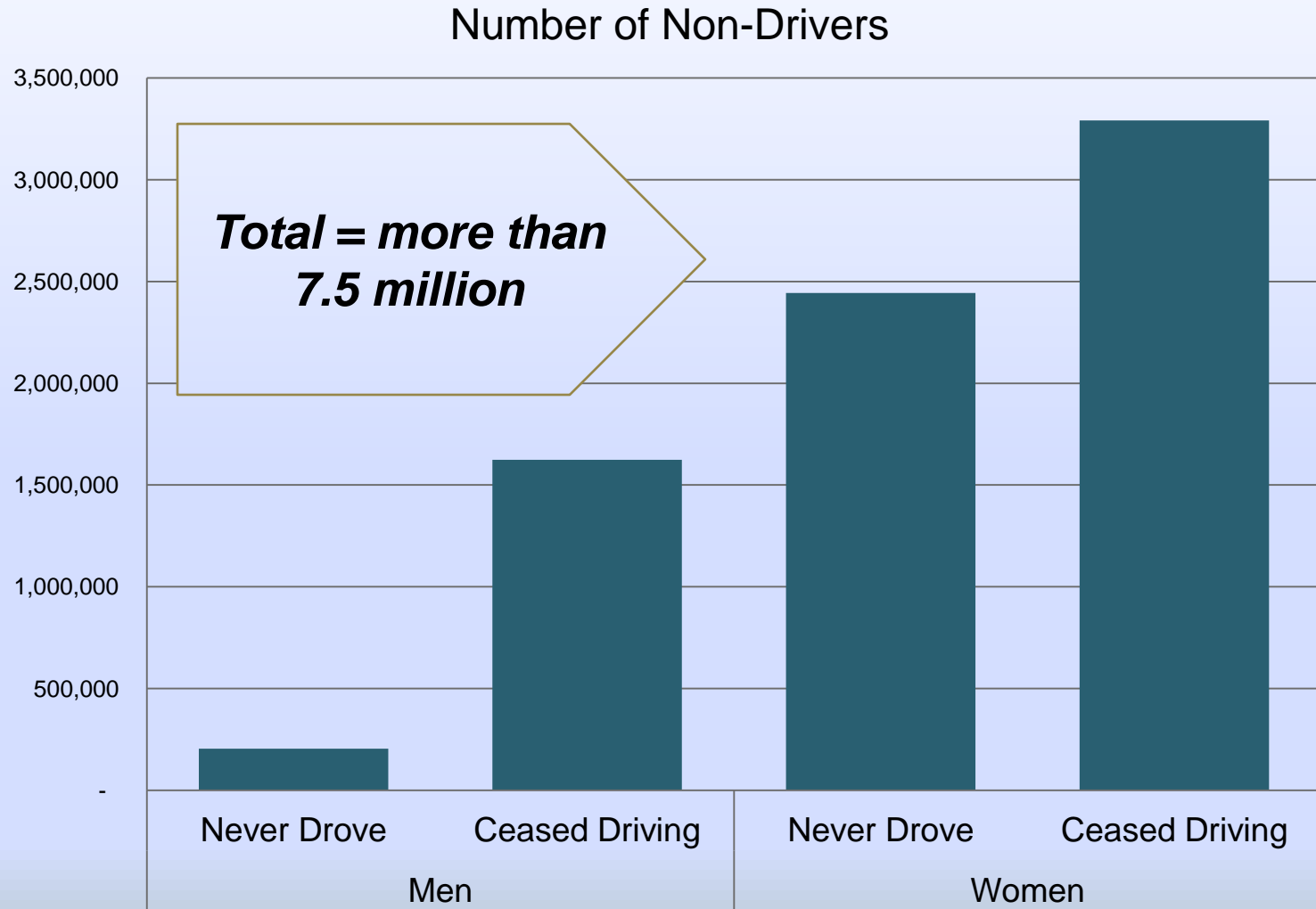


With increasing longevity many seniors will age past driving...

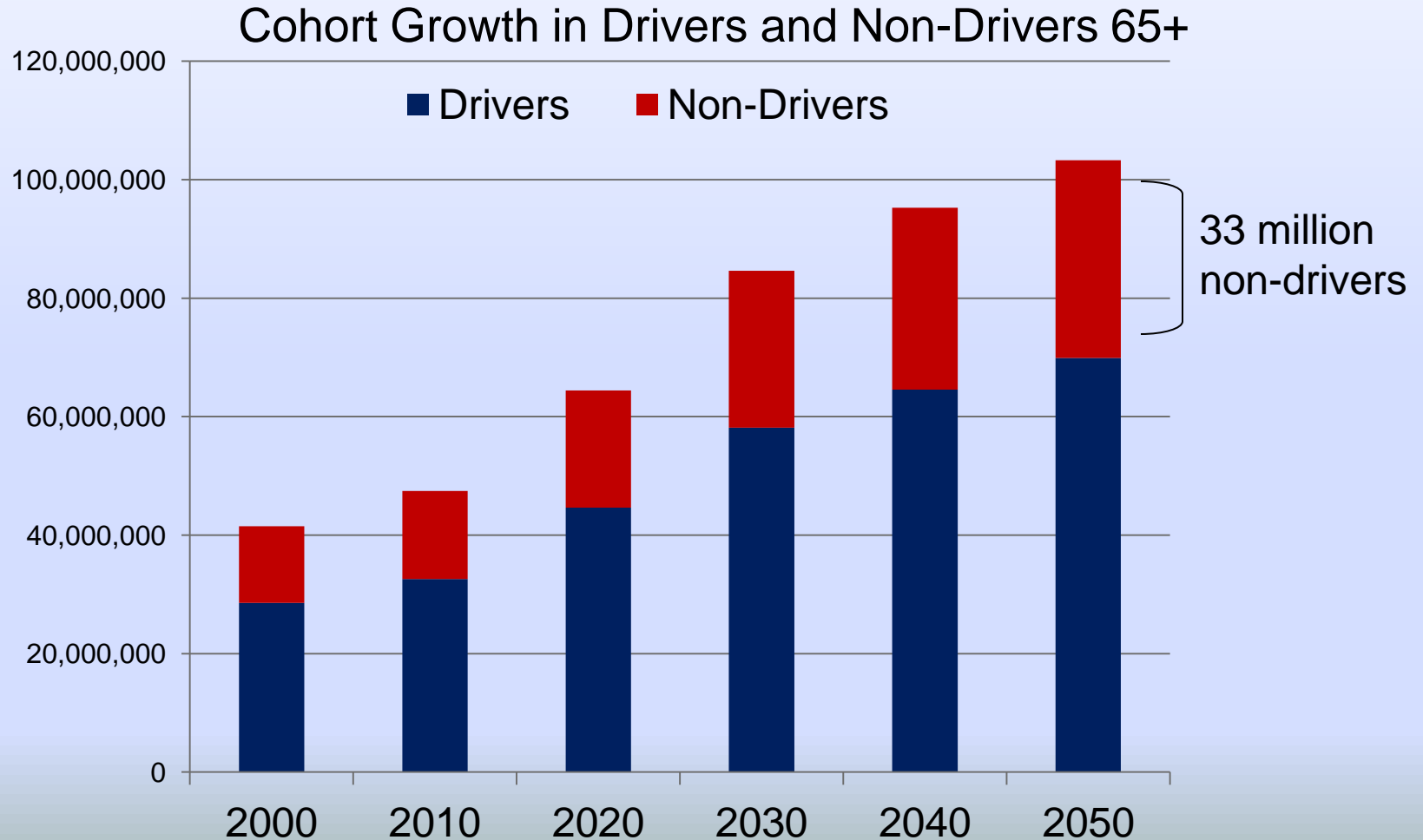


Source: McGuckin's analysis of 2009 NHTS

Currently, about 22 percent of people over 65 are non-drivers



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

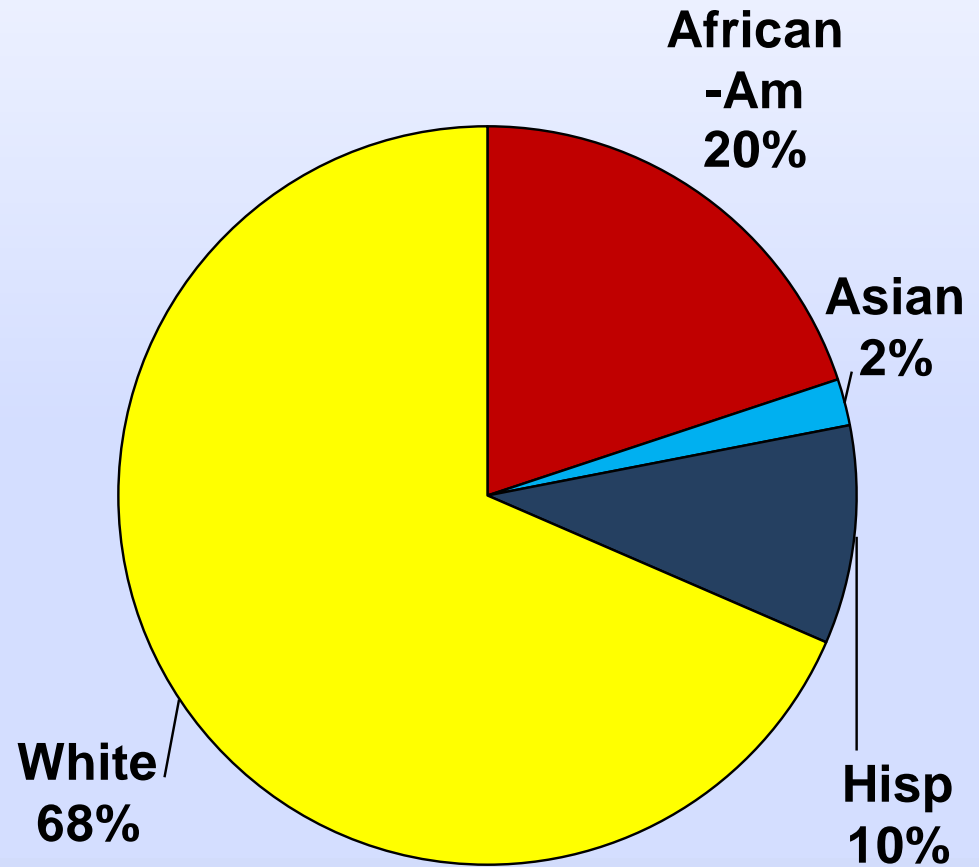


Source: McGuckin's analysis of the 2009 NHTS and US Census projections

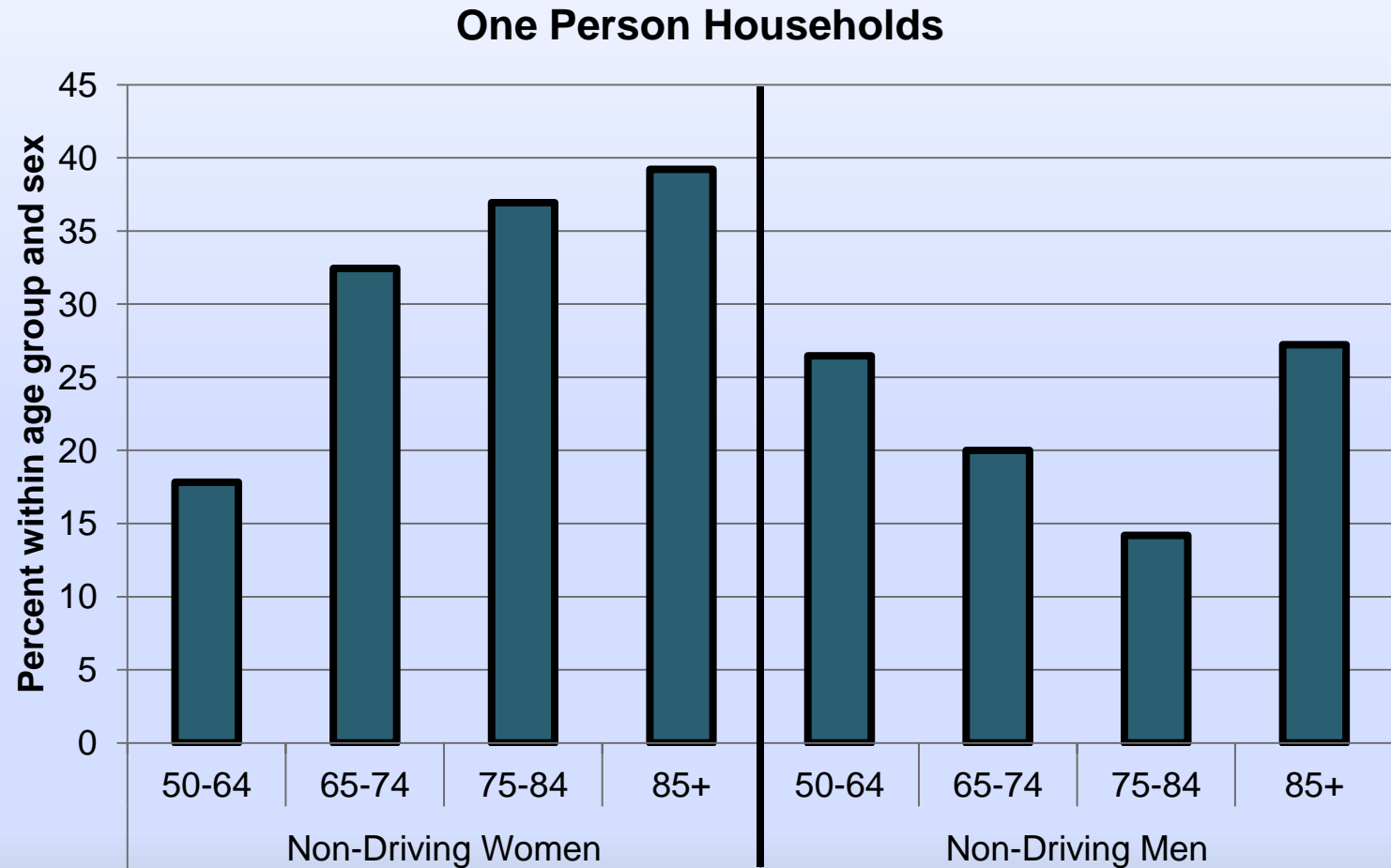
Over a quarter of older women do not drive...

- 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

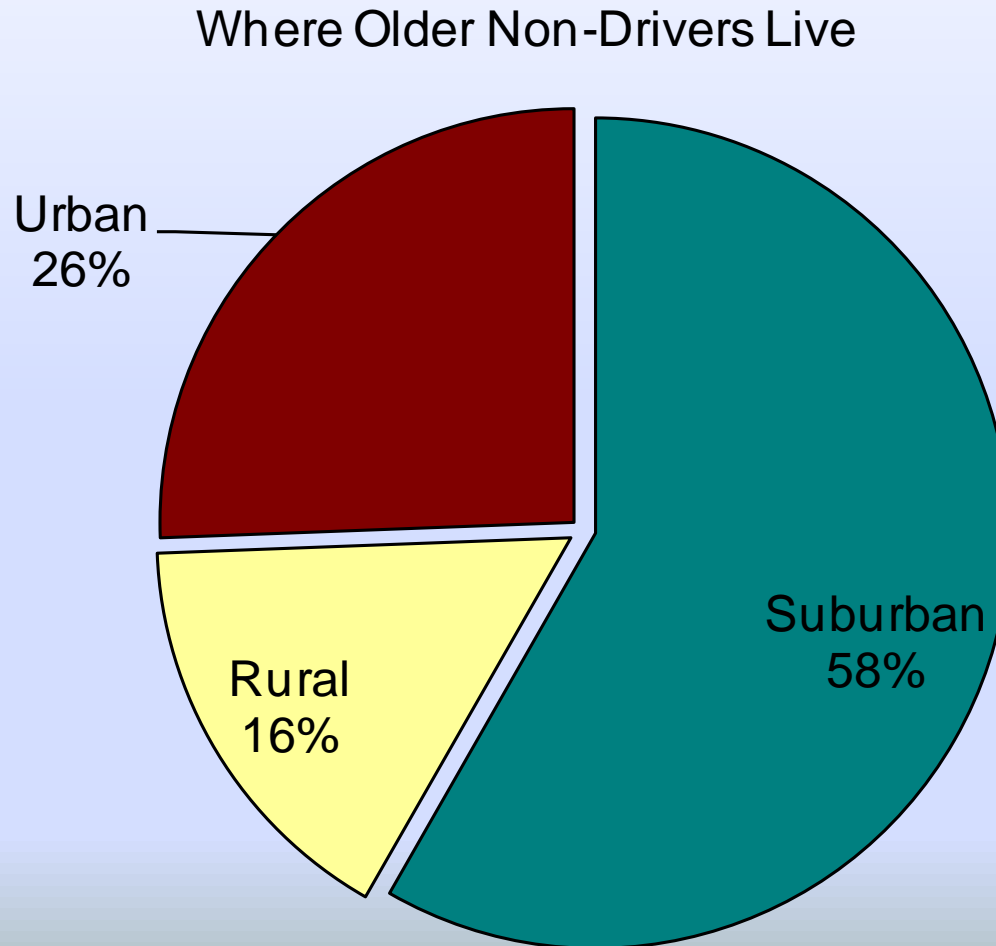
Distribution of Non-Driving Women by Race/Ethnicity



Non-driving older men are much less likely to live alone than comparable women...

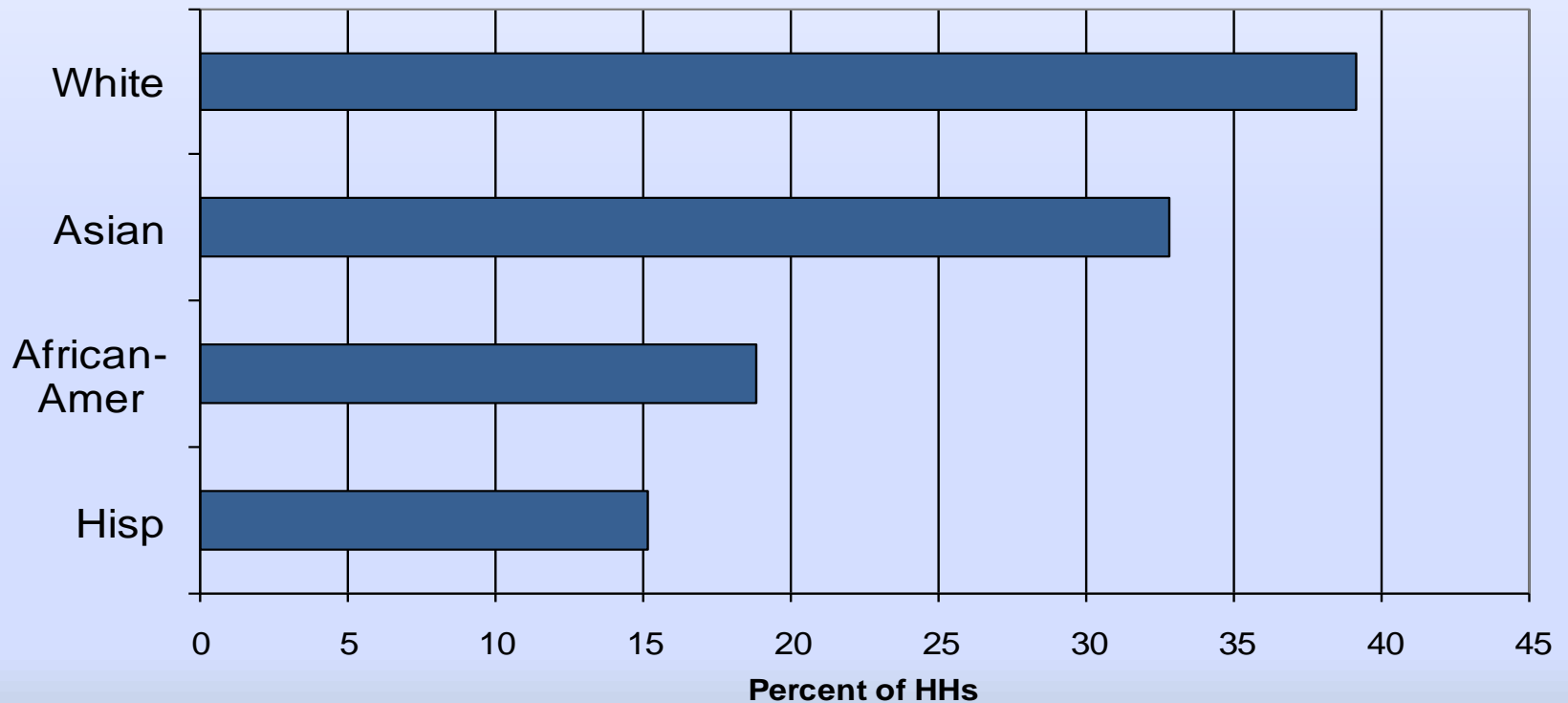


The majority of older non-drivers live in the suburbs...



Many older non-drivers do not have access to transit...

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



Source: McGuckin's analysis of the 2001 NHTS

Many older non-drivers have mobility impairments and become 'shut-ins'



- About 5 million people aged 65 and older have stopped driving (of 7.5 million total non-drivers)
- More than half did not go out 'yesterday' for any reason (43.6 percent of those who ceased driving)
- One-third have not been out for more than a week (33.5 percent of non-travelers who have ceased driving)
- More than eight out of ten have a transportation handicap (83.7 have a 'medical condition that makes travel difficult')

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
- Use existing carpool matching systems to match non-drivers to drivers
- 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

