

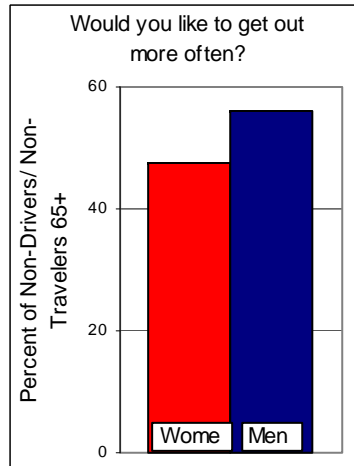
## Aging Boomers: Future Mobility?

Increasing longevity means many people in the U.S. will age past driving. Historically, for every decade after the age of 65 the percent of men and women who cease driving doubles. At any age, however, women are twice as likely to cease driving as men of the same age. While women are about 60 percent of the population over 65, they are 75 percent of non-drivers.

The percent of people who have ceased driving doubles each decade after age 65.

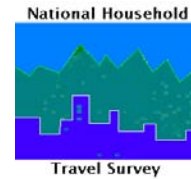
For both men and women who no longer drive, travel to the store, the doctor's office, or to visit friends and family is difficult. Suburbanization coupled with the tendency of most seniors to age in their own homes means many non-drivers do not have access to alternate means of transportation.

About half of non-drivers aged 65 and older do not travel at all, by any means on the travel day, and about half would like to get out more. This is the first national measure of unmet mobility needs that begs for further exploration. Providing mobility options to a rising number of older non-drivers will be a planning challenge as both life expectancy and the number of older Americans grows.



The NHTS Web site has a full range of services for the entire National Household Travel Survey data series (2009, 2001, 1995, 1990, 1983, 1977, and 1969), including publications, online analysis tools, and datasets:

<http://nhts.ornl.gov>



## Inklings 2

Early Findings from the 2009 NHTS

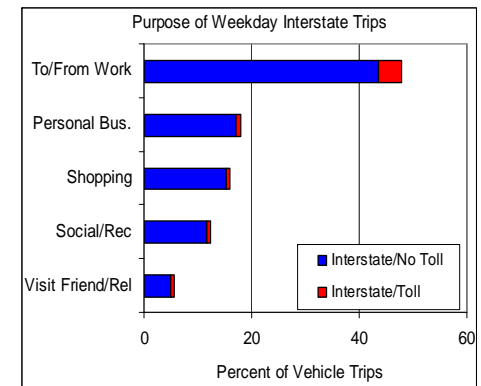
U.S. Department of Transportation  
Federal Highway Administration, Office of Policy Information  
January 2010



## Interstate Highway Travel

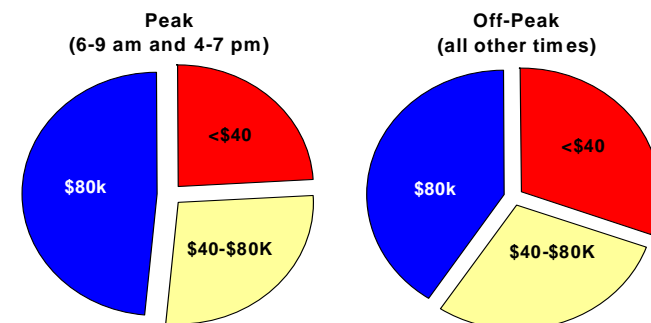
The Interstate system is an important part of everyday travel in the U.S.. About one out of six vehicle trips (17.5 percent) uses an interstate highway for part or all of a trip during an average weekday.

It is not surprising that 44 percent of those trips are commutes, while the remainder are personal business, shopping, and social trips. Trips on the interstate are almost three times longer than other trips—nearly 28 miles on average compared to just 10 miles for other vehicle trips.



Overall, 6 percent of drivers on the interstate system pay a toll during the trip—9 percent on work trips and about 5 percent on trips for other reasons. About half of drivers during the peak period (6-9 am and 4-7 pm) are middle and low income (household income less than \$80K), with 24 percent of peak interstate drivers earning less than \$40K.

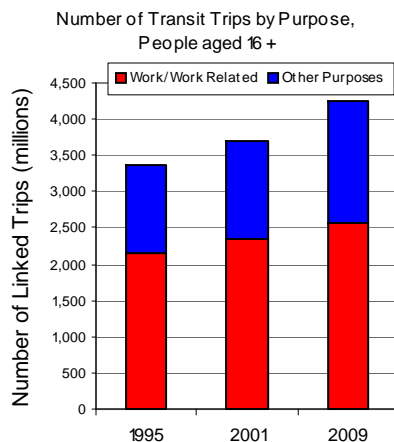
### Income of Interstate Drivers



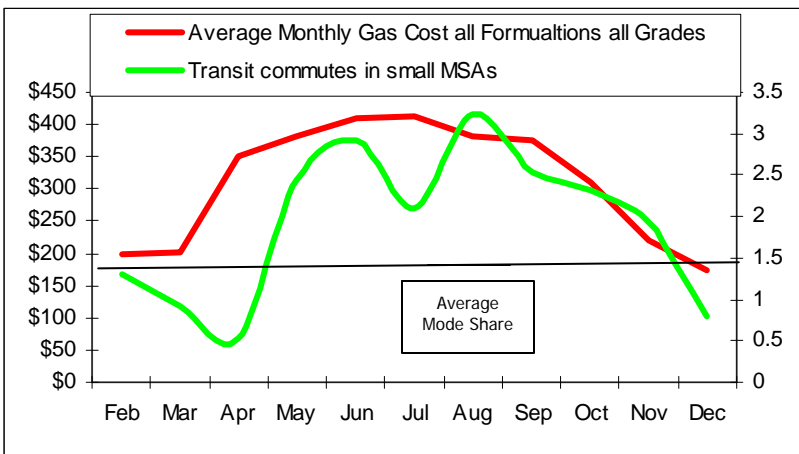
## Transit Use

The number of transit trips increased by nearly 50 percent nationwide between 1995 and 2009, as new systems were developed, better access provided, and denser land-use around stations encouraged. Importantly, transit maintained the number of trips for work purposes while increasing the number for other reasons, such as shopping, visiting friends, and social purposes.

However, in smaller metro areas (MSAs with less than 1 million population), transit use for work nearly doubled during the gas spike in the summer of 2008. Understanding that relationship is vital for transit planning, highway finance and land-use policies.



The shift to transit was a mixed blessing as commuters filled peak period buses and in some cases overwhelmed smaller transit agencies. Two-thirds of transit trips were for work in smaller metro areas during the summer of 08, compared to just over one-third at other times of the year. Men were more likely than women to shift to transit during this period, increasing their proportion from 45 to 53 percent of transit commuters in smaller metro areas.



## Walking

Walking continues to be the second most common form of travel in the US, after vehicle travel. The percent of walk trips grew from 7.2 percent of all trips in 1990 to 10.9 percent in 2009. To obtain better information about walking, the NHTS asks about the number of walk trips 'Last Week'. About one-third of people in the US report no walk trips at all in the previous week. This concerns planners and policy makers because walking contributes to health, reduces emissions, and adds to the quality of life in a community

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One of the States participating in the NHTS Add-On Program, California, specifically asked for further detail such as reasons for walking and barriers to walking more.

Although the majority of walking trips were for exercise and walking the dog, people also walked for a range of other reasons,



such as shopping, escorting children to school, and walking to work. The greatest barrier to walking is the perception of too much traffic, not enough street lighting, or wide road crossings. People were also concerned about crime, had no nearby paths or sidewalks, and were too busy to walk more often.

