Declining driving among Millennials: A nationwide perspective of the causes and consequences

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Transportation Research Board
2016

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To Do

☐ The four types of Millennial travelers

☐ Constraints or preferences?

☐ Travel and the built environment

☐ Is a back-to-the-city movement underway?
Travel behavior is multifaceted
Travel behavior is multifaceted

- Mobility
- Trip making
- Automobile access
- Day-to-day variability
Latent Profile Analysis
Latent Profile Analysis

- Drivers
- Long-distance Trekkers
- Multimodals
- Car-less
Drivers: 79%
Drivers: 79%

Long-distance Trekkers: 3%
Drivers: 79%

Long-distance Trekkers: 3%

Multimodals: 4%
Drivers: 79%
Long-distance Trekkers: 3%
Multimodals: 4%
Car-less: 14%
✓ The four types of Millennial travelers
Constraints or preferences?
Preferences have changed

Responding to economic constraints
Back to the city

Internet

Green values

Responding to economic constraints
Preferences have changed

- Under(der) employment
- Widening wage gap
- Lost decade
Indirect test

- Preferences have changed
- Responding to economic constraints
Assumption: Young people with many resources are better able to act on their preferences than those with few resources.
Change 1995 to 2009

Not employed

Employed

Percentage point change

Driver

Car-less

2x more
✓ Constraints or preferences?
Travel and the built environment
Travel and the built environment

Neighborhood types
Rural
New development  Patchwork  Established suburb
Share of young adults (Age 20 to 34) by neighborhood type

**In the United States**
- Rural: 15%
- New development: 23%
- Patchwork: 18%
- Established suburb: 12%
- Urban residential: 19%
- Old urban: 6%
- Mixed-use: 8%

**In the Largest 25 Metropolitan Areas**
- Rural: 3%
- New development: 22%
- Patchwork: 14%
- Established suburb: 18%
- Urban residential: 21%
- Old urban: 14%
- Mixed-use: 8%
Travel and the built environment

✓ Neighborhood types
Drivers

-45%  -30%  -15%  0%  15%

New development -v- Rural
Patchwork -v- Rural
Established suburbs -v- Rural
Urban residential -v- Rural
Old urban -v- Rural
Mixed-use -v- Rural

Q1 -v- Q3
Q2 -v- Q3
Q4 -v- Q3
Q5 -v- Q3

Employed -v- Not employed
Live independently -v- With parents
Married -v- Single
Has a child -v- No children

NH Black -v- NH White
NH Asian -v- NH White
Hispanic -v- NH White
NH Other -v- NH White

Female -v- Male

Ages 20 to 25 -v- 16 to 19
Ages 26 to 36 -v- 16 to 19
Travel and the built environment
Are Millennials heading back-to-the-city?
Are Millennials heading back-to-the-city?

How many more/fewer young people (ages 20 to 34) lived in each type of neighborhood in 2010 than in 2000?
4.2 million more young people in urban neighborhoods in 2010 than in 2000.
14.3 million more young people in suburbs in 2010 than in 2000.
Is there unambiguous urban growth in some areas?
Suburban growth
A Recap

✓ The four types of Millennial travelers
A Recap

✓ The four types of Millennial travelers

✓ Constraints or preferences?
A Recap

- The four types of Millennial travelers
- Constraints or preferences?
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A Recap

✓ The four types of Millennial travelers

✓ Constraints or preferences?

✓ Travel and the built environment

✓ Is a back-to-the-city movement underway?
Thank you.

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Another indirect test

If preferences were indeed the primary cause of the decline, then over time, being Car-less would have less to do with resources.
The gap between the haves and the have nots is widening.