Youth, Travel, and the Built Environment

Insights from typecasting places and younger travelers

KELCIE M. RALPH
CAROLE VOULGARIS
BRIAN D. TAYLOR
EVELYN BLUMENBERG
ANNE E. BROWN

MOTIVATION

- 1) The built environment likely exerts **synergistic effects** on travel behavior: the whole is greater than the sum of its parts.
- 2) The built environment-travel behavior relationship may be subject to threshold effects.
- 3) **Travel is multifaceted** and the particular combinations of trip making, automobility, and mode use are of interest.
- 4) Understanding the travel patterns of **Millennials** (age 16 to 36) is an important issue for forecasting future travel patterns.

METHODS

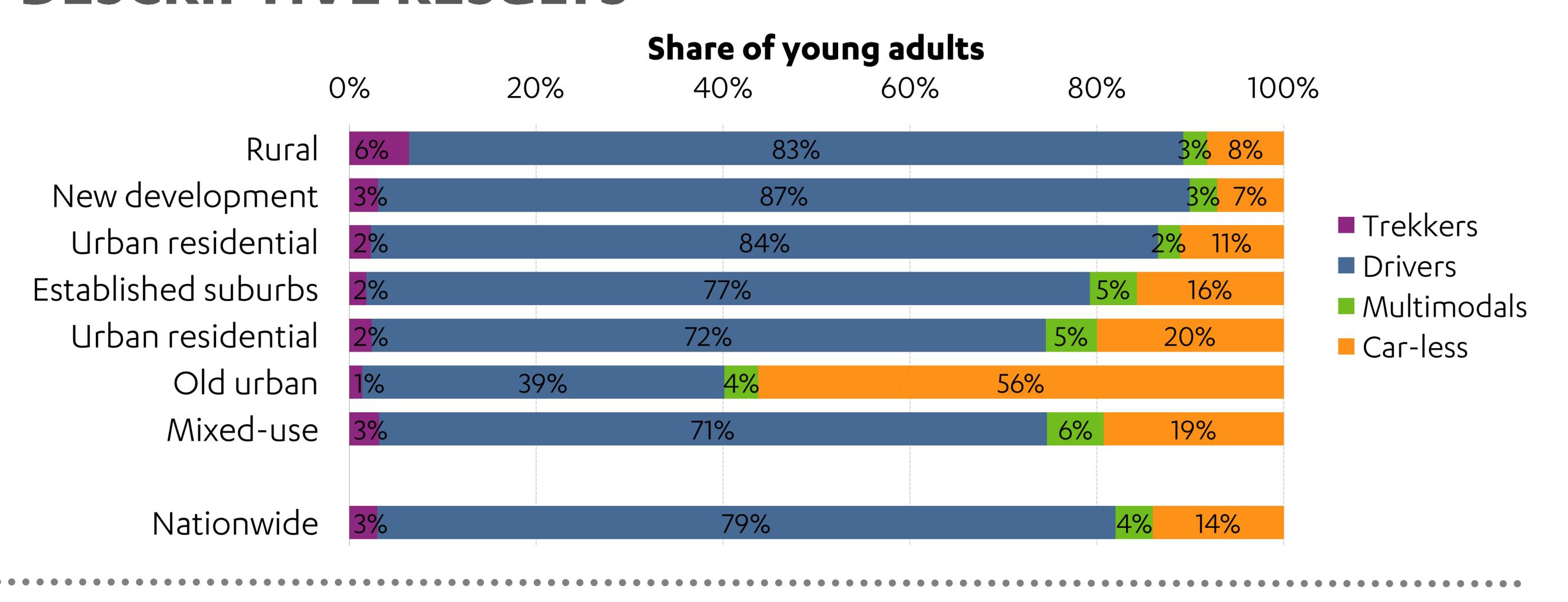
- **Step 1:** Use latent profile analysis to identify four multifaceted traveler types.

 Data: 2009 National Household Travel Survey

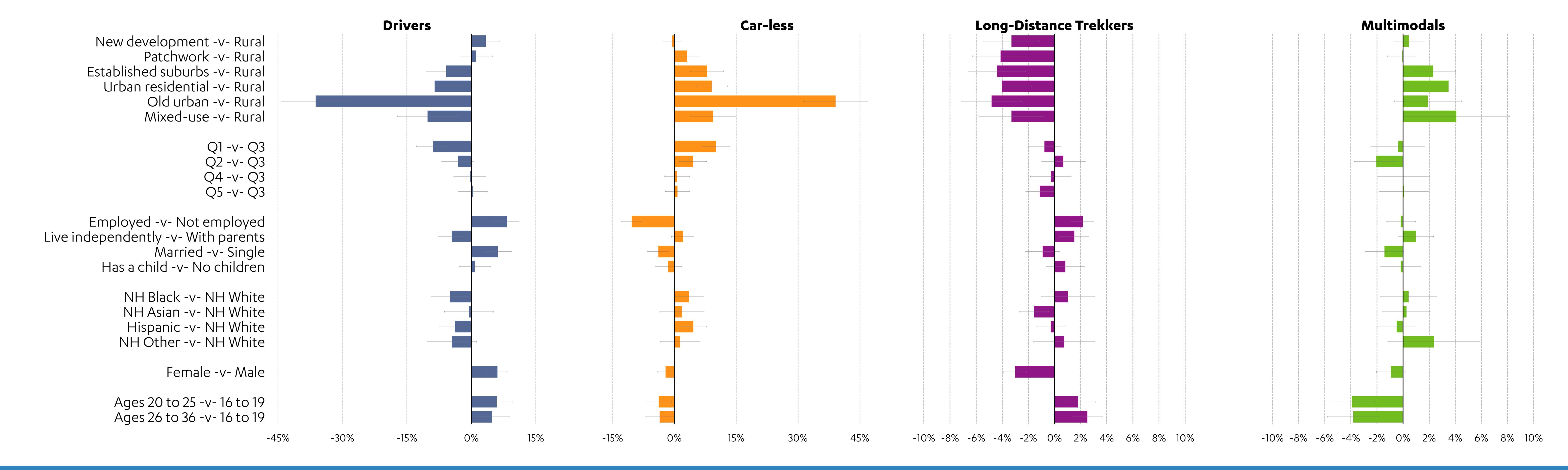
 Types: Long-distance Trekkers, Drivers, Multimodals, and Car-less
- **Step 2:** Use factor and cluster analysis to identify seven neighborhood types.

 Data: 2010 Census and Smart Location Database
- Step 3: Examine traveler types by neighborhood type descriptively.
- **Step 4:** Estimate a multinomial logistic regression model with control variables.

DESCRIPTIVE RESULTS



MULTIVARIATE RESULTS



POLICY IMPLICATIONS

Travel patterns are **relatively stable** along much of the urban-rural continuum, where most young American adults live. Dramatic changes in the built environment—doubling or even quadrupling density or transit service, for example—may do little to change travel behavior if the initial densities or transit service are low, as they are in most of the U.S.

If we want fewer Drivers and Long-distance Trekkers and more Multimodals and Car-less young people, then we need more of what might be termed "radically urban" neighborhoods, **regardless of self-selection and causality issues**.

ACKNOWLEDGEMENTS

The authors are grateful for financial support provided by the Federal Highways Administration and UCCONNECT.



