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# Assessing generational differences in public transit use among seniors in Montreal, Canada

#### **ABSTRACT**

The growth rate of adults aged 65 years and older in Canada is increasing more rapidly than the population as a whole. This is reflective of the aging baby boomer population. This aging population is known to have a strong attachment to automobiles, which might be reflected in their travel behavior as they are moving towards different stages in their older life.

PURPOSE: To contribute to the understanding of the travel behavior, mainly public transit usage, of Canada's older population relative to younger cohorts.

**RESULTS:** Older generations used public transit more than younger generations did at the same age. Additionally, the most recent survey year shows a stagnation of transit use across all age groups.

These findings add to the growing body of work that suggests the nature of transportation behavior in seniors is changing.

## DATA

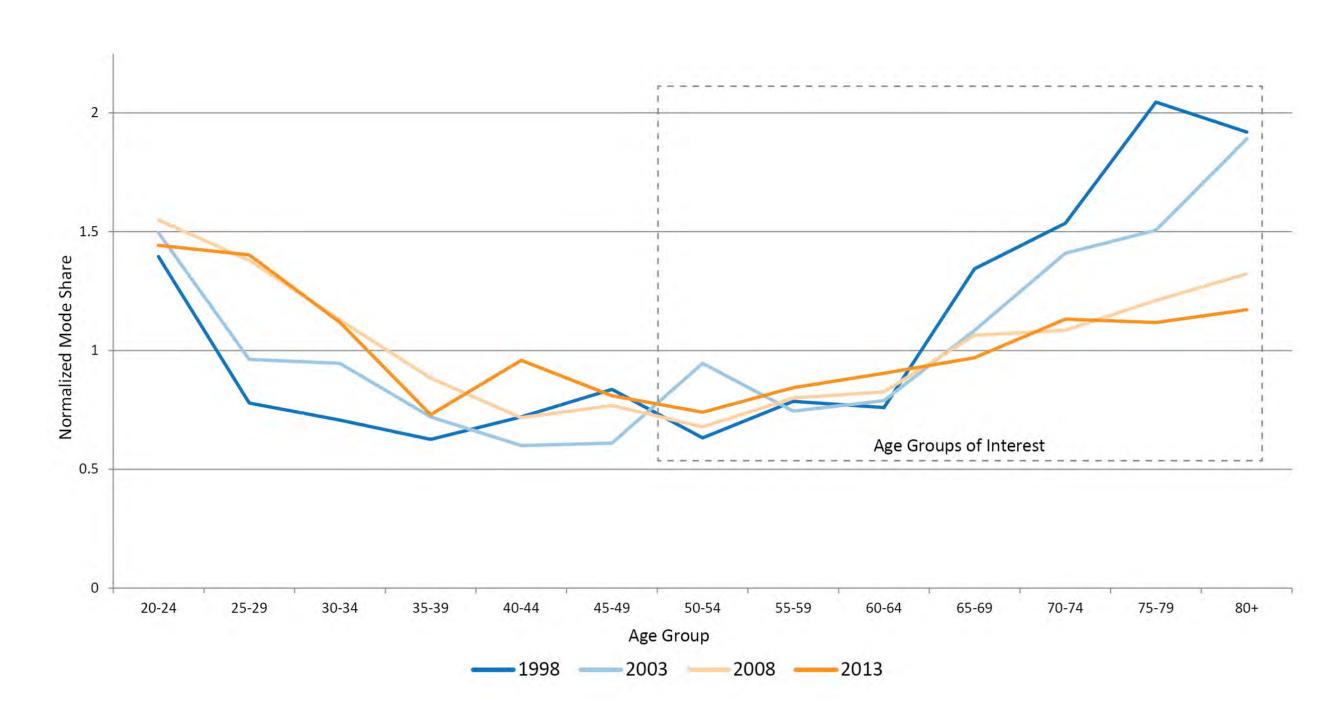
## Agence Métropolitaine de Transport Origin-Destination Data

- Travel Behavior Survey for the Greater Montreal Area
- 1998, 2003, 2008 and 2013 O-D Surveys
- Sample size: Respondents 50 years and older
- Trip purposes: shopping, leisure, visiting friends and health

	1998	2003	2008	2013
Sample Size	18,311	14,572	18,996	27,256

### CONTEXT

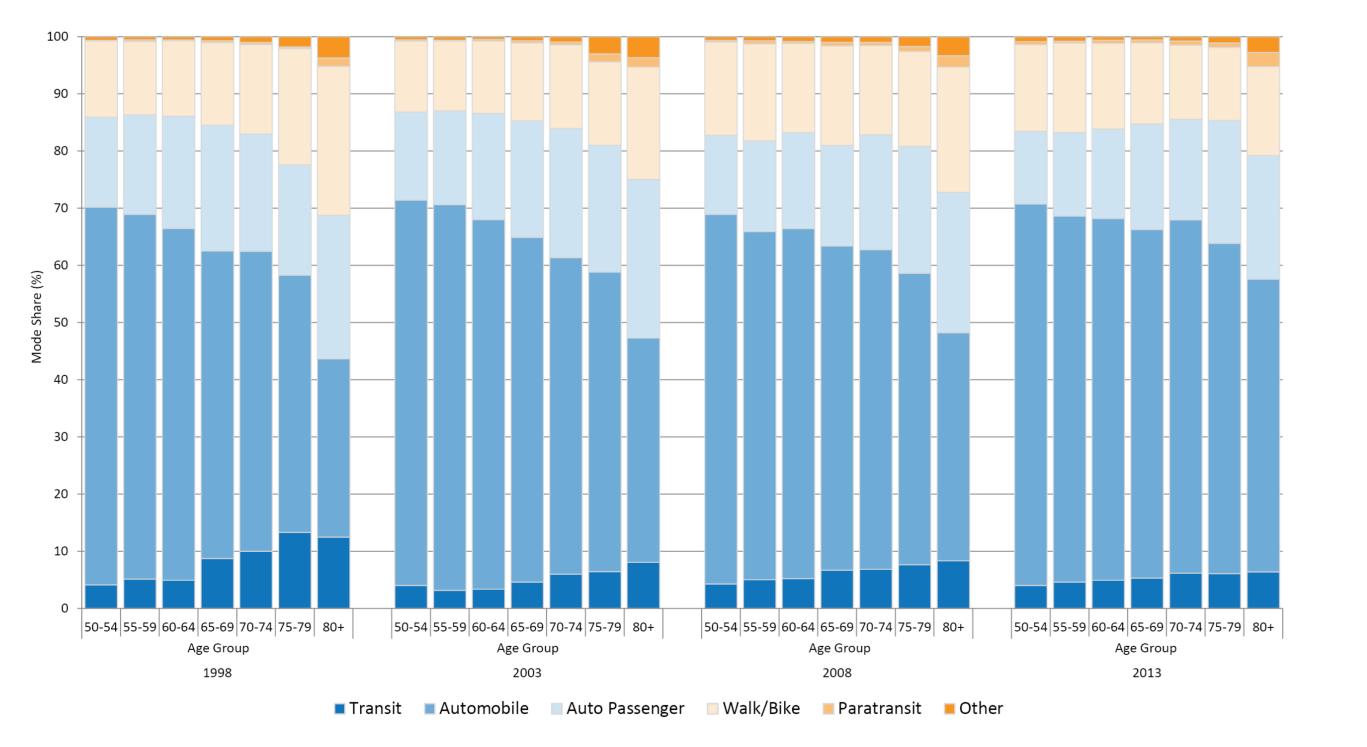
#### Mode Share Over a Lifecycle



- Travel behavior is changing in regards to public transit use
- Generational differences are observed

## ANALYSIS

## Mode Share by Age Group and Survey Year



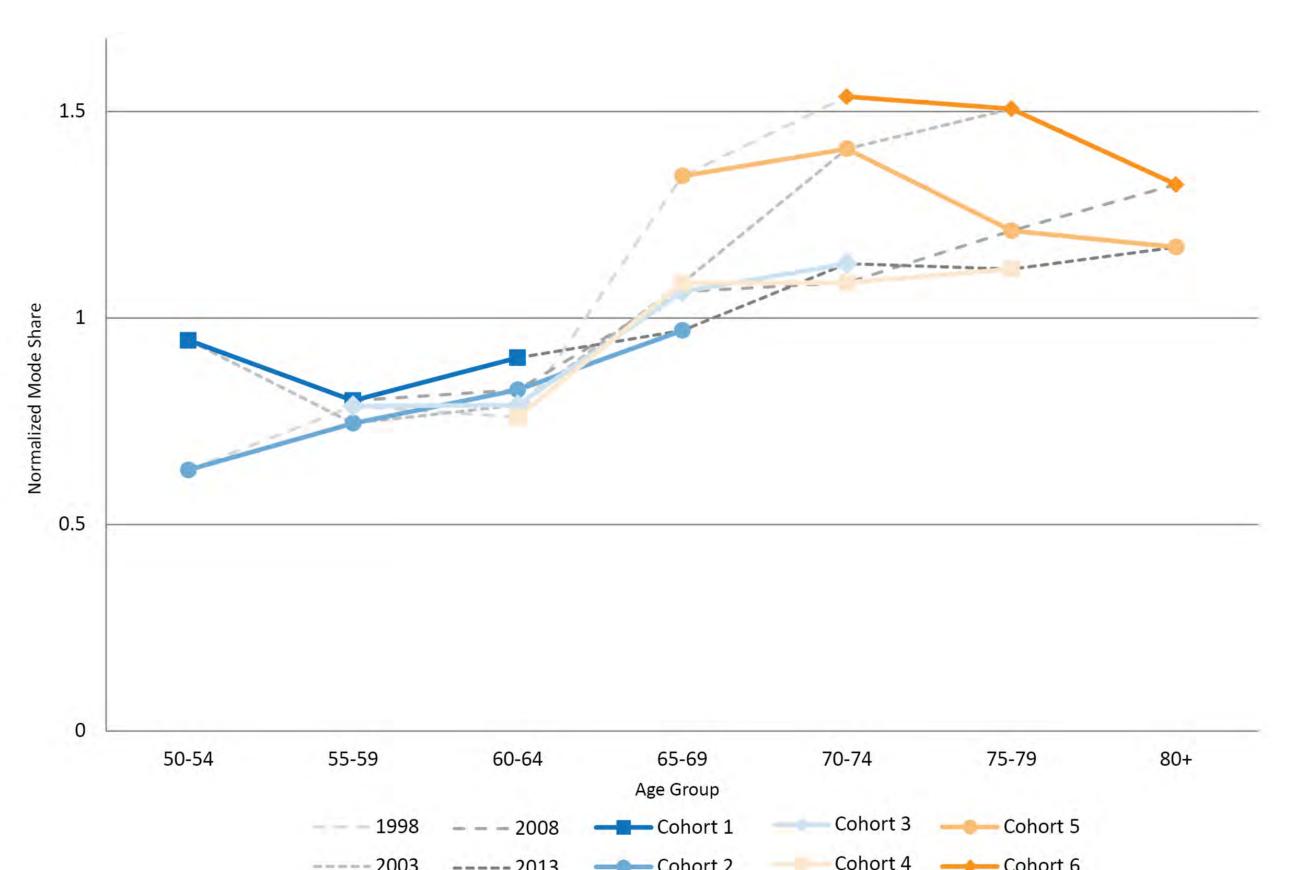
- For all survey years and all age groups, automobile as a driver is the most common mode
- Transit use increases with age However, there appears to be a stagnation of transit use in the most recent survey year

## **ANALYSIS**

#### Cohorts Analysis

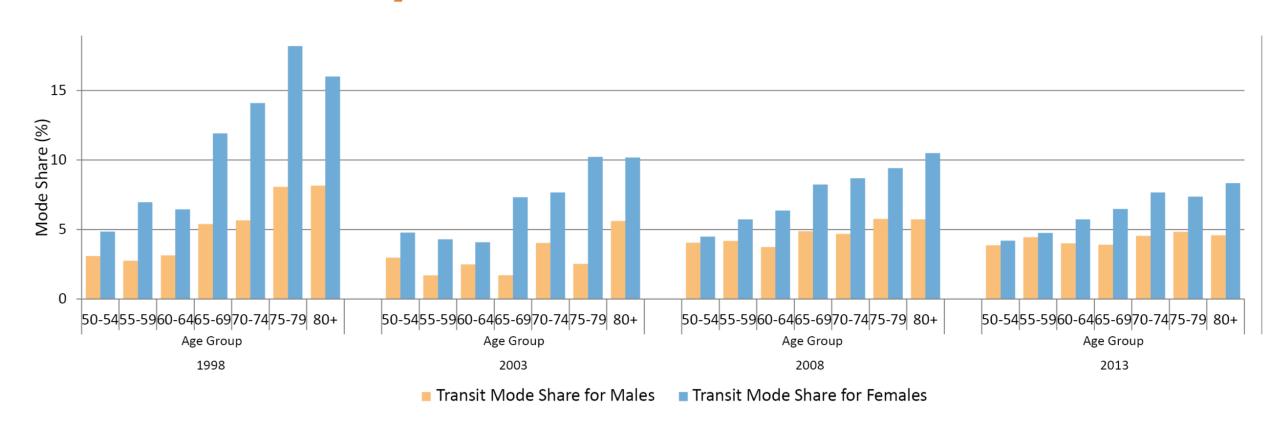
	Age in 1998	Age in 2003	Age in 2008	Age in 2013	Reference
<b>Cohort 1</b> Born 1949 - 1953		50-54	55-59	60-64	Bruce Springsteen
<b>Cohort 2</b> Born 1944 - 1948	50-54	55-59	60-64	65-69	Bill Clinton
<b>Cohort 3</b> Born 1939-1943	55-59	60-64	65-69	70-74	Harrison Ford
<b>Cohort 4</b> Born 1934 - 1938	60-64	65-69	70-74	75-79	Mary Tyler Moore
<b>Cohort 5</b> Born 1929 - 1933	65-69	70-74	75-79	+08	Clint Eastwood
<b>Cohort 6</b> Born 1924 - 1928	70-74	75-79	+08		Gordie Howe

#### Transit Mode Share of Six Cohorts



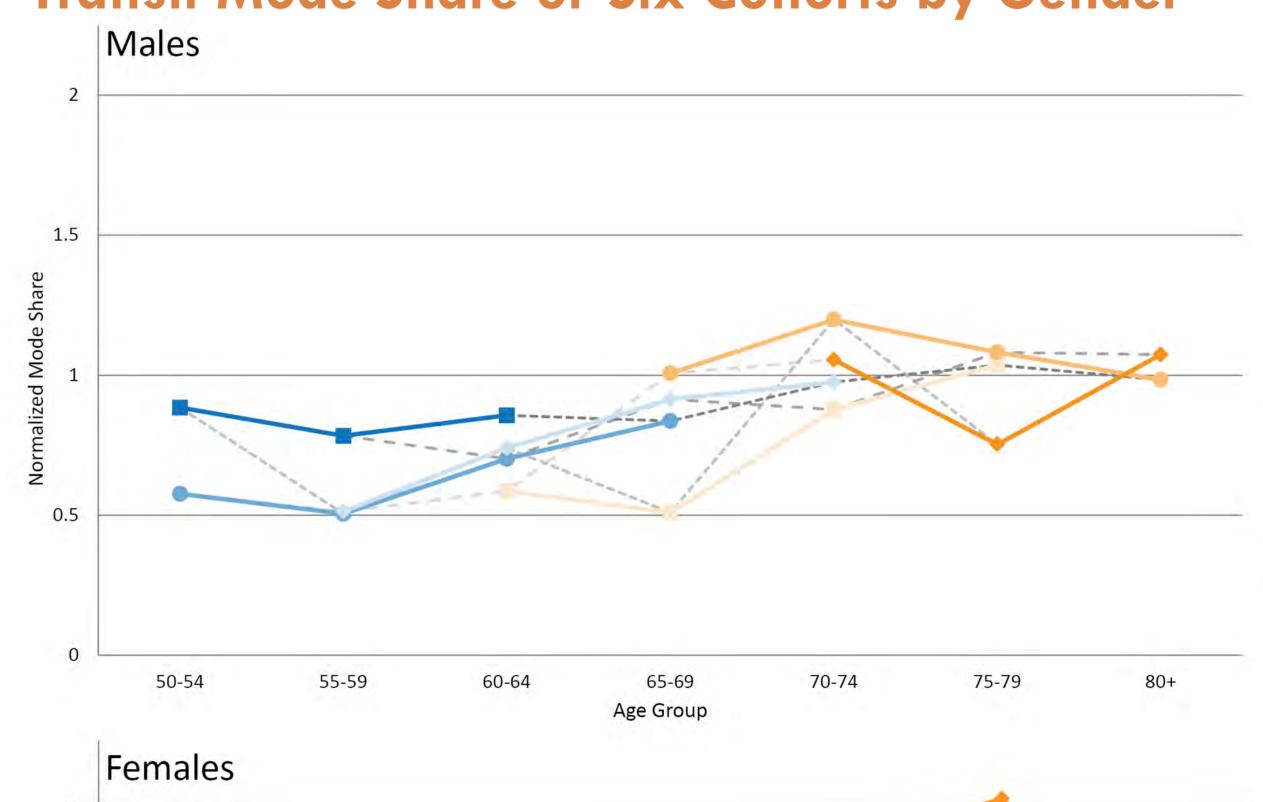
- Transit use is below average pre-retirement age
- Tranist mode share is above average post-retirement
- Older generations level off at a higher rate than younger generations
- Older cohorts used transit more in their senior years than younger cohorts did
- In other words, at the same ages, Gordie Howe used transit more than Clint Eastwood did. Mary Tyler Moore used transit even less.

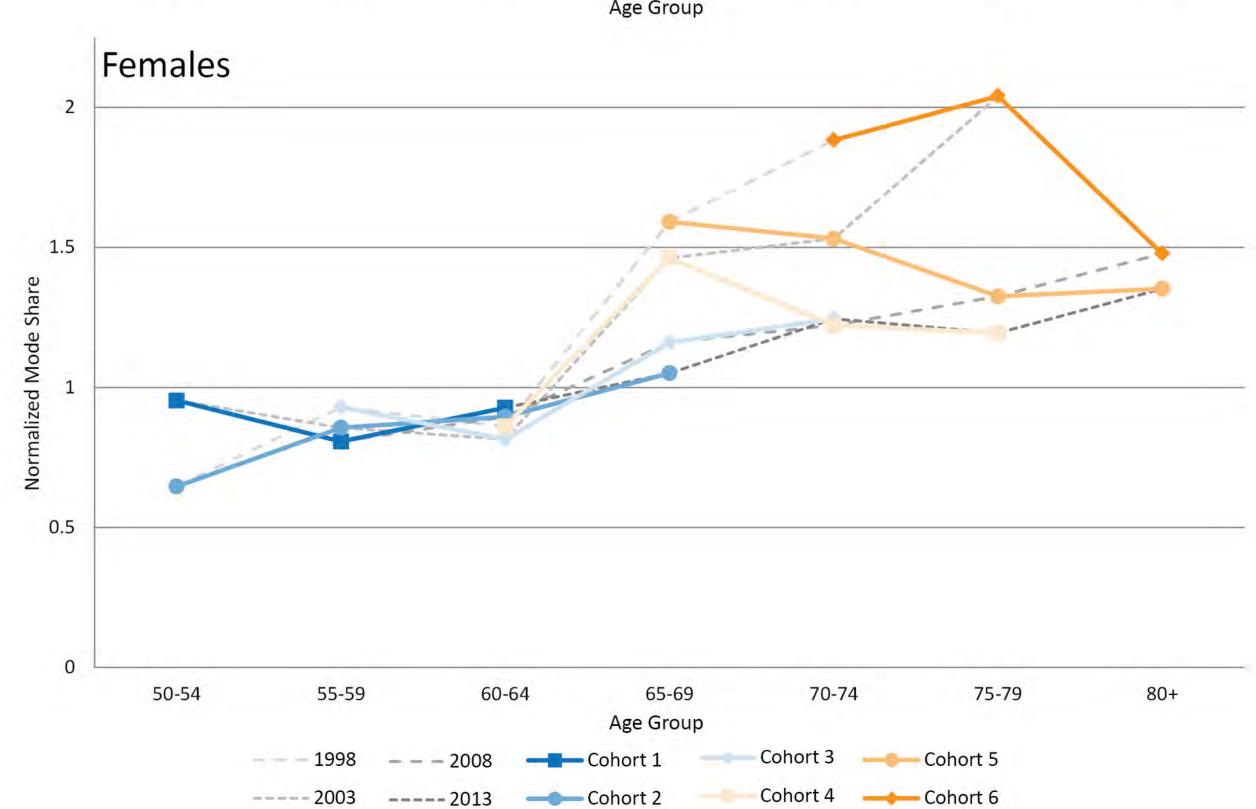
## Mode Share by Gender



Females use transit more than males but mode share is more similar to males in 2013

#### Transit Mode Share of Six Cohorts by Gender





- Mode share of females increases dramatically in the older senior years
- Transit mode share of males is relatively stable

## DISCUSSION

#### Mode Share

Driving is the dominant mode of travel across each survey year

- Most recent survey year: greater proportion of seniors driving at later years in life
- Opposite effect in transit use: older seniors appear to use transit less than older groups of seniors at that age
- Suggests that public transit is not as preferred and widely used in more recent years
- O Gender gap in transit share is less dramatic in younger generations

#### Generational Differences

The oldest cohorts used transit at a higher rate in their older senior years than the younger cohorts did

- Baby boomer cohorts, who are now reaching retirement, appear to be resistant to adopting alternatives to the automobile
- Oldest seniors are increasingly using alternative forms of transportation to maintain their mobility

#### Recommendations

- Actively encourage seniors to experience public transit before the cessation of driving to foster a level of familiarity and comfort with the service
- Carefully consider how to adapt transit for seniors and improve on-demand services

## ACKNOWLEDGEMENTS

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