

Youth Employment Transportation Presentation to MCOTA, May 23rd

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HUMPHREY SCHOOL
OF PUBLIC AFFAIRS
UNIVERSITY OF MINNESOTA



- 181 responses. All fields were optional, so not all questions were answered
- 47 urban, 17 suburban, and 67 rural respondents
- 96 employed, 74 unemployed (roughly evenly-distributed across regions)
- 50 identify with a disability, 82 do not (roughly evenly-distributed across regions)



- Transit is important in urban areas for both employed and unemployed youth
- Youth without cars are much more likely to be unemployed in suburban/rural areas than their urban counterparts
- While disabilities do not in and of themselves indicate that the person faces transportation issues, the combination of having a disability in a suburban/rural area significantly increases transportation issues

Travel Mode by Employment Type, Urban



Percent of Travel Modes, Urban		
Total_Travel_Mode	Employed	Unemployed
Bus or Train	30.43 (7)	50.00 (12)
Carpool	13.04 (3)	4.17 (1)
Drive alone	13.04 (3)	4.17 (1)
Metro Mobility or other disability trans	4.35 (1)	12.50 (3)
Other	17.39 (4)	4.17(1)
Vanpool	4.35 (1)	0.00 (0)
Walk	17.39 (4)	25.00 (6)
Total	100.00 (23)	100.00 (24)

Travel Mode by Employment Type, Suburban



Percent of Travel Modes, Suburban		
Total_Travel_Mode	Employed Frequency	Unemployed
Bus or Train	14.29 (2)	66.67 (2)
Carpool	7.14 (1)	0.00 (0)
Drive alone	35.71 (5)	0.00 (0)
Metro Mobility or other disability trans	7.14 (1)	0.00 (0)
Other	14.29 (2)	0.00 (0)
Vanpool	21.43 (3)	0.00 (0)
Walk	0.00 (0)	33.33 (1)
Total	100.00 (14)	100.00 (3)

Travel Mode by Employment Type, Rural



Percent of Travel Modes, Rural		
Total_Travel_Mode	Employed Frequency	Unemployed
Bike	7.14 (3)	12.50 (3)
Bus or Train	4.76 (2)	4.17 (1)
Carpool	4.76 (2)	8.33 (2)
Drive alone	50.00 (21)	20.83 (5)
Other	23.81 (10)	29.17 (7)
Uber/Lyft/Taxi	0.00 (0)	12.50 (3)
Walk	9.52 (4)	12.50 (3)
Total	100.00 (42)	100.00 (24)

Employed Transportation Issues



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Transportation_Issues	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Getting to/from appointments	2	2.53	2	2.53
Getting to/from appointments,Transportation costs	1	1.27	3	3.80
Getting to/from work	2	2.53	5	6.33
Getting to/from work,Getting to/from appointments	1	1.27	6	7.59
Getting to/from work,Getting to/from appointments,Getting to/from school,Transportation costs	1	1.27	7	8.86
Getting to/from work,Getting to/from appointments,Transportation costs	4	5.06	11	13.92
Getting to/from work,Saving time in the day,Getting to/from appointments	1	1.27	12	15.19
Getting to/from work,Saving time in the day,Getting to/from appointments,Getting to/from school,Transportation costs	1	1.27	13	16.46
Getting to/from work,Saving time in the day,Getting to/from appointments,Transportation costs	3	3.80	16	20.25
Getting to/from work,Saving time in the day,Getting to/from appointments,Transportation costs,Other	1	1.27	17	21.52
Getting to/from work,Saving time in the day,Transportation costs	3	3.80	20	25.32
Getting to/from work,Saving time in the day,Transportation costs,Prefer not to answer	1	1.27	21	26.58
Getting to/from work,Transportation costs	4	5.06	25	31.65
I do not face any transportation issues	31	39.24	56	70.89
I do not face any transportation issues,Prefer not to answer	1	1.27	57	72.15
Other	2	2.53	59	74.68
Prefer not to answer	3	3.80	62	78.48
Saving time in the day	2	2.53	64	81.01
Saving time in the day,Getting to/from appointments,Getting to/from school,Transportation costs	1	1.27	65	82.28
Saving time in the day,Getting to/from appointments,Transportation costs	1	1.27	66	83.54
Saving time in the day,Other	1	1.27	67	84.81
Saving time in the day,Transportation costs	4	5.06	71	89.87
Saving time in the day,Transportation costs,Other	1	1.27	72	91.14
Transportation costs	7	8.86	79	100.00

Frequency Missing = 17

Unemployed Transportation Issues



Transportation_Issues	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Getting to/from appointments,Getting to/from school	1	1.69	1	1.69
Getting to/from appointments,Transportation costs	2	3.39	3	5.08
Getting to/from school	2	3.39	5	8.47
Getting to/from work	6	10.17	11	18.64
Getting to/from work,Getting to/from appointments	1	1.69	12	20.34
Getting to/from work,Getting to/from appointments,Getting to/from school,Transportation costs	3	5.08	15	25.42
Getting to/from work,Getting to/from appointments,Transportation costs	2	3.39	17	28.81
Getting to/from work,Getting to/from school,Transportation costs	2	3.39	19	32.20
Getting to/from work,Other	1	1.69	20	33.90
Getting to/from work,Saving time in the day,Getting to/from appointments,Getting to/from school,Transportation costs	1	1.69	21	35.59
Getting to/from work,Saving time in the day,Getting to/from appointments,Getting to/from school,Transportation costs,I do not face any transportation issues	1	1.69	22	37.29
Getting to/from work,Saving time in the day,Getting to/from appointments,Transportation costs	2	3.39	24	40.68
Getting to/from work,Saving time in the day,Transportation costs	2	3.39	26	44.07
Getting to/from work,Transportation costs	2	3.39	28	47.46
I do not face any transportation issues	19	32.20	47	79.66
Other	1	1.69	48	81.36
Prefer not to answer	4	6.78	52	88.14
Prefer not to answer,Other	1	1.69	53	89.83
Saving time in the day,Transportation costs	1	1.69	54	91.53
Transportation costs	4	6.78	58	98.31
Transportation costs,Prefer not to answer	1	1.69	59	100.00

Frequency Missing = 15

No Disability Transportation Issues



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Transportation_Issues	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Getting to/from appointments	1	1.22	1	1.22
Getting to/from school	2	2.44	3	3.66
Getting to/from work	4	4.88	7	8.54
Getting to/from work,Getting to/from appointments	1	1.22	8	9.76
Getting to/from work,Getting to/from appointments,Getting to/from school,Transportation costs	2	2.44	10	12.20
Getting to/from work,Getting to/from school,Transportation costs	2	2.44	12	14.63
Getting to/from work,Saving time in the day,Getting to/from appointments	1	1.22	13	15.85
Getting to/from work,Saving time in the day,Getting to/from appointments,Getting to/from school,Transportation costs	2	2.44	15	18.29
Getting to/from work,Saving time in the day,Getting to/from appointments,Transportation costs	2	2.44	17	20.73
Getting to/from work,Saving time in the day,Getting to/from appointments,Transportation costs,Other	1	1.22	18	21.95
Getting to/from work,Saving time in the day,Transportation costs	2	2.44	20	24.39
Getting to/from work,Transportation costs	4	4.88	24	29.27
I do not face any transportation issues	32	39.02	56	68.29
I do not face any transportation issues,Prefer not to answer	1	1.22	57	69.51
Other	1	1.22	58	70.73
Prefer not to answer	6	7.32	64	78.05
Saving time in the day	2	2.44	66	80.49
Saving time in the day,Getting to/from appointments	1	1.22	67	81.71
Saving time in the day,Getting to/from appointments,Getting to/from school,Transportation costs	1	1.22	68	82.93
Saving time in the day,Getting to/from appointments,Transportation costs	1	1.22	69	84.15
Saving time in the day,Transportation costs	1	1.22	70	85.37
Transportation costs	11	13.41	81	98.78
Transportation costs,Prefer not to answer	1	1.22	82	100.00

Disability Transportation Issues



Transportation_Issues	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Getting to/from appointments,Getting to/from school	1	2.00	1	2.00
Getting to/from appointments,Transportation costs	3	6.00	4	8.00
Getting to/from school	1	2.00	5	10.00
Getting to/from work	3	6.00	8	16.00
Getting to/from work,Getting to/from appointments	1	2.00	9	18.00
Getting to/from work,Getting to/from appointments,Getting to/from school	1	2.00	10	20.00
Getting to/from work,Getting to/from appointments,Getting to/from school,Transportation costs	2	4.00	12	24.00
Getting to/from work,Getting to/from appointments,Transportation costs	6	12.00	18	36.00
Getting to/from work,Other	1	2.00	19	38.00
Getting to/from work,Saving time in the day,Getting to/from appointments,Transportation costs	2	4.00	21	42.00
Getting to/from work,Saving time in the day,Transportation costs	1	2.00	22	44.00
Getting to/from work,Saving time in the day,Transportation costs,Prefer not to answer	1	2.00	23	46.00
Getting to/from work,Transportation costs	2	4.00	25	50.00
I do not face any transportation issues	14	28.00	39	78.00
Other	1	2.00	40	80.00
Prefer not to answer	1	2.00	41	82.00
Prefer not to answer,Other	1	2.00	42	84.00
Saving time in the day,Getting to/from appointments,Getting to/from school,Transportation costs	1	2.00	43	86.00
Saving time in the day,Getting to/from appointments,Transportation costs	1	2.00	44	88.00
Saving time in the day,Other	1	2.00	45	90.00
Saving time in the day,Transportation costs	4	8.00	49	98.00
Saving time in the day,Transportation costs,Other	1	2.00	50	100.00

Urban Transportation Issues



Transportation_Issues	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Getting to/from appointments	1	2.27	1	2.27
Getting to/from appointments,Transportation costs	1	2.27	2	4.55
Getting to/from school	1	2.27	3	6.82
Getting to/from work	2	4.55	5	11.36
Getting to/from work,Getting to/from appointments,Getting to/from school,Transportation costs	1	2.27	6	13.64
Getting to/from work,Getting to/from appointments,Transportation costs	2	4.55	8	18.18
Getting to/from work,Getting to/from school,Transportation costs	1	2.27	9	20.45
Getting to/from work,Other	1	2.27	10	22.73
Getting to/from work,Saving time in the day,Getting to/from appointments,Getting to/from school,Transportation costs	2	4.55	12	27.27
Getting to/from work,Saving time in the day,Getting to/from appointments,Transportation costs	2	4.55	14	31.82
Getting to/from work,Saving time in the day,Getting to/from appointments,Transportation costs,Other	1	2.27	15	34.09
Getting to/from work,Saving time in the day,Transportation costs	3	6.82	18	40.91
Getting to/from work,Transportation costs	1	2.27	19	43.18
I do not face any transportation issues	19	43.18	38	86.36
Saving time in the day	1	2.27	39	88.64
Saving time in the day,Other	1	2.27	40	90.91
Saving time in the day,Transportation costs	2	4.55	42	95.45
Transportation costs	1	2.27	43	97.73
Transportation costs,Prefer not to answer	1	2.27	44	100.00

Frequency Missing = 3

Suburban Transportation Issues



Transportation_Issues	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Getting to/from work	2	12.50	2	12.50
Getting to/from work,Getting to/from appointments,Transportation costs	1	6.25	3	18.75
Getting to/from work,Saving time in the day,Getting to/from appointments,Transportation costs	2	12.50	5	31.25
Getting to/from work,Saving time in the day,Transportation costs	1	6.25	6	37.50
Getting to/from work,Transportation costs	1	6.25	7	43.75
I do not face any transportation issues	3	18.75	10	62.50
Other	1	6.25	11	68.75
Saving time in the day	1	6.25	12	75.00
Saving time in the day,Transportation costs	1	6.25	13	81.25
Saving time in the day,Transportation costs,Other	1	6.25	14	87.50
Transportation costs	2	12.50	16	100.00

Frequency Missing = 1

Rural Transportation Issues



Transportation_Issues	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Getting to/from appointments	1	1.49	1	1.49
Getting to/from appointments,Getting to/from school	1	1.49	2	2.99
Getting to/from appointments,Transportation costs	2	2.99	4	5.97
Getting to/from school	1	1.49	5	7.46
Getting to/from work	3	4.48	8	11.94
Getting to/from work,Getting to/from appointments	2	2.99	10	14.93
Getting to/from work,Getting to/from appointments,Getting to/from school,Transportation costs	3	4.48	13	19.40
Getting to/from work,Getting to/from appointments,Transportation costs	3	4.48	16	23.88
Getting to/from work,Getting to/from school,Transportation costs	1	1.49	17	25.37
Getting to/from work,Saving time in the day,Getting to/from appointments,Transportation costs	1	1.49	18	26.87
Getting to/from work,Saving time in the day,Transportation costs	1	1.49	19	28.36
Getting to/from work,Saving time in the day,Transportation costs,Prefer not to answer	1	1.49	20	29.85
Getting to/from work,Transportation costs	4	5.97	24	35.82
I do not face any transportation issues	25	37.31	49	73.13
Other	1	1.49	50	74.63
Prefer not to answer	4	5.97	54	80.60
Prefer not to answer,Other	1	1.49	55	82.09
Saving time in the day,Getting to/from appointments,Getting to/from school,Transportation costs	1	1.49	56	83.58
Saving time in the day,Getting to/from appointments,Transportation costs	1	1.49	57	85.07
Saving time in the day,Transportation costs	2	2.99	59	88.06
Transportation costs	8	11.94	67	100.00

Percent with no Transportation Issues by Disability/Region



Percent No Transportation Issues, Urban		
	Employed	Unemployed
No Disability	58.33 (7)	41.67 (5)
Disability	57.14 (4)	28.57 (2)

Percent No Transportation Issues, Suburban		
	Employed	Unemployed
No Disability	14.29 (1)	0.00 (0)
Disability	20.00 (1)	0.00 (0)

Percent No Transportation Issues, Rural		
	Employed	Unemployed
No Disability	39.13 (9)	38.89 (7)
Disability	31.25 (5)	16.67 (1)

Employment Type for Car/No Car by Region



Percent Employed/Unemployed for Car/No Car, Urban		
	Employed	Unemployed
Drive alone	75.00 (3)	25.00 (1)
No Car	46.51 (20)	53.49 (23)

Percent Employed/Unemployed for Car/No Car, Suburban		
	Employed	Unemployed
Drive alone	100.00 (5)	0.00 (0)
No Car	75.00 (9)	25.00 (3)

Percent Employed/Unemployed for Car/No Car, Rural		
	Employed	Unemployed
Drive alone	80.77 (21)	19.23 (5)
No Car	51.22 (21)	48.78 (20)

% with no Transportation Issues by Car/No Car/Region by Employment



Percent with No Transportation Issues, Employed			
Travel Mode	Urban	Suburban	Rural
Drive alone	100.00 (2)	0.00 (0)	42.86 (9)
No Car	50.00 (9)	37.50 (3)	38.10 (8)
Total	55.00 (11)	23.08 (3)	40.48 (17)

Percent with No Transportation Issues, Unemployed			
Travel Mode	Urban	Suburban	Rural
Drive alone	100.00 (1)	N/A	40.00 (2)
No Car	30.43 (7)	0.00 (0)	30.00 (6)
Total	33.33 (8)	0.00 (0)	32.00 (8)

Travel Mode for Unemployed by Region



Unemployed Urban Travel Mode				
Total_Travel_Mode	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Bus or Train	12	50.00	12	50.00
Carpool	1	4.17	13	54.17
Drive alone	1	4.17	14	58.33
Metro Mobility or other disability trans	3	12.50	17	70.83
Other	1	4.17	18	75.00
Walk	6	25.00	24	100.00

Unemployed Suburban Travel Mode				
Total_Travel_Mode	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Bus or Train	2	66.67	2	66.67
Walk	1	33.33	3	100.00

Unemployed Rural Travel Mode				
Total_Travel_Mode	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Bike	3	12.50	3	12.50
Bus or Train	1	4.17	4	16.67
Carpool	2	8.33	6	25.00
Drive alone	5	20.83	11	45.83
Other	7	29.17	18	75.00
Uber/Lyft/Taxi	3	12.50	21	87.50
Walk	3	12.50	24	100.00

Frequency Missing = 1

Percent No Transportation Issues by Age Range



No Transportation Issues Reported by Age Range

Age Range	Frequency	Percent of Cohort
14 – 15	16	51.61
16 – 17	7	31.82
18 – 20	16	32.65
21 – 24	6	23.08

Travel Mode by Disability



No Disability Travel Mode

Total_Travel_Mode	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Bike	4	4.94	4	4.94
Bus or Train	15	18.52	19	23.46
Carpool	6	7.41	25	30.86
Drive alone	30	37.04	55	67.90
Metro Mobility or other disability trans	1	1.23	56	69.14
Other	6	7.41	62	76.54
Uber/Lyft/Taxi	3	3.70	65	80.25
Vanpool	4	4.94	69	85.19
Walk	12	14.81	81	100.00

Frequency Missing = 1

Disability Transportation Mode

Total_Travel_Mode	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Bike	3	6.98	3	6.98
Bus or Train	8	18.60	11	25.58
Carpool	2	4.65	13	30.23
Drive alone	4	9.30	17	39.53
Metro Mobility or other disability trans	3	6.98	20	46.51
Other	17	39.53	37	86.05
Vanpool	1	2.33	38	88.37
Walk	5	11.63	43	100.00

Frequency Missing = 7



- Transit is important in urban areas for both employed and unemployed youth
- Youth without cars are much more likely to be unemployed in suburban/rural areas than their urban counterparts
- While disabilities do not in and of themselves indicate that the person faces transportation issues, the combination of having a disability in a suburban/rural area significantly increases transportation issues



- Our findings show that location is a strong determinant of transportation issues.
- To alleviate this, we offer short, medium, and long-term recommendations
- Short-term: Keep transit availability strong in areas with enough population density to support it. For other areas, provide individualized rides, whether that is carpool/rideshare/own vehicle. Youth with disabilities are also more dependent on carpooling.
- Medium-term: Develop innovative options for the way transit and other SOV alternatives are offered in suburban and rural areas, such that youth in these areas no longer feel that they have to rely on their own cars. Continue to enhance and improve urban transit.
- Long-term: Restructure the relationship between transportation and land use to better capture the benefits offered by autonomous vehicles and similar innovative options. This can be applied in all regions.



- Based on the transportation issues identified from the survey and related recommendations, we found relevant programs to demonstrate how the recommendations could be implemented
- Ensure transit accessibility is capitalized upon in urban areas:
 - Youth outreach initiatives
 - Educating youth on transit availability increases the likelihood they use it, which is especially important for no-car households
 - Communication must be appealing to youth, both in mode and message
 - Messaging should highlight greater independence, more money to spend on other pursuits (like clothes, videogames, etc.)



- Make individual rides more reliable in non-urban settings:
 - Ben Franklin Transit in southeastern Washington State
 - This municipal operator in the Tri-Cities area of Washington provides regular, fixed-route service, transit feeder, dial-a-ride, vanpool, demand-response service, and night and Sunday service
 - The variety of services (especially non-regular transit) allows users to get around in a way that is most convenient
- Provide programs with their own vehicles to better assist those with
 - Tennessee Vans Program
 - UT's Center for Transportation has run this program since 1990, which loans/ sells vans to disability, workforce, youth, and other organizations (public, private, and non-profit) throughout the state
 - Focus on cost-recovery seen as key to program longevity