



Daily travel behaviors and transport mode choice of older adults in Mexico City

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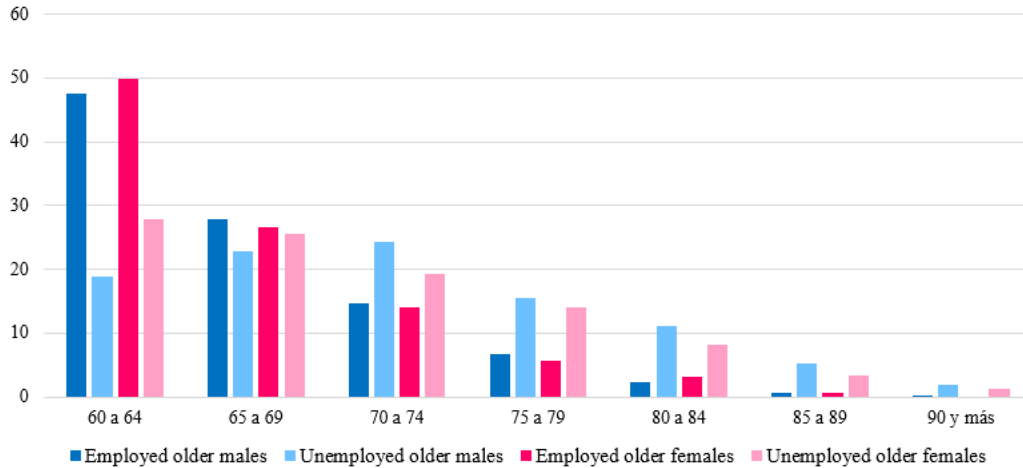
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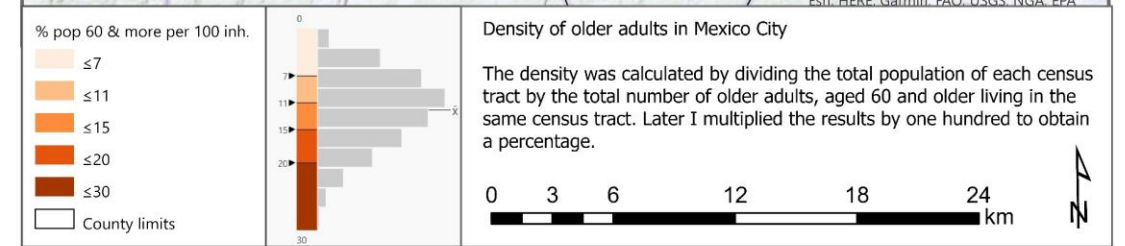
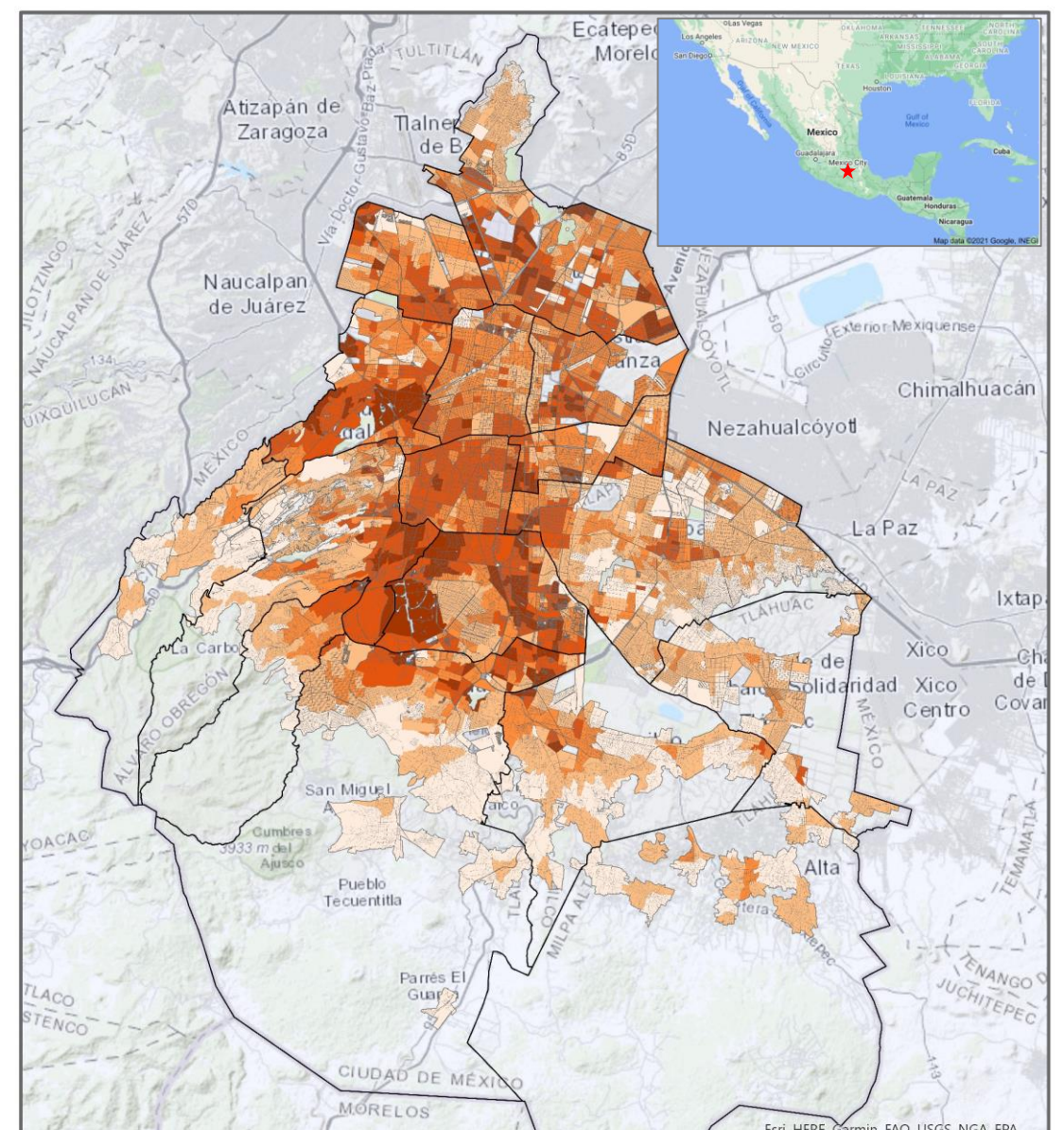
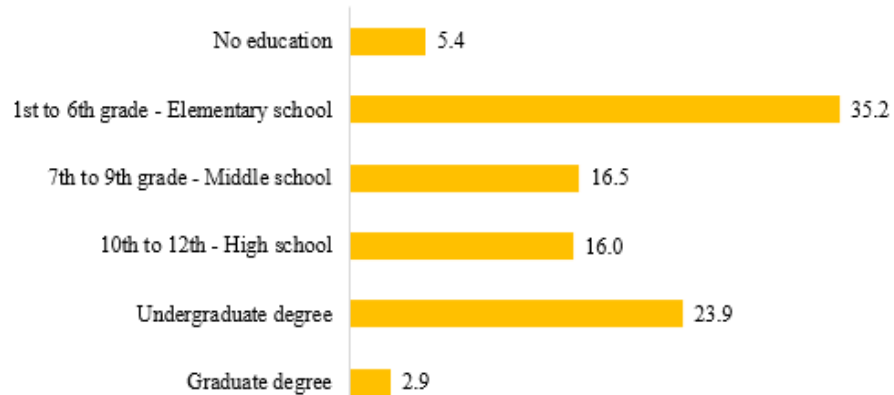
Overview

Currently, Mexico City is the oldest entity in Mexico. By 2030, two out of every 10 residents in the city will be 60 years of age or older.

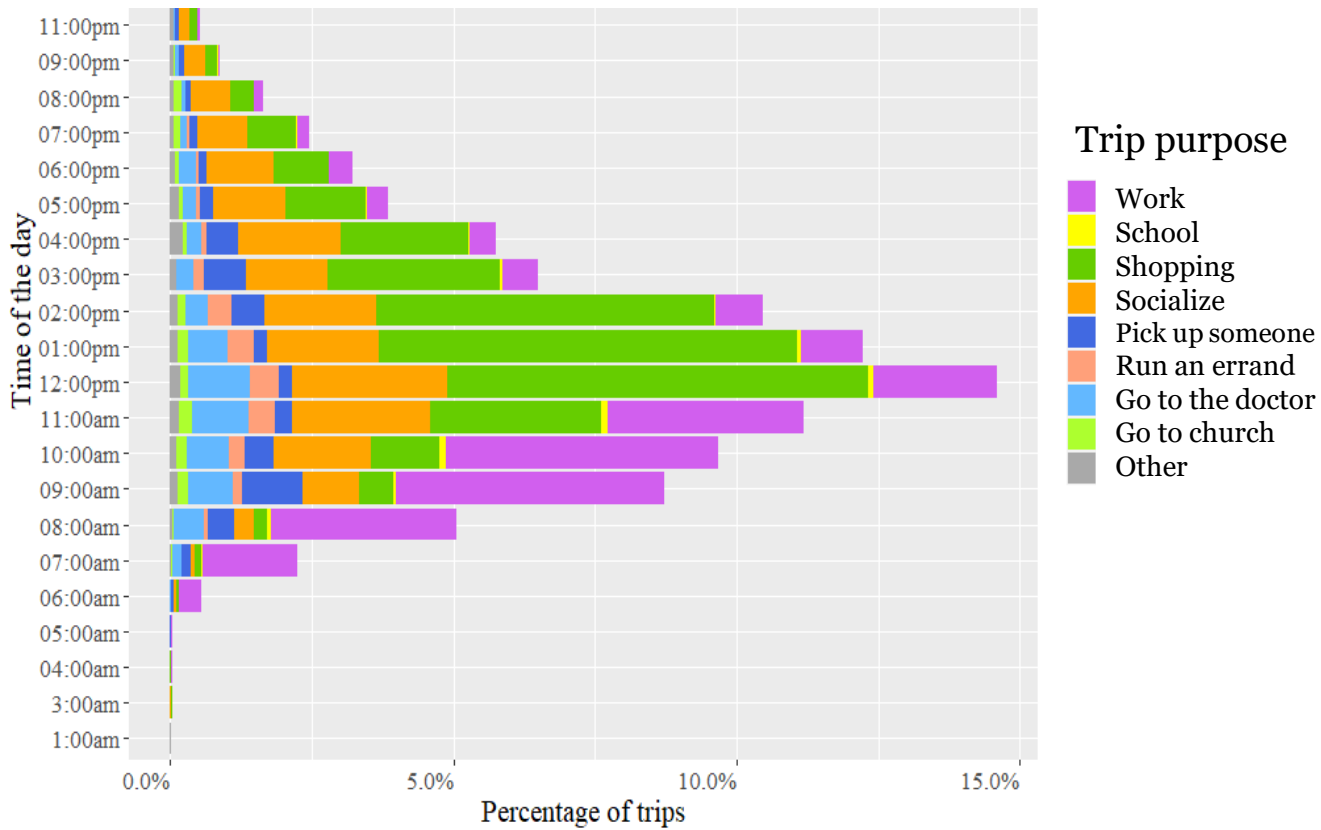
Older adults by age group and employment status



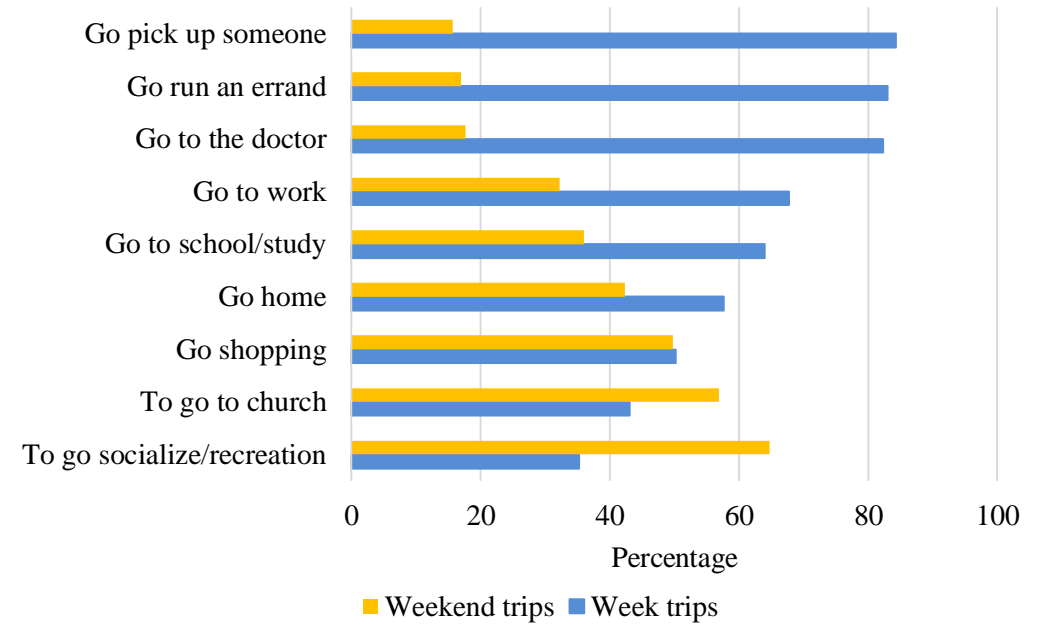
Education level of older adults in Mexico City



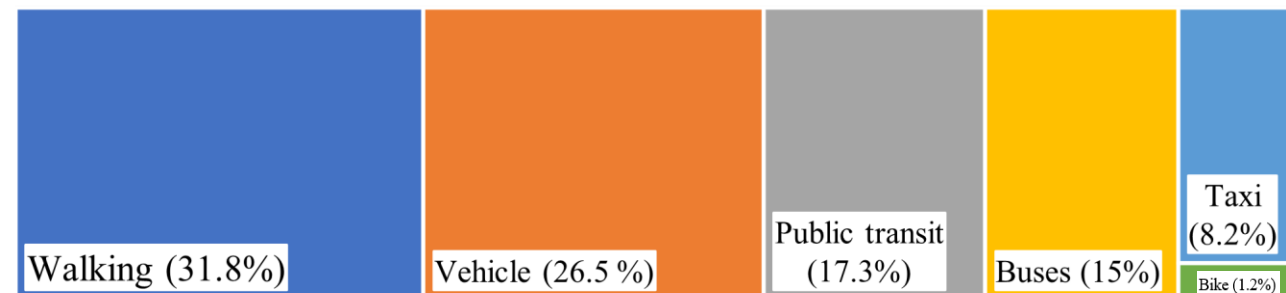
Mobility patterns



Trip purposes by weekday



Percentage of trips made by each group mode



Average trip duration by socioeconomic level and gender

Socioeconomic level	Average duration (min) Intra-district trips		Average duration (min) Inter-district trips	
	Older males	Older females	Older males	Older females
Low	42.0	21.1	113.4	58.1
Medium low	20.8	19.2	60.6	56.5
Medium high	17.6	17.7	52.5	47.1
High	19.0	18.7	48.5	45.5

Future needs



Walking - Older males are more likely to drive in comparison to walking. The higher the socioeconomic status of an older adult, the less likely they are to prefer walking. The higher the number of people in a household, the more likely they are to prefer walking, in comparison to driving.

Public transit - Older males are less likely to prefer public transit over driving in comparison to older women. The longer the trip duration, the more likely older adults are to choose public transit in comparison to driving. Older adults whose trip purpose is socializing, are less likely to use public transit in comparison to driving.

Taxies - As older adults become older, they are more likely to prefer taking a taxi in comparison to a driving a vehicle. Older males are less likely to prefer taxis over driving in comparison to older women. The higher the socioeconomic status of an older adult, the less likely they are to prefer taxis in comparison to driving.

Buses - Older males are less likely to prefer buses over driving in comparison to older women. The higher the socioeconomic status of an older adult, the less likely they are to prefer buses in comparison to driving.

Discussion - Older adults in CDMX present different mobility patterns depending on their gender, age, residence, socioeconomic and employment status. More investments are needed in public transport infrastructures. The city needs to improve access to public transit for low socioeconomic older populations. Lastly, more public safety is needed for older women who travel in buses.